

## SALT LAKE CITY COUNCIL MEMORANDUM

**DATE:** December 5, 2008  
**SUBJECT:** **Airport Light Rail Line**  
**FROM:** David Everitt and John Naser

There are presently no plans to revise the alignment of the Airport light rail as it approaches 400 West. UTA is proceeding with the tread the bent option established in the interlocal agreement and not pursuing the 200 or 250 North options. As your aware John Williams is opposed to extending the track through their property because of the potential impact to future development. John still strongly supports the replaces of the existing North Temple viaduct and combining the tracks and roadway on one structure between 400 and 600 West. Replacing this structure is also UTA's and the City's preference if funds become available through the federal stimulus program. Hopefully we will know more my early January and can proceed with the replacement. If this does occur the Council will not have to revise the interlocal because it uses the same North Temple alignment. The Council may have to allocate of this money to UTA for consultant and contractor payments depending on if and how the federal funds are obtained.

In the upcoming briefing Administration staff will give the Council an update on the North Temple viaduct issue and bring them up to speed on other aspects of the project. We mostly want to answer any questions the Council may have. We need to start the discussion on the grand boulevard elements especially the ballasted verses concrete embedded track issue and the Jordan River Bridge. The North Temple advisory committees has become very involved in the track issue and are getting ready to make a recommendation to the Council on their preferred option. Bill Knowles and I are sending out a questionnaire to committee members this weekend to get an indication on their preference. We will provide the results of the survey to the Council during the briefing. We will provide a more detail briefing on the track options and other elements of the boulevard this January. It is important we select a track option as soon as possible because that dictates the roadway design elevations and grading through intersection. These elevations are used to establish the need for certain utility relocations. Also, with the track option established we can determine the funding available for other elements. UTA is preparing an agreement and approval for the City to begin using the Alliance funds. This should be ready by the end of the year and needs to be in place before the Council can make final funding decisions.

The interlocal agreement requires UTA modify or reconstruction of the Jordan River Bridge to meet Salt Lake County flood control requirements and to provide adequate sidewalks over the bridge. The agreement also allows the City to provide additional improvements to the bridge as betterments. UTA's estimated cost to modify the existing structure to carry the light rail and wider sidewalks is \$2,090,000, for an additional \$210,000 the entire bridge can be replaced. So we can start planning for the bridge it would be helpful if the Council could give us an indication if they may wish to spend this amount from the alliance funds for a new City bridge. Final approval could be with other elements of the project.