

Economic Impacts of Intelligent Infrastructure: Light Rail in Salt Lake City

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LIGHT RAIL IN SALT LAKE CITY

Net New Jobs and Impacts:

The UTA Trax and FrontRunner rail lines are attributed with spurring development that has resulted in nearly 1,300 net new jobs generating over \$66 million in income and \$227 million in business sales annually.

Indirect and Induced impacts:

Including impacts associated with supplier purchases and employee spending, the total annual impact on the economy of Salt Lake County is raised to nearly 2,800 jobs, close to \$136 million in income, and over \$410 million in business sales annually.*

*These estimates reflect only some of the economic development impacts associated with the \$7 billion of private investment made near transit stations.

1.1 Background, Community & Motives

Synopsis

Salt Lake City, Utah, is located in the foothills of the Rocky Mountains, and was home to the 2002 Winter Olympic Games. In recent years economic growth has driven employment and population growth as more companies have located to the business-friendly environment of Salt Lake City (SLC). Individuals have also been attracted to the city's affordable housing, access to recreation, and mild climate. This population growth has resulted in more passenger car travel (work and non-work based) travel which has also generated increased emissions. To accommodate this growth, major transportation investments have been made such as the reconstruction of Interstate 15, completed in 2002, which runs north and south through Salt Lake County. However the increases in emissions have negatively affected the surrounding environment. Salt Lake's unique geography and proximity to the mountains results in an annual winter "inversion," where polluted warm air is trapped underneath cold air for extended periods of time. In order to comply with air quality standards of the Clean Air Act during inversion episodes and provide additional transportation options for a growing economy, Salt Lake City invested in a light rail transportation system called TRAX, which is credited with the creation of nearly 1,300 direct new permanent jobs and close to 2,800 total jobs from local economic development.

Community Character & Project Context

Salt Lake County is located in Salt Lake Valley, with the Wasatch Range Mountains to the east and the Great Salt Lake to the west. It is well known for its outdoor recreation amenities, including several ski resorts. The County has an area of 807 square miles and population density of 1,274 people per square mile. In 2013, Salt Lake County was home to 1,079,721 people and, according to the Wasatch Front Regional Council. Its population is expected to increase to 1.4 million people by 2030. Between 2008 and 2012, county

unemployment was 5.3 percent, per capita income was \$25,905, and median household income was \$59,626. Although morning and evening congestion exists along I-15, the major thoroughfare through the county, the average commute time in the county is still only 22.2 minutes, far lower than in other metropolitan areas. Salt Lake County's major industries by employment include education and healthcare (20% of all workers), professional, scientific, & management (13%), retail (12%), manufacturing (11%), and finance/insurance/real estate (9%). Salt Lake City and the surrounding metropolitan area have been the destination of numerous companies seeking to capitalize on the region's educated labor pool, low cost of doing business, favorable tax incentives, and overall quality of life. A recent trend of technology companies growing and locating in the region has led to the branding of the area as "Silicon Slopes."

Project Motives

The primary motivations for investing in light rail within Salt Lake County include health concerns related to air pollution and providing alternative transportation options for a growing economy with limited opportunities for additional highway expansion.

Three weeks out of the year, a winter inversion occurs when cold air from above surrounds and traps warm air below. The trapped warm air contains locally generated air pollution and is unable to escape from the ground level, thereby causing hazardous health conditions that have violated thresholds set by the Clean Air Act. The sources of this pollution include: 70% from cars, 15% from houses, and 15% from industries. Since cars are the source for the majority of accumulated air pollution, reduction in automobile usage became a strategic goal and expanded transit options were viewed as an opportunity to reduce emissions.

The second motivation for investing in light rail was to provide additional transportation options for the region's growing number of businesses and expanding workforce. Because of the expected future growth, constraints on highway expansion, and traffic congestion, light rail and commuter rail were selected as practical alternatives. Future growth of transit ridership is also influenced by the degree to which higher density development occurs around transit stations.

The National Environmental Policy Act (1969) requires that an Environmental Impact Statement (EIS) be conducted to primarily assess the relevant environmental effects of a proposed federal project and range of alternatives. Included as a subtopic of the analysis are "Cost Analysis for each alternative" to determine if the project is a prudent use of taxpayer dollars and "Social and Economic impacts" to local communities. Neither a comprehensive benefit-cost or detailed economic impact analysis was included in any of the Environmental Impact Statements (EISs) for the Salt Lake light rail system. However, several of them did include a qualitative review of expected benefits and economic development. Across all of these studies, general expectations revolved around improved travel times and mobility, decreased congestion, improved air quality, and growth in economic development.

The EIS for the light rail's extension into Mid-Jordan asserted an expectation for a "generally positive effect on economic development and Transit Oriented Development (TOD) opportunities." The extension also was also described qualitatively as a vehicle to increase tourism, revitalize commercial areas in decline, and expand options for additional mobility.

The Final EIS for the Draper extension stated that the purpose of the extension was to provide "quality light rail transit service in the highly congested north-south travel corridor between Draper and downtown Salt Lake City". The project noted that future travel demands of residents and commuters by 2030 could not be met by the current transportation system and that light rail would be more reliable than just operating buses in mixed-flow traffic. The following changes in transportation conditions were also identified as the rationale for and benefits of investment in the extension:

- Time spent in traffic between Sandy & Draper is expected to increase by 115% and average travel time is anticipated to increase by 14% between 2005 and 2030.
- Mobility and access options are limited, especially for no-vehicle and low-income citizens.
- Limited opportunities for highway expansion (east of I-15) require alternative transit solutions and high occupancy light rail trains improve transit efficiency.
- Reduction in automobile use decreases adverse health effects due to air pollution.
- Employment opportunities are improved through Transit Oriented Development.

1.2 Project Description

TRAX & FrontRunner

The original Utah Transit Authority TRAX line constructed from downtown Salt Lake City (SLC) to Sandy opened in 1999. The following connection from downtown to the University of Utah was completed in 2001 and the FrontRunner commuter rail line from SLC to Ogden was completed in 2008. In 2008, UTA announced the FrontLines 2015 project, which included building 70 miles of new rail across four light rail lines and one commuter rail line over 7 years costing \$2.5 billion dollars (map in appendix).

The extensions as part of the Frontlines 2015 initiative included:

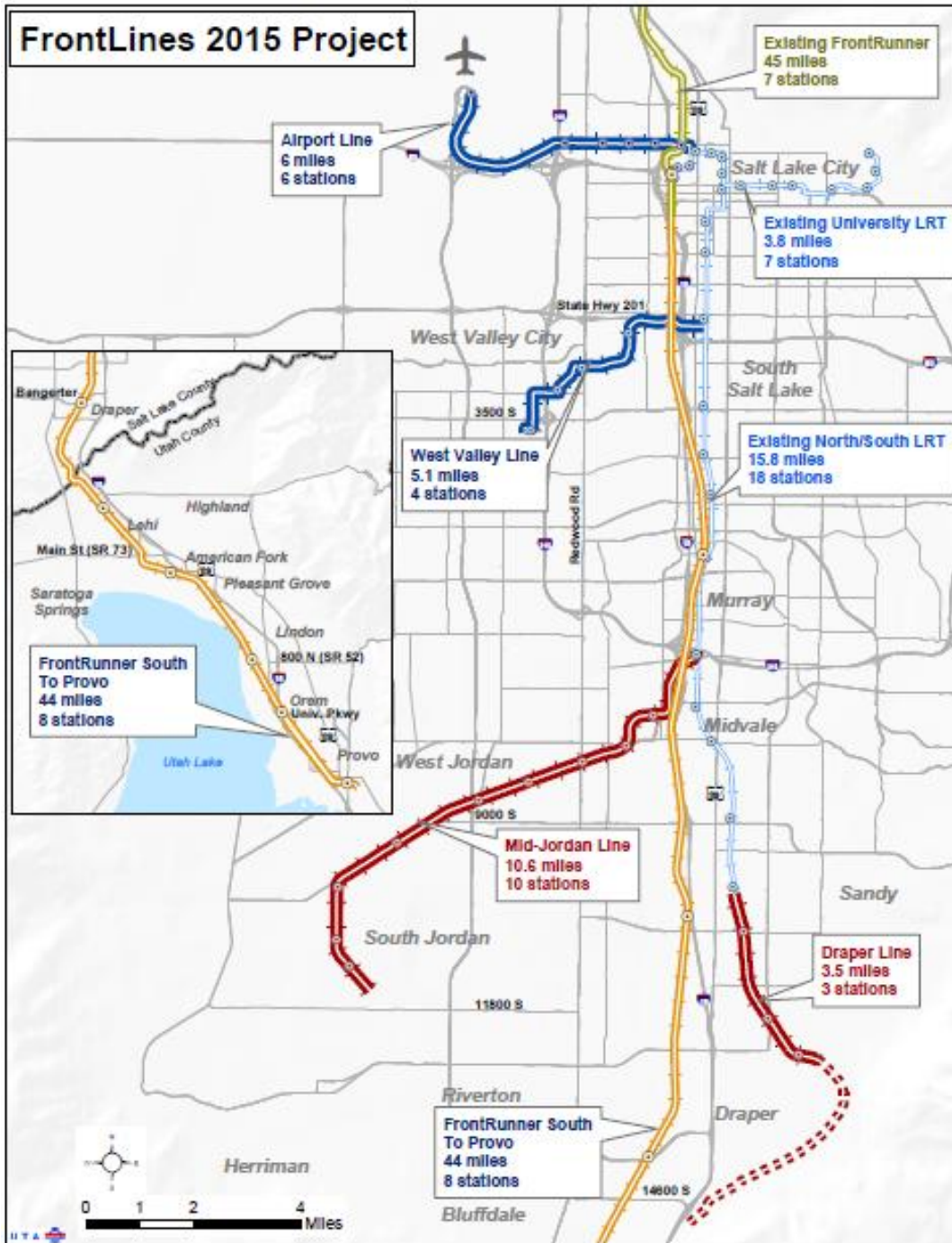
- Mid-South Jordan & West Valley City (2011)
- Salt Lake City (SLC) International Airport (April 2013)
- Draper (August 2013)
- FrontRunner Commuter Rail to Provo (2012)

The Sugar House Streetcar (December 2013), not originally part of the Frontlines 2015 extension, was an additional project enabled by \$26M in funding by the U.S. Department of

Transportation TIGER¹ II grant program, awarded in 2010. Figure 0.1 below shows the original TRAX light rail line and extensions of TRAX and the FrontRunner commuter rail.

¹ Transportation Investments Generating Economic Recovery (TIGER).

Figure 0.1: MAP of Frontlines 2015 project (TRAX & FrontRunner extension)



Source: Utah Transit Authority (UTA)

Mid-South Jordan line (Red line)

The Mid-South Jordan line is 10.6 miles long and passes through the communities of Murray, Midvale, West Jordan, and South Jordan. It connects with the Sandy/Salt Lake TRAX Line at the Fashion Place transit station that provides direct service to downtown Salt Lake

City. It includes nine new stations and ridership is expected at 19,000 daily boardings by 2030 for the section 6400 South to Daybreak South and 25,000-30,000 daily boardings from Daybreak South to SLC.

West Valley Line (Green line)

The West Valley line is 5.1 miles long and runs through South Salt Lake and West Valley City. It contains four new stations and connects West Valley's residential, shopping, work, and entertainment venues as well as connections to downtown SLC, the University of Utah, and the SLC International Airport. Anticipated ridership for the project is 2,000 daily boardings by 2030.

SLC International Airport TRAX Line (Green line)

The Airport line is a six-mile light rail extension connecting downtown Salt Lake to the SLC International airport. It includes six stations and is forecasted to carry more than 14,000 passengers by 2030.

Draper Line (Blue line)

The Draper line is 26.5 miles long extending current light rail service through Sandy and Draper beginning at the current terminus of the Sandy Civic Center 10000 TRAX Station all the way to Draper Town Center Station at Pioneer Road. Estimated daily boardings range from 4,500 to 7,700.

Sugar House Streetcar (S-line)

The Sugar House Streetcar line runs 2.74 miles from the Central Pointe TRAX Station in South Salt Lake to the commercial district of the Sugar House neighborhood of Salt Lake City. Estimated daily boardings was 3,000 by 2014 rising to 4,000 by 2030.

FrontRunner - Commuter Rail

The southern extension 44 miles down to Provo was completed in December 2012 connecting all stations in Salt Lake, Davis, Weber, and Utah Counties. Daily ridership is currently 14,700 boarding per day.

In order to support planned TRAX expansion, the Utah Transit Authority (UTA) ordered 77 Siemens S70 light rail vehicles from Siemens AG, making it the company's largest-ever light rail contract. As of 2013, UTA uses 114 light rail vehicles and 71 commuter rail vehicles. Also, an estimated 22.5 million annual passengers (69,600 daily – TRAX, 14,760 daily – FrontRunner) were transported using light and commuter rail services in 2013. A breakout between light rail and commuter rail ridership is not provided by UTA however in 2013 average weekday services miles was 8,831 for light rail and 4,541 for commuter rail.

1.3 Economic Development Impacts

First Phase

The economic development impacts of TRAX occurred in two phases. The first phase of development included the TRAX line between Sandy and downtown SLC (1999) and service to the University of Utah campus (2001). Because the TRAX line was built within fairly developed and established communities and business districts, identifying development impacts was challenging because businesses that predated the existing of light rail, whose employees now use TRAX, cannot be classified as net new development. However based on interviews with local agencies and organizations 950 permanent jobs are attributed to the initial light rail system.

Salt Lake City - Blue line (1999) & Red Line (2001)

According to interviews from local economic development agencies, two companies in downtown Salt Lake City (SLC) were identified to have a strategic interest in access to light rail are Goldman Sachs and Workday. After 9/11, Goldman Sachs wanted to diversify their office locations and originally transferred 100 employees from the New York office out to SLC near the University of Utah that eventually grew to 200 employees by 2002. Originally focused on wealth management, their function in Salt Lake City changed to broker support. Pleased with the workforce and multiple language skills of the local labor market, they chose to expand their presence. Transit was a primary decision driver as they evaluated locations within the Salt Lake Central Business District (CBD). They selected new office space on Main Street in downtown SLC right near the Gallivan Plaza station. They currently occupy seven floors of an office building with 900 employees, 700 of which are attributed to moving to the new location in downtown SLC.

Workday, a data software company is also located in the SLC CBD near the Library station terminal. Of the 500 current employees, 250 of them are issued transit passes by the company given limited parking in the area. Between both companies, approximately 950 jobs are associated with proximate access to the light rail system. No jobs growth within the University of Utah campus were attributed to the TRAX line according to interviews.

Second Phase

The second phase of the development included development of a commuter rail line (called the FrontRunner) north from SLC up to Ogden (2008) and a series of TRAX and FrontRunner extensions which are part of a program titled "FrontLines 2015" which was completed ahead of schedule (2011-2014). Based on interviews and discussions with stakeholders, planners, and economic developers who offered their perspectives, 2,168 jobs are located nearby transit stations, 343 of which are net new jobs in Salt Lake County, are attributed to the second phase of TRAX and FrontRunner extensions. Of the 2,168 jobs that migrated near transit stations, 1,825 jobs were considered to be relocations from other locations in Salt Lake County and therefore are not considered to be net new jobs. However

current trends of growth indicate that additional economic impacts are expected to continue in the following years.

Combined together the first and second phase of TRAX and FrontRunner, local impacts around transit stations account for 3,118 long term jobs generating over \$840 million in sales, over \$476 million in Gross Regional Product (Value Added), and nearly \$217 million in labor income (Table 0.1).

Table 0.1: Local Economic Impact of UTA TRAX & FrontRunner (including relocations)

Impact Type	Employment	Labor Income	Gross Regional Product	Business Sales
Direct Effect	3,118	\$216,589,000	\$476,450,000	\$840,241,000

Of these impacts, only a portion of them are considered to be net new to Salt Lake County because several of these businesses relocated within close proximity to the transit stations from other places within the county. After removing impacts associated with relocations, the first and second phase of TRAX and FrontRunner account for 1,293 long term jobs generating over \$227 million in sales, nearly \$113 million in Gross Regional Product (Value Added), and over \$66 million in labor income in Salt Lake County (Table 0.2).

Table 0.2: County Economic Impacts of UTA TRAX & FrontRunner (net new)

Impact Type	Employment	Labor Income	Gross Regional Product	Business Sales
Direct Effect	1,293	\$66,092,000	\$112,704,000	\$227,014,000
Indirect Effect	946	\$44,858,000	\$64,795,000	\$114,460,000
Induced Effect	555	\$25,049,000	\$41,546,000	\$68,827,000
Total Effect	2,793	\$135,999,000	\$219,045,000	\$410,301,000

Business growth not only generates economic activity through hiring workers but also through purchasing materials from suppliers. These purchases continue through buyer supplier relationships as they circulate across different industries creating successive waves of additional economic impacts in the form of jobs, payroll, and output (sales). Using IMPLAN modeling software², the economic activity associated with purchases from upstream suppliers is categorized as indirect impacts. The effect of indirect impacts account for an additional 946 jobs, nearly \$45 million in labor income, over \$114 million dollars of sales.

Additional employees hired directly by businesses influenced by TRAX or from business suppliers spend their wages on retail goods, transportation, housing, and other household expenditure categories. These expenditures also generate additional economic activity (e.g. jobs, wages and output) and are categorized as induced impacts. Induced impacts account

² IMPLAN (Impact Analysis for Planning) is an economic model that uses data from the U.S. Department of Commerce, Bureau of Economic Analysis, Bureau of Labor Statistics, and U.S. Census.

for an addition 555 jobs, \$25 million in Labor Income, and nearly \$69 million of sales. Together, direct, indirect and induced spending impacts contribute nearly 2,800 jobs, close to \$136 million in labor income, and over \$410 million in sales every year.

The impacts of the FrontLines 2015 extensions occurred in a shorter time period than the initial lines and in post-recession conditions. The consensus among interviewees was that economic development impacts have been smaller than anticipated, but are expected to continue to grow into the future. UTA spokesman Gerry Carpenter stated that "We expected more development in our projections, which has not yet occurred. The recession slowed it down."

The extensions of the TRAX and FrontRunner lines motivated existing tech companies such as eBay, Adobe, and Overstock.com to relocate their offices within close proximity to transit stations given the available land nearby. These relocations support less auto-dependency especially among younger workers who are increasingly moving to more urban environments. Young workers ages 25-34 living within 3 miles of a city center have risen 37% since 2000 (C. Miller 2014) and those under 30 use transit twice as frequently than those aged 30 to 60 (RSG 2014). Although not considered net-new economic development, these relocations are helping to achieve transit objectives of increasing density around transit stations and decreasing car usage.

There are indications that additional economic development is still forthcoming. The value of building permits, requests for housing, and commercial development in Salt Lake County was \$640 million in 2013 which has jumped up to \$1.92 billion in 2014, a 200 percent increase. In the 2012 Performance Report published by the UTA states that "Over \$7 billion in private funding invested in Utah's economy by private industry near transit locations." A detailed listing of the investments and their locations are listed in the appendix.

According to the Salt Lake County government, TRAX has played an important role in driving this additional development activity. D.J. Baxter, executive director of Salt Lake City's Redevelopment Agency, stated that within the Sugar House suburb region there will be "...1,000 new housing units within a short distance of the Sugar House streetcar line.... about 1.8 million square feet of new space that includes residential, retail, and office" totaling over \$400 million in investments. Robin Hutcheson, Sugar House's transportation director commenting on this expected development was quoted saying "the amount of community investment that has occurred will make this streetcar an excellent return on investment." In nearby South Salt Lake, Mayor Cherie Wood stated that the new Sugar House streetcar line has attracted another 1 million square feet of new retail development, 350,000 square feet of office space, and 3,000 new residential units. Michael Allegra, president, CEO, and general manager of UTA, communicated to the UTA board that the Sugar House line is providing a ten-to-one return on investment because of economic development.

Using these classifications of influence, the economic development impacts were estimated for the following TRAX and Commuter Rail lines.

West Valley City (Green line)

A transit oriented development downtown plan was adopted as part of the TRAX extension into the city of West Valley and has been an important element of the downtown growth plan. The Valley Fair Mall, built in the 1970s, was in decline until a recent renovation helped by the nearby West Valley Central Station catalyzed downtown redevelopment and higher density. To help enable this transformation, the city acquired parcels of land, upgraded the infrastructure to enable development, and used Tax Increment Financing (TIF). According to discussions and interviews, only a minor portion of the redevelopment was due to the TRAX station, resulting in around 31 jobs. Sixteen of these jobs are associated with nearby accommodations while the remaining 15 jobs are considered to be relocated jobs from Petzl due to TRAX.

Although not considered net new economic development Petzl just completed the relocation of their North American headquarters from Clearfield, UT to West Valley City in October 2014. In addition to increasing employee ridership due to the proximity to TRAX, they currently employ 50 individuals and are expecting to add an additional 20 employees in the future. The proximity of the Redwood Junction station (1/4 mile) was identified as one of three reasons why the outdoor climbing gear company chose this site. This is one of several relocating companies that are anticipating both future growth and enabling existing employees to use transit to commute to work.

Mid-Jordan (Red line)

New development has located around the Bingham Junction station, of which a very minor portion can be attributed to the proximity to light rail. Among businesses that have located there, including IHC, Savage, FLSMIDTH, and Progressive, 11 jobs are related to the proximity to light rail.

The Jordan School District Auxiliary Services Building is located at the West Jordan City Center station. An estimated 660 employees are attributed to its proximity to the station although these jobs would likely have occurred in another location since they are essential to supporting the school district and therefore were not considered net new jobs. Various commercial offices also located near the Jordan Valley station and their decision to locate in the vicinity of the station are attributed to the station location combining for an estimated 277 jobs. Close to the 5600 W. Old Bingham Highway station is a new Boeing plant and the offices of Oracle. Boeing was looking for a manufacturing location to build rear stabilizers for their 787 aircraft, and chose to locate at a former cabinet maker site with over 840,000 square feet supporting 100 jobs, 33 of which are attributed to the proximity to TRAX. Boeing cited the top three reasons for locating at the site as proximity to a talented labor force, the cost/benefit ratio to renovating the site, and proximity to light rail. The influence of transit in Oracle's decision was much less. An estimated 5 jobs were attributed to

proximity to the nearby TRAX station. Overall, approximately 1,026 are attributed to the availability of light rail across all stations along the Mid-Jordan line.

Although primarily a residential development, Kennecott, a Rio Tinto subsidiary, owned land near the Brigham copper mine and developed it into a master planned community. Kennecott funded the first EIS and then voters hired the firm Calthorpe in 2007 to develop the master planned community called Daybreak. This community features quaint houses with front porches and garages in back, contains a network of trails, and offers lakes and a city center for recreational activities.

In the initial phases of development, Overstock.com chose to locate in a 252,000 square feet, \$90 million headquarters next to the Bingham Junction station. Founder Patrick Byrne specifically referenced proximity to the nearby TRAX stop as one of the primary criteria for site selection, as well as direct access to the Jordan River Parkway and easy access to Interstate 15 and Interstate 215. According to local sources, Overstock.com sees proximity to transit as helping them in recruitment, retention, and corporate relations. An estimated 1,600 employees are expected to work at the new headquarters when completed.

Draper (Blue line)

No new economic development was identified along this line since its opening in 2013.

FrontRunner - Commuter Rail

Two well-known technology companies, eBay and Adobe, both incorporated access to transit as part of their headquarters decision making process to provide employees with additional transportation options. Although both are relocations instead of net new economic growth, transferred employees that use the commuter rail decrease overall auto dependence and associated air pollution.

The new eBay headquarters (two new buildings) is adjacent to the FrontRunner (commuter rail) Draper station and replaces eBay's older five-structure campus. The facility is 240,000 square feet and currently supports 1,400 jobs. Important considerations for eBay's location decision were:

- 1) Land available to develop a signature building
- 2) Access to transit, which also helps recruiting new employees.

eBay has a strong transit culture that is part of their sustainability corporate culture. In addition, the Governor's Office of Economic Development approved a \$38.2 million tax incentive for eBay to build its campus in Draper. In exchange, eBay promises to create 2,200 jobs by 2031. An estimated 900 jobs were accredited to the FrontRunner station but are still considered to be relocated jobs from other offices.

The Adobe campus is located in Lehi, very close to the FrontRunner Lehi station. Adobe chose this site for its proximity to labor markets, access to public transit and the interstate,

and expansive vistas of Utah Valley and the nearby mountain ranges. The top three reasons for locating in Utah were:

- 1) Workforce in SLC and Utah County
- 2) Signature building to showcase brand identity
- 3) Easy accessibility to transit which is part of their sustainability corporate values.

The 680,000-square-foot campus currently supports 1,000 employees, and there are expectations to increase this amount by 1,600 jobs over the next 20 years. An estimated 250 jobs were accredited to the FrontRunner station but are still considered to be relocated jobs from other offices.

Sugar House Streetcar

The Sugar House streetcar in the Sugar House neighborhood of Salt Lake City opened for service in December 2013. Although not originally part of the Frontlines 2015 extension, it was an additional project enabled by \$26M in funding by the U.S. Department of Transportation TIGER II grant program, awarded in 2010. According to the UTA, the streetcar is averaging 938 daily riders so far this year, much lower than the 3,000 boarding per day expected (Nettler 2013). No permanent jobs were currently identified with the recently opened streetcar line however over \$400 million of private investment is expected in the area for over 1,000 residential units and 2 million square feet of redevelopment.

Additional economic impacts linked to TRAX are likely to also have occurred with the University of Utah hospital expansion and the construction of the Rio Tinto stadium both of which are in close proximity to TRAX stations. However due to a lack of contacts and supporting information for these sites, an assessment of the economic development impacts from TRAX was not able to be made.

Interviews were conducted with local planners, economic development agencies, county & state government, and research institutions. Individuals were asked to identify businesses that identified light and commuter rail access as an important factor in their location decision and quantify the scale of influence either as a classification (none, minor, moderate, or major) or as a percentage level of influence (0% to 100%). The range of influence corresponding to each classification of influence is shown in Table 0.3.

Of the 17 companies identified whose location decision was influenced by the availability of light and commuter rail, 53% of were classified with transit having a "minor" role, 18% as a "moderate role", and 29% as a "major role" (Table 0.4).

Table 0.3: Classification and Range of influence TRAX & FrontRunner stations had on economic development

Classification	Range of influence	
None	0%	0%
Minor	1%	20%
Moderate	21%	40%
Major	41%	100%

Table 0.4: Classification of light & commuter rail influence on location decision

Classification Influence	# of companies	% of Total
Minor	9	53%
Moderate	3	18%
Major	5	29%
Total	17	100%

For locating near a light/commuter rail station where transit only played a minor role, contribute a small portion of ridership and do not leverage the proximity of transit in their investment. Conversely, companies whose decision to locate within close proximity to transit stations not only generate higher ridership but also expect to leverage their investment in recruitment of talented employees and provide alternative commuting options which can add to overall quality of life.

Conclusion

The UTA TRAX and FrontRunner rail lines are attributed with spurring development that has resulted in nearly 1,300 net new jobs generating over \$66 million in Income, and \$227 million in business sales annually. Including impacts associated with supplier purchases and employee spending (indirect and induced) the total annual impact on the economy of Salt Lake County is raised to nearly 2,800 jobs, close to \$136 million in income, and over \$410 million in business sales annually. However, these impacts only reflect some of the economic development associated with the \$7 billion of investments made near transit stations by private funding. Technology companies in Salt Lake County have recently started to locate their businesses near TRAX and FrontRunner stations because their employees want better access to public transit. Another notable impact is increased demand for high-density residential development in urban areas close to transit where these employees want to live. Over 22.5 million passengers used light and commuter rail in 2013 instead of passenger cars which helps to alleviate auto-base emissions; a critical environmental concern during winter inversions. If congestion within the highway network becomes a major concern in the future, the value provided by light and commuter rail transit will continue to grow by providing an important transportation alternative.

APPENDIX

Glossary of Terms

Jobs represent the total number of individuals employed – not full time equivalent positions.

Labor Income are the full payroll expended for employees from the employers' perspective, including all taxes and benefits.

Business Sales represent output or additional economic activity. For government, or non-profit entities, output represents their annual budget.

Value Added represent the additional "economic gain" or value produced. Value added equals Business Sales minus cost of inputs (e.g. materials).

Light Rail Performance Report

Over \$7 billion in private funding invested in Utah's economy by private industry near transit locations. <http://www.rideuta.com/uploads/UTAPerformanceReport2012.pdf>

FrontRunner North

- \$250 million
 - Farmington
 - Woods Cross

Sugar House Streetcar

- \$400 million in private investment along the rail corridor in Salt Lake City alone
 - Over 1,000 residential units
 - 2 million square feet of redevelopment

University/Red Line

- University of Utah and 400 South Corridor
 - \$1.6 billion in private investment along the rail corridor
 - \$730 million along 400 South
 - \$905 million within the University of Utah campus

West Valley/Green Line

- \$500 million in private investment along the rail corridor
 - Fairbourne Urban Renewal Project
 - 40 acres including hotel, office, residential, and retail

Sandy/Blue Line (including hub extension)

- \$3.9 billion in private investment along the rail corridor
 - City Creek Center
 - Waverly Station (3900 South)
 - Approximately 161 townhomes
 - Fireclay District (4500 South)
 - Birkhill Apartments
 - \$45 million project
 - Phase 1 has 137 units, 311 total planned units
 - Fireclay Villages
 - Phase 1 has 15 buildings, 400 planned units
 - Phase 2 has 10 buildings, 268 units
 - Medistar Corporation
 - 33,720 square foot critical care center
 - Intermountain Medical Center
 - \$425 million project
 - 100 acres
 - 4,555 employees and 1,300 physician partners

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Midvale City Government

Economic Development Corporation of Utah (EDCUtah)

Salt Lake City Government

Salt Lake County – Office of Economic Development

Salt Lake County Government

Sandy Government

South Salt Lake Government

Utah Government Office Economic Development

Utah Transit Authority

West Jordan Government

West Valley City Government