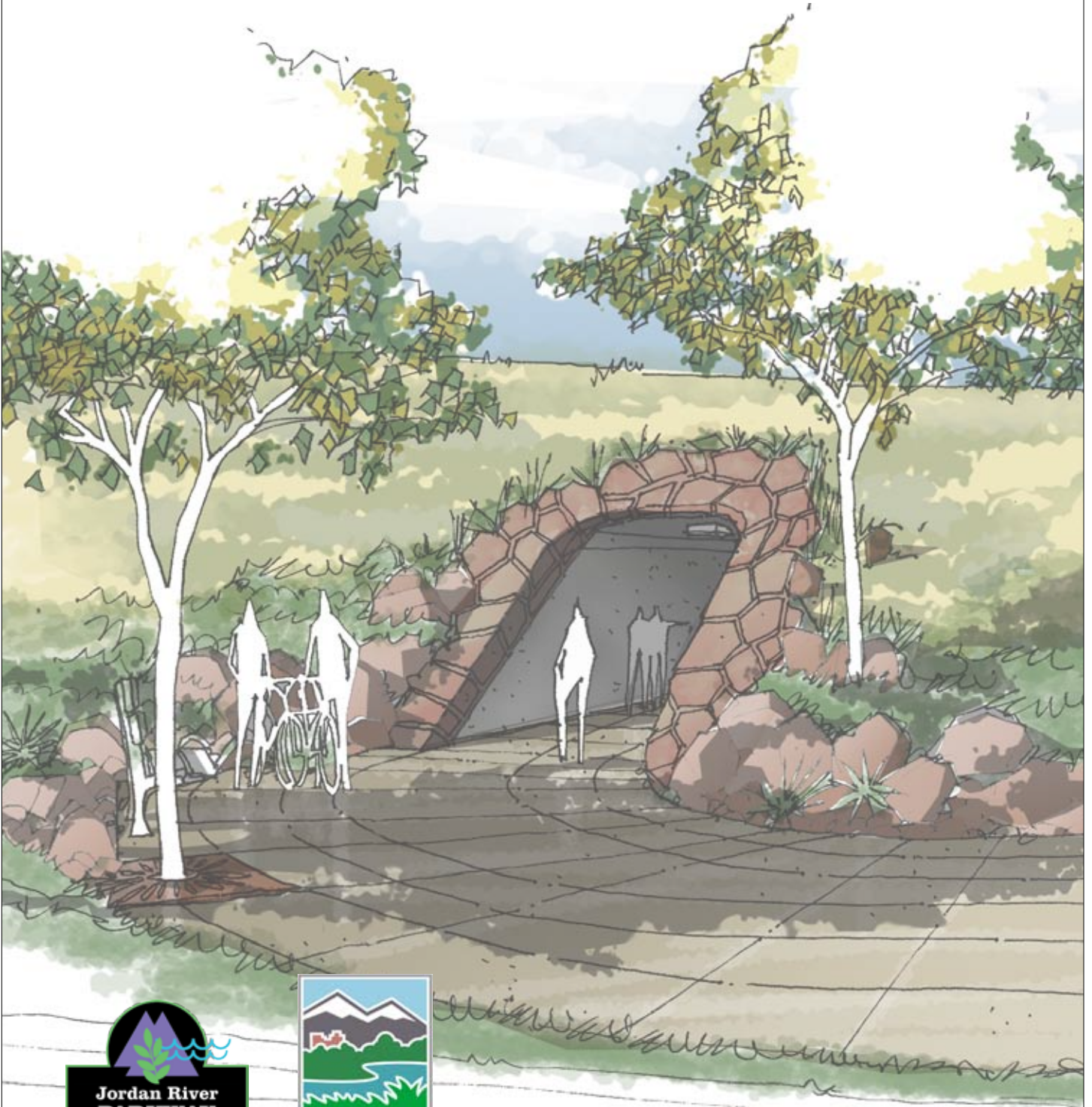


**A CASE FOR COMPLETING THE JORDAN RIVER PARKWAY:  
A safe crossing at 9000 South and 850 West**



**Proposed 9000 South Underpass**



## Parkway Timeline

- 1971** 40 years ago, the "Jordan River Parkway: An Alternative" is published by Salt Lake County
- 1973** Provo-Jordan River Parkway Authority established
- 1977** Provo-Jordan River Parkway Authority incorporated into State Parks
- 1979** The Foundation for the Provo-Jordan River Parkway is created to raise funds for Parkway projects
- 1981** Grand opening of the first pieces of the Jordan River Parkway, a corridor of open space running from Utah Lake to the Great Salt Lake
- 1991** Murray City completes the first segment of the regional Jordan River Trail
- 2003** The Foundation establishes a standard sign for trailheads along the Jordan River, later helping to fund the installation of 16 signs
- 2007** Salt Lake County and Envision Utah publish the Blueprint Jordan River outlining a long-term vision for the Jordan River
- 2008** Jordan River Parkway Trail Master Plan published by Salt Lake County
- 2010** The member-funded Jordan River Commission is established by interlocal agreement to complete the trail and implement master plans
- 2011** Completing the Jordan River Parkway is listed in the America's Great Outdoors 50-State Report by the Department of the Interior. The National Park Service begins coordinating the initiative.
- 2011** National Park Service RTCA assistance award granted to complete a concept plan for the 1.2 mile trail gap between West Jordan and Sandy cities.
- 2012** Four gaps (3.5 miles) in the Parkway trail still exist



When settlers first reached the Salt Lake Valley of Utah, one resource made settlement and long-term survival possible—the Jordan River. Flowing nearly 50 miles from Utah Lake to the Great Salt Lake wetlands, its water allowed for irrigation of this high desert valley and the eventual emergence of a metropolitan region topping one million residents.

Flowing through three different counties and fifteen cities, the Jordan River ties our region together in myriad ways. The corridor offers many opportunities for education through signs, interpretive exhibits, nature centers, wildlife viewing areas, and as a setting for field trips. The river is finding a significant role in the economic development of the region as an amenity for potential employers, a destination for tourists, and a focal point for redevelopment and urban revitalization projects.

Paralleling the River, the Jordan River Parkway provides a nearly continuous, non-motorized, paved trail system next to the river. In many sections, the Parkway system also includes unpaved equestrian trails, spur trails connecting to local destinations, boat launching facilities, parks, urban fisheries, natural areas, and golf courses. Regular Parkway users include cyclists, pedestrians, in-line skaters, dog walkers, horseback riders, and boaters in canoes and kayaks.

**Only four gaps, a total of 3.5 miles, remain in the Jordan River Parkway. When completed, 76 miles of trails will link together the residents of Utah, Salt Lake and Davis Counties.**



## Parkway, Trail, and Tourism Facts

- **41.5 miles already completed** of the paved Jordan River Parkway trail
- **4 gaps remain**, equalling 3.5 miles of missing Parkway trail in Salt Lake City, West Jordan, and Bluffdale
- **76 miles of regional trails** will connect Wasatch Front residents when the Parkway is complete
- **\$40 million already invested** by the State of Utah and local governments in Jordan River corridor acquisition, trail construction, and restoration
- **123,000 Utah jobs supported** by travel and tourism-related industries in 2010 \*
- **\$842 million in revenues generated** by recreation and tourism in Utah in 2010 through state and local taxes \*

\* *Utah Office of Tourism, Governor's Office of Economic Development (2010)*

## 9000 South Trail Gap

- **1.2 miles of trail needed** to connect West Jordan and Sandy to existing trail segments
- **25 miles of continuous paved trail** will exist from Salt Lake City to Bluffdale when this gap is filled - making this **the longest section of the Jordan River Parkway**
- **47,310 cars each day** on an average work day cross this section of 9000 South \*\*\*
- **18 auto accidents per year** on average occur at the 9000 South and 700 West intersection (2007 through 2011) \*\*\*

\*\*\* *Utah Department of Transportation (2010)*

**\$1.51 million underpass proposed under 9000 South**

**\$1.53 million pledged by local governments to completing this \$3 million trail gap project**

**\$1.51 million requested of the State of Utah**

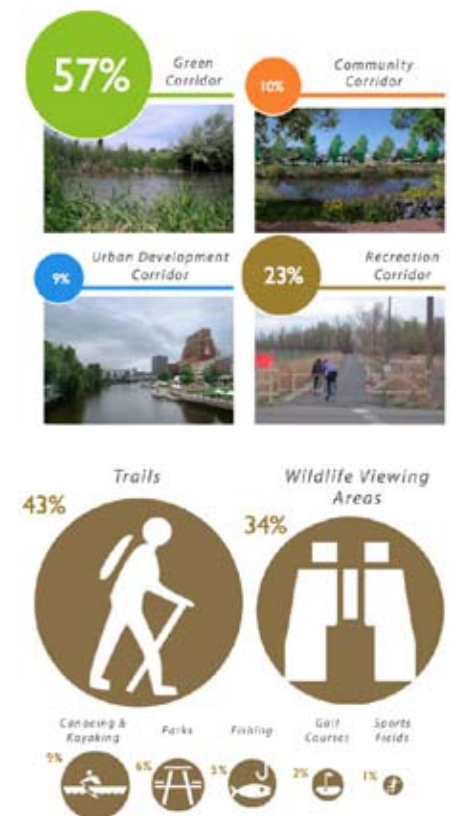
## Blueprint Jordan River

Over 3,000 Wasatch Front residents and governmental officials participated through surveys and workshops in 2007 to develop the Blueprint Jordan River. Championed by Salt Lake County and Envision Utah, this regional visioning process established the first comprehensive, long-range vision for the Jordan River corridor. The vision included four key concepts:

1. Complete the Jordan River Parkway
2. Preserve remaining open space
3. Facilitate economic development
4. Improve water quality and natural features of the Jordan River

The Jordan River Commission was created in August 2010 to facilitate implementation of this vision. The Commission now includes 13 governmental members, 6 Ex-Officio members, and dozens of additional partners.

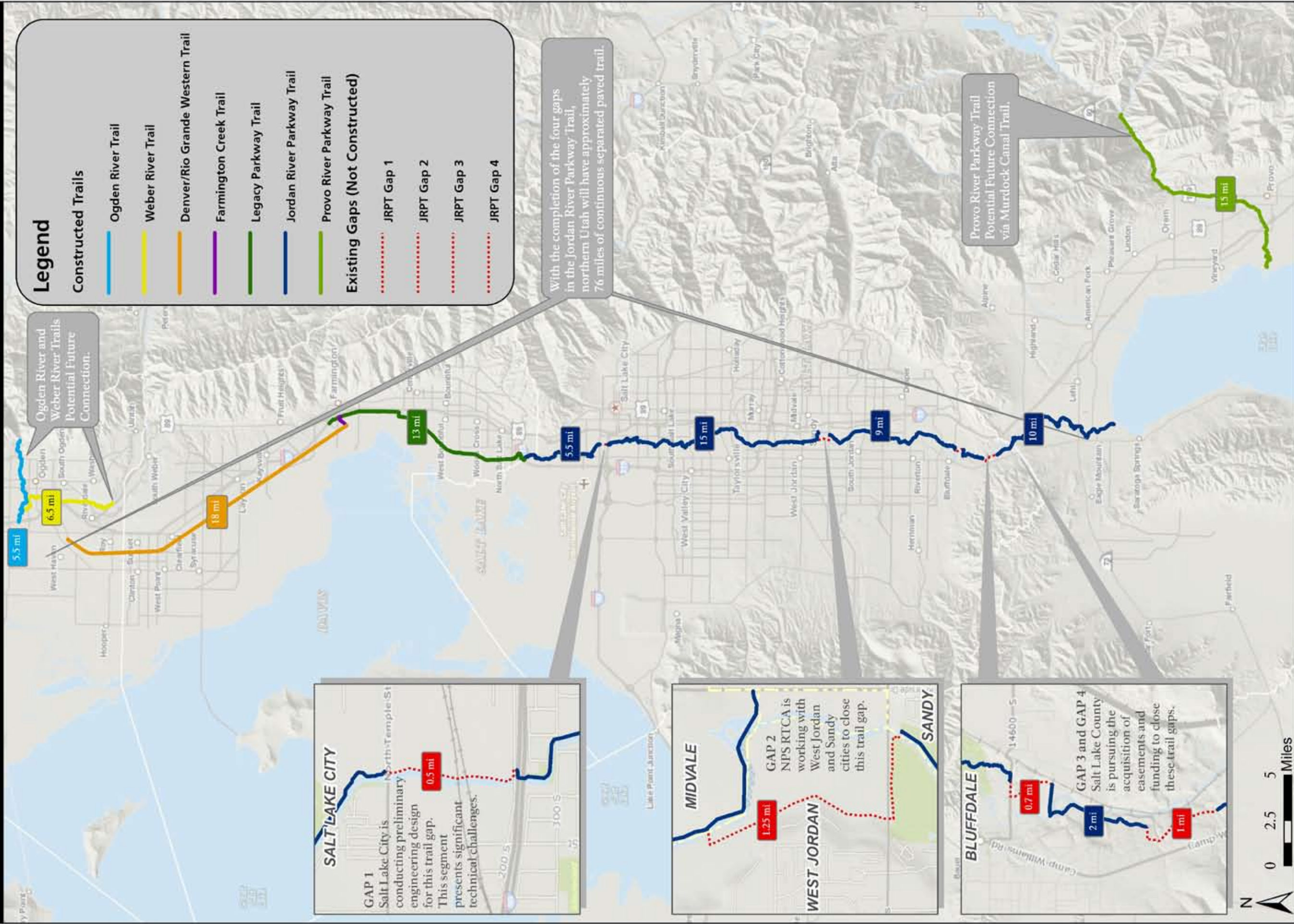
## Community Vision for the Jordan River





**America's Great Outdoors:**  
A Promise for Future Generations  
**A Case for Completing the Jordan River Parkway Trail**

National Park Service  
U.S. Department of the Interior



**Legend**

**Constructed Trails**

- Ogden River Trail
- Weber River Trail
- Denver/Rio Grande Western Trail
- Farmington Creek Trail
- Legacy Parkway Trail
- Jordan River Parkway Trail
- Provo River Parkway Trail

**Existing Gaps (Not Constructed)**

- JRPT Gap 1
- JRPT Gap 2
- JRPT Gap 3
- JRPT Gap 4

**SALT LAKE CITY**

**GAP 1**  
Salt Lake City is conducting preliminary engineering design for this trail gap. This segment presents significant technical challenges.

0.5 mi

**MIDVALE**

**GAP 2**  
NPS RTCA is working with West Jordan and Sandy cities to close this trail gap.

1.25 mi

**WEST JORDAN**

**SANDY**

**BLUFFDALE**

**GAP 3 and GAP 4**  
Salt Lake County is pursuing the acquisition of easements and funding to close these trail gaps.

0.7 mi

2 mi

1 mi

With the completion of the four gaps in the Jordan River Parkway Trail, northern Utah will have approximately 76 miles of continuous separated paved trail.

Provo River Parkway Trail  
Potential Future Connection  
via Murdock Canal Trail.

Ogden River and  
Weber River Trails  
Potential Future  
Connection.



# America's Great Outdoors:

A Promise for Future Generations

## West Jordan Trail Connection to Jordan River Parkway Trail

National Park Service  
U.S. Department of the Interior





## A safer crossing...

### The 9000 South Pedestrian Underpass



A typical view of 9000 South taken from the intersection with 700 West



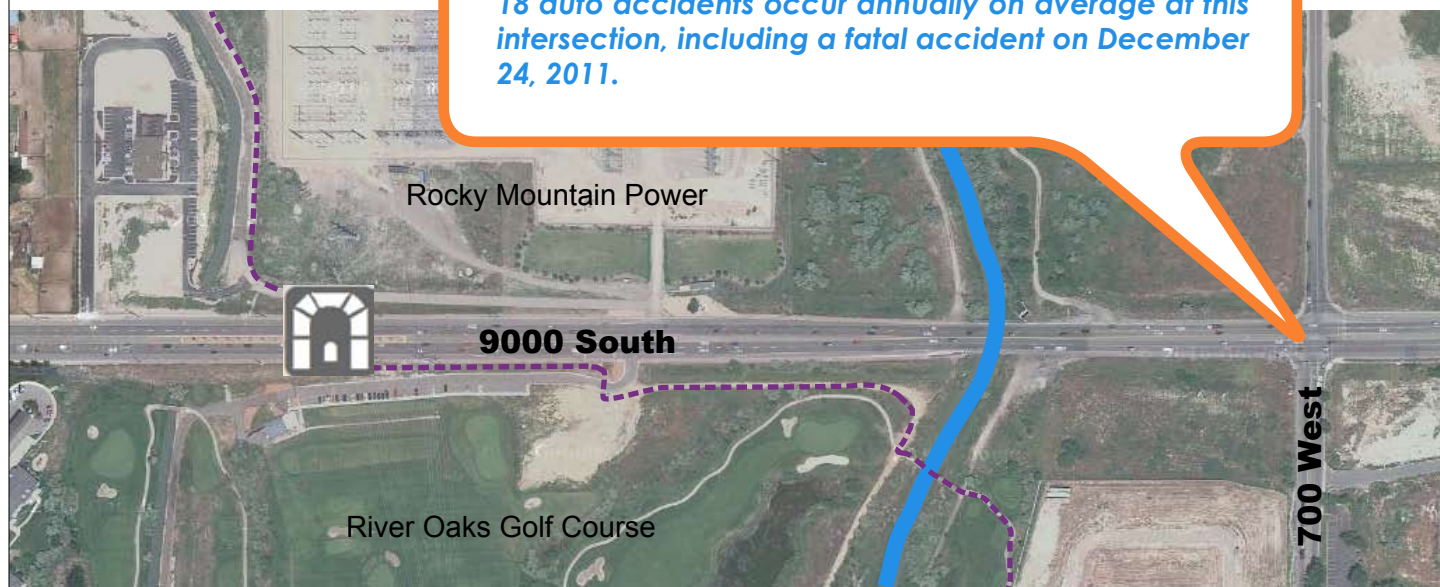
An example of another pedestrian underpass along the Jordan River Parkway

#### Existing Intersection Facts:

*4 lanes of through traffic, plus turning lanes.*

*47,310 cars travel through the 9000 South and 700 West intersection on an average workday.*

*18 auto accidents occur annually on average at this intersection, including a fatal accident on December 24, 2011.*



Nearly 3,000 individuals from the community and local governments participated in the Blueprint Jordan River public visioning process. During this process, completing the Jordan River Parkway trail system was the most frequently and consistently mentioned priority for the Jordan River corridor.

**One of the elements that makes the Jordan River Parkway such a desirable and frequently used trail is the fact that it is nearly completely separated from vehicular traffic.**

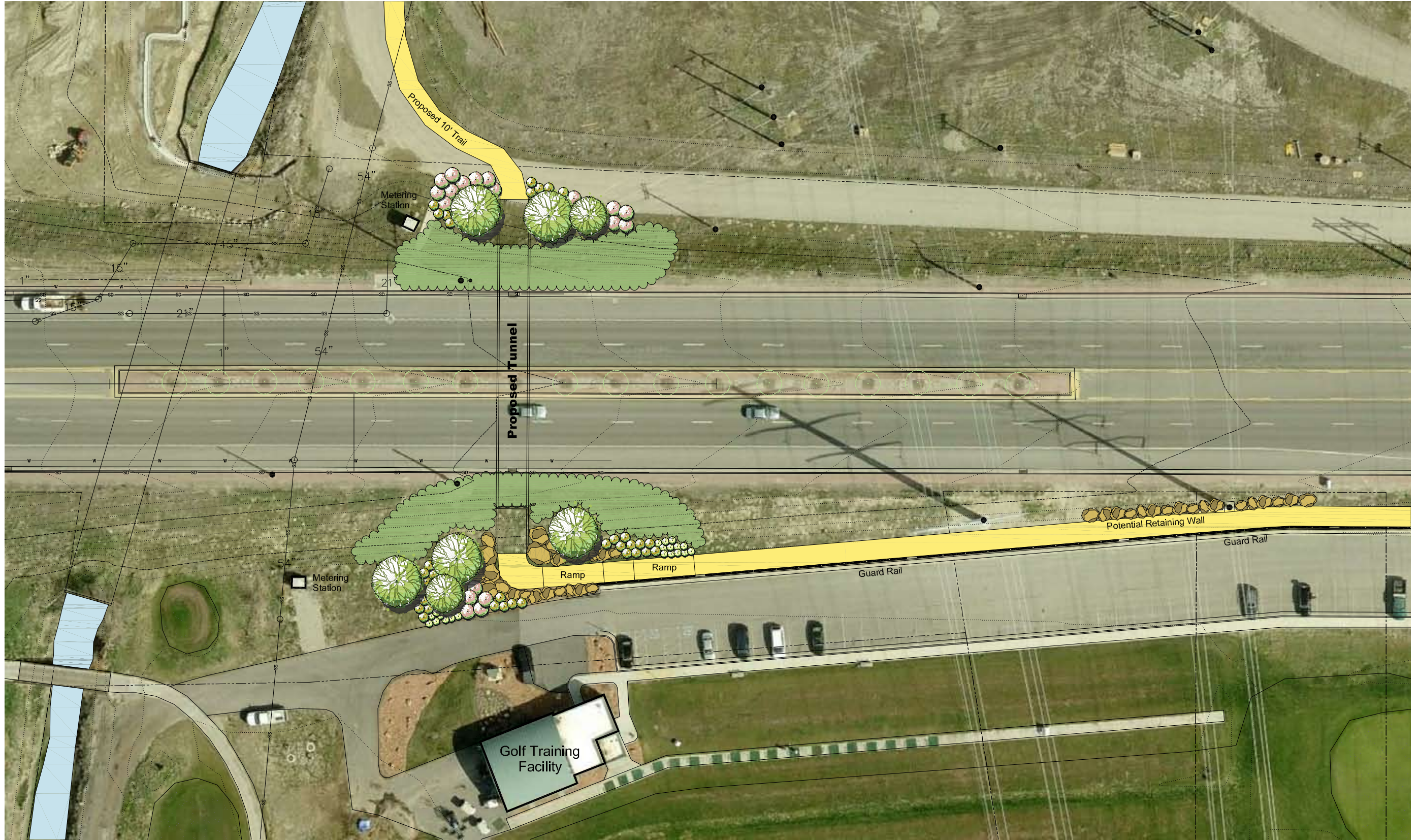
Along its 45-mile length, the trail crosses dozens of busy roadways, including state highways and interstate freeways. Separated pedestrian crossings allow families, school children, elderly, equestrians, and other trail users to cross these roads safely.

The 9000 South trail crossing is a particularly dangerous one for pedestrians. This four-lane roadway carries over 47,000 cars per day. The closest intersection is located at 9000 South and 700 West. Given the amount of traffic it handles as well as its distance from the planned trail alignments, a surface crossing here is impractical and unsafe.

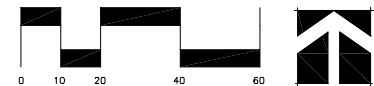
**A dedicated pedestrian underpass is critical to ensuring safe use of the Jordan River Parkway for families, children, the elderly, and physically disabled.**







December 20, 2011



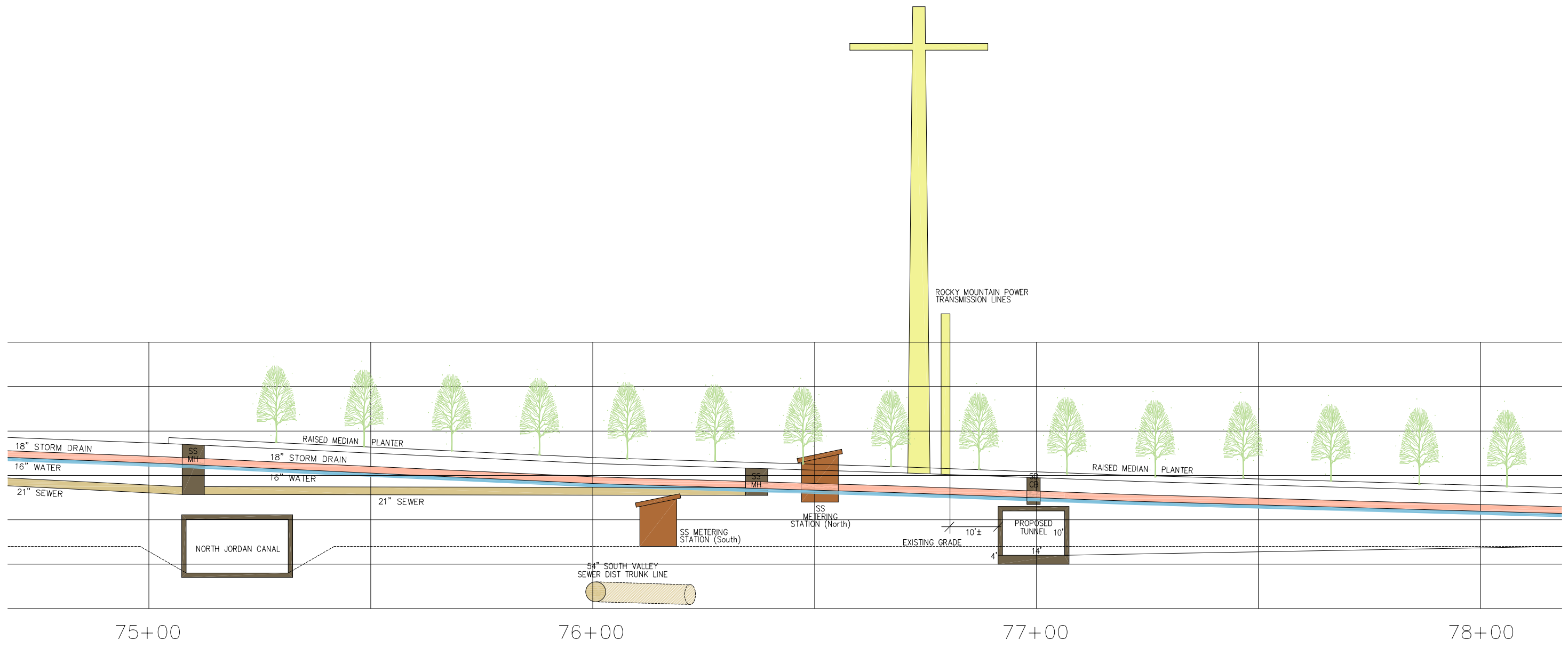
# Jordan River Trail Extension



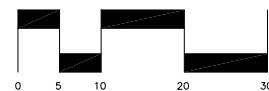


**Proposed 9000 South Underpass**





Dec 20, 2011



# Jordan River Trail Extension



## COST ESTIMATES

### A - WEST JORDAN TRAIL SEGMENT COSTS

\$ 190,144.00	Acquisition/Easement Costs
\$ 252,439.00	Trail Construction Costs
\$ 154,000.00	Midvale/West Jordan Bridge
\$ 39,650.00	North Jordan Canal Bridge
\$ 95,434.95	Soft Costs - Professional Services, etc.
\$ 152,695.92	Construction Contingency

**\$ 884,363.87 TOTAL**

### B - 9000 SOUTH UNDERPASS COSTS - State of Utah assistance requested

\$ -	Acquisition/Easement Costs
\$ 1,210,000.00	Underpass and Trail Construction Costs
\$ 181,500.00	Soft Costs - Professional Services, etc.
\$ 121,000.00	Construction Contingency

**\$ 1,512,500.00 TOTAL**

### C - SANDY TRAIL SEGMENT COSTS - Proposed

\$ 90,720.00	Acquisition/Easement Costs
\$ 265,899.50	Trail Construction Costs
\$ 53,492.93	Soft Costs - Professional Services, etc.
\$ 71,323.90	Construction Contingency

**\$ 481,436.33 TOTAL**

### D - SANDY TRAIL SEGMENT COSTS - Under Construction

\$ 12,000.00	Acquisition/Easement Costs
\$ 74,492.20	Trail Construction Costs
\$ -	Jordan River Bridge (existing)
\$ -	North Jordan Canal Bridge (existing)
\$ 12,973.83	Soft Costs - Professional Services, etc.
\$ 17,298.44	Construction Contingency
\$ 99,957.00	Dry Creek/Jordan River Parkway Trail Connection - actual cost

**\$ 216,721.47 TOTAL**

### TOTAL 9000 SOUTH TRAIL GAP COMPLETION COSTS

\$ 884,363.87	A - West Jordan Trail Segment Costs
\$ 1,512,500.00	B - 9000 South Underpass Costs
\$ 481,436.33	C - Sandy Trail Segment Costs - Underpass to Golf Course
\$ 216,721.47	D - Sandy Trail Segment Costs - Golf Course to South Jordan

**\$ 3,095,021.67 TOTAL 9000 SOUTH TRAIL GAP COMPLETION COSTS**

## PLEGDED PROJECT PARTNER INVESTMENT - 9000 South Gap

### PLEGDED OR COMMITTED CAPITAL INVESTMENT

\$ 884,363.87	West Jordan - local funding, grants, and donors
\$ 698,157.80	Sandy City - local funding and grants
<b>\$ 1,582,521.67</b>	<b>TOTAL Capital Investment</b>

### IN-KIND INVESTMENT

\$ 50,000.00	National Park Service - facilitation, trail master planning (over two years)
\$ 41,889.47	Sandy City - trail planning and design
\$ 15,000.00	West Jordan - trail planning and design
\$ 15,000.00	Salt Lake County - trail planning and design
\$ 3,800.00	ASWN - preliminary tunnel and trail conceptual design, rendering
\$ 2,000.00	Jordan River Commission - project coordination, promotion, printing
<b>\$ 127,689.47</b>	<b>TOTAL In-Kind Investment</b>

**\$ 1,710,211.14 TOTAL PROJECT PARTNER INVESTMENT**

*At a Glance...*

### THE 9000 SOUTH TRAIL GAP

**\$3.03 million dollars to complete the gap**

**\$1.53 million pledged by local governments**

**\$1.51 million requested of the State of Utah**

**9000 South Trail Gap  
Completion Cost Estimate**





Jordan River Commission  
195 North 1950 West, P.O. Box 144870  
Salt Lake City, Utah 84114  
801.536.4158  
www.jordanrivercommission.org

December 29, 2011

To Whom It May Concern:

The Jordan River Commission was created in 2010 to implement the concepts included in the Blueprint Jordan River vision. The Jordan River Commission strongly supports the all grant applications and funding requests that help accomplish the completion of the Jordan River Parkway trail and specifically the funding of a pedestrian tunnel under 9000 South. Completion of the Jordan River Parkway is a critical component of this vision, and this project will connect the last piece of the Jordan River Parkway between Bluffdale and the Rose Park neighborhood of Salt Lake City.

The Jordan River Parkway is an incredible resource for our region, and is used daily by Wasatch Front residents from throughout the valley. The Parkway provides a unique, safe, and nearly continuous north/south route for pedestrians and cyclists, separated from vehicular traffic. The 9000 South tunnel is a critical gap in the trail. It is the final connection that would allow users of the trail continuous access from 200 South in Salt Lake City to approximately 8600 South in Bluffdale.

In addition to providing a unique recreational experience, the Jordan River Parkway can play an important role improving air quality for all Wasatch Front residents, as the parkway trail is regularly use by bicycle commuters. Maintaining healthy air quality levels along the Wasatch Front has been a challenge, and encouraging non-motorized transportation systems like the Parkway is a critical piece of the overall solution. In addition, this part of the trail will connect with a station along the TRAX line as well, encouraging alternative forms of transportation and slowing the rate at which UDOT needs to expand road infrastructure.

Finally, the more people that visit the Jordan River, the greater will be the public awareness and appreciation of this unique natural resource. This base of support is needed to build momentum to complete the entire Jordan River Parkway vision – a regional trail that travels from Utah Lake in Utah County to the Great Salt Lake in Davis County.

The Jordan River Trail is already a recreation destination for residents, and completing this tunnel and trail connection will only improve this community amenity. The Jordan River Commission, and the 3000 individuals that participated in the Blueprint Jordan River visioning process, believe that enhancement and completion of the Jordan River Parkway will elevate the quality of life for all Wasatch Front residents and serve as a powerful economic development generator for our local communities.

Warm Regards,

Councilman Corey Rushton  
Commission Chair

Laura Hanson  
Executive Director



United States Department of the Interior  
NATIONAL PARK SERVICE  
Rivers, Trails, and Conservation Assistance Program  
324 South State Street, Suite 200  
Salt Lake City, Utah, 84111



**Date:** December 29, 2011

**Subject:** Support letter for West Jordan and Sandy Cities to complete the Jordan River Parkway Trail

To Whom this May Concern:

The National Park Service (NPS), River, Trail, and Conservation Assistance (RTCA) Program supports West Jordan and Sandy Cities in their effort to close one of four remaining gaps in the 45-mile regional Jordan River Parkway Trail system.

When this 1.2 mile parkway gap is completed, it will connect to the already completed paved trail along the Jordan River extending 9 miles south to Bluffdale and 15 miles north to Salt Lake City. In addition, it will provide a direct link to the Gardner Village light rail station.

We strongly support this trail project, as one of two projects selected statewide for the America's Great Outdoors initiative. This project is supported by both the Department of Interior and the Utah Governor's Office. The RTCA program commitment is evident through the \$25,000 of in kind technical assistance currently being provided to help the cities complete a trail concept plan for this gap in the parkway. The plan will be completed by September 2012 and will depict the trail alignment and neighborhood and transit trail connections.

The National Park Service commends the cities for planning to provide for additional recreation and physical fitness opportunities. Don't hesitate to contact me if you have additional questions about this important project.

Sincerely,

National Park Service  
Community Planner  
RTCA Program – Utah  
(801) 741-1012, ext. 125





1569 West North Temple  
Salt Lake City, Utah 84116



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

December 29, 2011

To whom it may concern:

Rocky Mountain Power supports the funding efforts for a tunnel under 9000 South as part of the effort to connect the Jordan River Trail Network between approximately 8000 South and 9100 South.

The Jordan River Trail is important to the residents in Salt Lake County and a benefit to all who live in this area. Rocky Mountain Power is currently working with stakeholders in this area on a plan to connect the Jordan River Trail through this area, recognizing that a major portion of this trail connection will likely require an easement from Rocky Mountain Power. The tunnel and trail alignment planned shouldn't interfere with our operations in the area and possibly, we would take the opportunity to educate trail users in the area about the importance of our site along 9000 South as it relates to the overall power network.

Further, this tunnel will allow users of the Jordan River Trail continuous access without having to cross this busy road at a surface intersection. Currently, this gap in the trail system is the only thing keeping the Jordan River Trail from being a continuous trail system from Bluffdale in the south to the Rose Park area in the north.

As an alternative transportation component, this tunnel and the resulting trail connection will encourage walking and biking. In the future, this part of the trail will connect with a station along the TRAX line as well, encouraging alternative forms of transportation and slowing the rate at which UDOT needs to expand road infrastructure.

The Jordan River Trail will help all the communities along the Jordan River by creating a continuous recreation area and an enhancement to the river bottoms. Even for residents of Salt Lake County who don't live near the river, this trail is important because with this connection, this trail will become the longest continuous trail in the County. The Jordan River Trail is already a recreation destination for residents, and completing this tunnel and trail connection will only improve this community amenity.

Thank you for your consideration of this application.

Regards,

Gregory Noyes  
Customer and Community Manager

July 26, 2011

Mr. Charles Tarver, CDBG/Grants Manager  
The City of West Jordan  
8000 South Redwood Road  
West Jordan, Utah 84088

Re: Proposed Jordan River Parkway Trail Connection  
with Proposed Tunnel under 9000 South, SR-209,  
adjacent to the North Jordan Canal

Dear Mr. Tarver,

We appreciate the opportunity to meet with you regarding the proposed Jordan River Parkway Trail Connection. Your plan shows that a pedestrian tunnel under 9000 South near the North Jordan Canal is part of the proposed trail system. This letter is to confirm that the Utah Department of Transportation supports your concept of the pedestrian tunnel under 9000 South, and we appreciate your coordination with the Department.

Thank you,

Jason E. Davis, P.E.  
Region Two Director  
Utah Department of Transportation  
2010 South 2760 West  
Salt Lake City, Utah 84104

cc: ✓ Mr. Korban Lee, Assistant CAO  
Sandy City





PETER M. CORROON  
Salt Lake County Mayor

2001 South State Street  
Suite N-2100  
Salt Lake City, UT 84190-1020

801 / 468-2500  
801 / 468-3535 fax

January 3, 2012

To whom it may concern:

Salt Lake County is supportive of the efforts to fund a pedestrian tunnel under 9000 South and fund the connection of the Jordan River Trail in Sandy and West Jordan. Once these projects are completed they will create a continuous Jordan River Trail Network all the way from Bluffdale to Rose Park.

This tunnel under 9000 South is important to all of the residents in Salt Lake County. Along with the final connection of the trail from 7800 South to 9000 South, this tunnel will allow users of the Jordan River Trail continuous access without having to cross this busy road at a surface intersection. Currently, this gap in the trail system is the only thing keeping the Jordan River Trail from being a continuous trail system from Bluffdale in the south to the Rose Park area in the north.

As an alternative transportation component, this tunnel and the resulting trail connection will encourage walking and biking. In the future, this part of the trail will connect with a station along the TRAX line as well, encouraging alternative forms of transportation and slowing the rate at which UDOT needs to expand road infrastructure.

The Jordan River Trail will help all the communities along the Jordan River by creating a continuous recreation area and an enhancement to the river bottoms. Even for residents of Salt Lake County who don't live near the river, this trail is important because with this connection, this trail will become the longest continuous trail in the County. The Jordan River Trail is already a recreation destination for residents, and completing this tunnel and trail connection will only improve this community amenity.

Thank you for your consideration of this application.

Regards,

Peter M. Corroon  
Mayor, Salt Lake County



## WASATCH FRONT REGIONAL COUNCIL

295 North Jimmy Doolittle Road • Salt Lake City, Utah 84116 • www.wfrc.org  
Phone Salt Lake: 801.363.4250 • Fax: 801.363.4236 • Phone Ogden: 801.773.5559

January 5, 2012

Craig L. Dearden  
Chairman  
Commissioner, Weber County

Bret Millburn  
Vice-Chairman  
Commissioner, Davis County

Len Arave  
Mayor, North Salt Lake

Ralph Becker  
Mayor, Salt Lake City

Bruce Burrows  
Mayor, Riverdale

Peter Corroon  
Mayor, Salt Lake County

Tom Dolan  
Mayor, Sandy

Richard Harris  
Mayor, North Ogden

Michael H. Jensen  
Councilman, Salt Lake County

Tina Kelley  
Councilmember, Morgan County

Brent Marshall  
Mayor, Grantsville

Kent Money  
Mayor, South Jordan

Jamie Nagle  
Mayor, Syracuse

John Petroff, Jr.  
Commissioner, Davis County

JoAnn B. Seghini  
Mayor, Midvale

Darrell H. Smith  
Mayor, Draper

Mike Winder  
Mayor, West Valley City

Jan Zogmaister  
Commissioner, Weber County

Senator Scott Jenkins  
Utah State Senate

Representative Wayne Harper  
Utah House of Representatives

Louenda Downs  
Utah Association of Counties

Russ Wall  
Utah League of Cities & Towns

John Njord  
Utah Department of Transportation

Michael Allegra  
Utah Transit Authority

Alan Matheson  
Envision Utah

Laura Hansen  
Jordan River Commission  
Multi Agency State Office Building  
195 N 1950 W  
PO Box 144870  
Salt Lake City, UT 84114-4870

Dear Ms. Hansen:

The Wasatch Front Regional Council supports developing a trail and tunnel under 9000 South to connect one of the final missing pieces of the Jordan River Trail network between Utah Lake and the Great Salt Lake.

This tunnel under 9000 South is important to the residents of Salt Lake County. The tunnel and trail alignment work well with the river and wetlands habitat restoration project that is planned near the area. The tunnel will allow users of the Jordan River Trail continuous access without having to cross this busy road at a surface intersection. Currently, this is the only gap keeping the Jordan River Trail from being a continuous trail system from Bluffdale City in the South to the Rose Park neighborhood of Salt Lake City in the north.

As an alternative transportation component, this tunnel and the resulting trail connections will encourage walking and biking. In the future, this part of the trail will connect with a station along the TRAX line, encouraging alternative forms of transportation.

The proposal is consistent with our efforts to promote the Wasatch Choice for 2040 Vision, adopted by the Wasatch Front Regional Council, and to promote an interconnected Green Infrastructure Network for the region. The Jordan River Trail will benefit all the communities along the Jordan River by creating a continuous recreation area and an enhancement to the river bottoms. This trail is important for everyone, even for residents of Salt Lake County not living near the river, as it will become the longest continuous trail in Salt Lake County. The Jordan River Trail is already a recreation destination for residents and completing this tunnel and trail connection will improve this community amenity.

Please contact LaNiece Davenport of our staff if we can be of further assistance.

Sincerely,

Andrew S. Gruber  
Executive Director





January 9, 2012

To Whom it may concern:

The Sandy City Council strongly supports efforts to fund and build a pedestrian tunnel under 9000 South and to fund and construct the connection of the Jordan River Trail Network between approximately 7900 South and 9100 South.

Sandy City supports this project as critical recreation and conservation components for the entire Jordan River Trail system. Sandy City is donating the use of land to this project. We have also had our city staff working on efforts to connect the Jordan River Trail through our community, and have been providing resources to extend the trail beyond the boundaries of our city. Within our city, we are working on designing a trail system which can bring residents from all parts of our community to the Jordan River Trail with limited street crossings. Having this section of the Jordan River Trail connected is important to us so that our citizens, once on the Jordan River Trail, may travel uninterrupted north or south from Sandy.

The Jordan River Trail is important to all residents in Salt Lake County. It supports recreation and alternative transportation. Even for residents of Salt Lake County who don't live near the river, this trail is important because with this connection, this trail will become the longest continuous trail in the County. The Jordan River Trail is already a recreation destination for all county residents, and completing this tunnel and trail connection will only improve this valley wide amenity.

Thank you for your consideration of support for this important piece of community infrastructure.

Respectfully,

*Chris McCandless*  
Chris McCandless, Councilman

*Scott Cowdell*  
Scott Cowdell, Councilman

*Linda Martinez Saville*  
Linda Martinez Saville, Councilwoman

*Dennis Tenney*  
Dennis Tenney, Councilman

*Bryant Anderson*  
Bryant Anderson, Councilman

*Steve Fairbanks*  
Steve Fairbanks, Councilman

*Stephen Smith*  
Stephen Smith, Councilman



Laura  
Hanson

**City of West Jordan**  
8000 South Redwood Road  
West Jordan, Utah 84088  
Building & Safety (801) 569-5050  
Planning & Zoning (801) 569-5060  
Engineering (801) 569-5070  
Fax (801) 569-5099

January 3, 2012

To Whom It May Concern:

The City of West Jordan has been working with Sandy City, Jordan River Commission, and the National Park Service in a coordinating effort to complete the section of the Jordan River Trail between the cities of Midvale and Sandy. Throughout my years as Mayor and Councilmember, this is the first time the City has designated completion of this section of trail as its #1 Priority and has obligated \$250,000 for matching funds. In addition, the City is currently undertaking and funding the needed acquisition of rights-of-way and property for this trail. These funds will be provided in addition to the initial \$250,000 obligation.

During the past nine months of planning and coordination of this project we have had 100% of the partners in agreement with the proposed route and trail location for the first time. Partners involved at this point include:

City of West Jordan	U.S. Department of the Interior	US Army Corps of Engineers
Sandy City	Jordan River Commission	Rocky Mountain Power
Midvale City	Wasatch Front Regional Council	UDOT
Salt Lake County	Jordan Valley Water Conservancy	UTA
North Jordan Canal Company	U.S. Fish & Wildlife Service	UMCC

Completion of this segment will provide increased recreational opportunities as well as a complete commuter route from the southern end of the Salt Lake Valley to Salt Lake City and points north.

Thank you for your consideration of this request for funding assistance. We look forward to adding you as an active partner in this exciting project.

Sincerely,  
*Melissa K. Johnson*

Melissa K. Johnson  
Mayor





**DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO, CALIFORNIA 95814-2922**

CESPK-PM-CA (UT)

January 3, 2012

To whom it may concern:

The U.S Army Corps of Engineers is in support of all efforts to obtain funding for a trail & tunnel under 9000 South to connect one of the final missing pieces of the Jordan River Trail Network between Utah Lake and the Great Salt Lake.

This tunnel under 9000 South is important to the residents of Salt Lake County. The tunnel and trail alignment work well with the river and wetlands habitat restoration project which is planned near the area. The tunnel will allow users of the Jordan River Trail continuous access without having to cross this busy road at a surface intersection. Currently, this gap in the trail system is the only thing keeping the Jordan River Trail from being a continuous trail system from Bluffdale in the South to the Rose Park neighborhood of Salt Lake City in the north.

As an alternative transportation component, this tunnel and the resulting trail connections will encourage walking and biking. In the future, this part of the trail will connect with a station along the TRAX line as well, encouraging alternative forms of transportation and slowing the rate at which UDOT needs to expand road infrastructure.

The Jordan River Trail will help all the communities along the Jordan River by creating a continuous recreation area and an enhancement to the river bottoms. This trail is important for everyone, even for those residents of Salt Lake County not living near the river, as it will become the longest continuous trail in Salt Lake County. The Jordan River Trail is already a recreation destination for residents and completing this tunnel and trail connection will only improve this community amenity.

Thank you for your consideration of providing financial support to this worthy effort.

Regards,

Scott Stoddard  
Intermountain States Liaison  
US Army Corps of Engineers

