Highlights

- The Utah Transit Authority has invested almost $4.4 billion over the past 20 years in light rail and commuter rail transit along the Wasatch Front.
- In 2010, almost 100,000 people, about 10 percent of Salt Lake County’s population, lived within a half-mile of an existing or future TRAX station.
- Approximately 12 percent of Salt Lake’s minority population lived within a half-mile of a light rail station in 2010. Nearly one-third of the population living near a station was minority versus 26 percent countywide.
- Seventeen percent of Salt Lake County’s 2010 renter population lived within a half-mile of a TRAX station. These renters represented 51 percent of the population; countywide, renters made up 29 percent of the population.
- While about one-third of all occupied dwelling units in Salt Lake County in 2010 were renter occupied, 59 percent of occupied units within a half-mile of a TRAX station were rentals.
- Just 5 percent of Salt Lake County’s more affordable single-family homes were within a half-mile of a light rail station.
- In both Weber and Davis counties, about 7 percent of the total population and approximately 11 percent of the minority population lived within one mile of a FrontRunner station. Of the population near stations, over 35 percent were minorities in Weber and 21 percent were minorities in Davis, versus 22 percent and 14 percent, respectively, countywide. Twelve percent of Weber’s renters and 13 percent of Davis’s lived near FrontRunner stations.
- In Salt Lake County, less than 3 percent of the total population and just over 3 percent of the minority population lived within one mile of a FrontRunner station. One-third of the population near stations were minorities versus 26 percent countywide. Five percent of the county’s renters lived near FrontRunner stations.
- Four percent of Utah County’s total population and 8 percent of its minority population lived within one mile of a FrontRunner station. The population living near stations was 31 percent minority versus 16 percent countywide. Almost 8 percent of the county’s renters lived near FrontRunner stations.

Neighborhood Characteristics of TRAX and FrontRunner Stations

John C. Downen, Senior Research Analyst

History of TRAX and FrontRunner

The Utah Transit Authority began capital expenditures toward the TRAX light rail system in 1994 and 1995. They were less than $1.5 million in the first year and a little over $4.1 million in the second year, but in 1996 UTA began investments in rolling stock (rail cars) and facilities (tracks, power systems, passenger stations, etc.) and total capital expenditures exceeded $26.5 million (all amounts are constant 2013 dollars). The first TRAX line opened in December 1999 and ran between downtown Salt Lake City and Sandy. A second line, between downtown Salt Lake and Rice-Eccles Stadium at the University of Utah, opened in 2001 and was extended to the university’s medical center by 2003. In 2011 UTA added the Daybreak and West Valley TRAX lines. By the end of 2013 UTA had extended light rail service west to the Salt Lake City International Airport, south to Draper, and east into Sugar House via streetcar. From 1994 through 2012, UTA invested over $2.3 billion (in 2013 dollars) in capital expenditures for light rail (TRAX and the Sugar House streetcar) (Table 1).

UTA began capital expenditures toward the FrontRunner commuter rail system in 2002 with a $240.7 million (in 2013 dollars) investment in facilities. Investments in rolling stock began in 2005 and service between Weber County and downtown Salt Lake City began in April 2008. UTA extended the system south, and in December 2012 service between Provo and Salt Lake City began. From 2002 through 2012, UTA invested over $1.9 billion (in constant 2013 dollars) in commuter rail (Table 1).

UTA’s 2013 budget included budgeted (not actual) capital expenditures of $90.0 million for rail projects; $17.1 million for the Sugar House streetcar; $23.3 million for rail car rebuilding, track work and other rail infrastructure repairs; and $5.4 million for rail vehicle maintenance and infrastructure repair; for a total of about $135.9 million. This does not include all expenditures on facilities and “other” that are attributable to light rail or commuter rail. All told, UTA has invested almost $4.4 billion over the past 20 years in light rail and commuter rail transit along the Wasatch Front.
Neighborhood Characteristics of TRAX and FrontRunner Stations

3.1 Larger shares of the county's minority population, respectively, of the total populations at each distance; seven of the 56 stations' neighborhoods had minority population shares above the 26 percent countywide share. 1. We use data from the 2010 Census even though many stations were not completed until later.

Table 1  
Annual Capital Expenditures for TRAX and FrontRunner, 1994–2012  
( Constant 2013 Dollars) 

<table>
<thead>
<tr>
<th>Year</th>
<th>Light Rail</th>
<th>Commuter Rail</th>
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<tr>
<td></td>
<td>Rolling Stock</td>
<td>Facilities</td>
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<tr>
<td>2000</td>
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<td>2001</td>
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<tr>
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<td>2011</td>
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<td>2012</td>
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</tr>
<tr>
<td>Total</td>
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<td>$471,429,435</td>
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</table>

TRAX Neighborhoods

Using ArcGIS, a geographic information system application, we created half- and one-mile “neighborhoods” around each TRAX station (Figure 1). To better reflect access to the stations, these areas were created based on the road network rather than as simple circles. We used the resulting polygons to select census blocks that intersect the service areas. We then aggregated block-level 2010 Census data to determine the total population, minority population, renter population, number of total occupied housing units and renter-occupied housing units within a half-mile and a mile of each station. We also used Salt Lake County Assessor’s data to find the number of single-family homes valued at $200,000 or less (in 2011) within the same areas.

In 2010, almost 100,000 people, about 10 percent of Salt Lake County’s population, lived within a half-mile of an existing or future TRAX station and nearly one-third of the population living within a half-mile and a mile, respectively, of a light rail station. This is based on the assumption that TRAX riders are more likely to walk to a station compared with FrontRunner users.

Similarly, 21 percent of Salt Lake County’s renter-occupied dwelling units were within a half-mile of a TRAX station and 44 percent were within one mile. While about one-third of all occupied dwelling units in the county in 2010 were renter occupied, 59 percent of occupied units a half-mile from a station and 53 percent within one mile of a station were rented. However, just 5 percent of Salt Lake County’s more affordable single-family homes (those assessed at not more than $200,000 in 2011) were within a half-mile of a station and 19 percent were within one mile.

The average population within a half-mile of a TRAX station was 2,845; however, values range from 0 at the Airport station to 5 and 7 people at the 5651 W Old Bingham Hwy and South Jordan Parkway stations, respectively, to 7,387 and 8,701 persons within a half-mile of the Trolley and 900 East stations on the University line. The minority share of the population within half a mile of a TRAX station averaged one-third, with a range of 8.1 percent at Draper Town Center and 10.8 percent at Kimballs Lane (on the Draper line) to 65.1 percent at the Power Station stop and 69.9 percent at 1940 W North Temple, both on the North Temple line in Salt Lake City’s minority-majority River District. Thirty-seven of the 56 stations’ neighborhoods had minority population shares above the 26 percent countywide share.

1. TRAX and the Sugar House streetcar.
2. We also used Salt Lake County Assessor’s data to find the number of single-family homes valued at $200,000 or less (in 2011) within the same areas. However, just 5 percent of Salt Lake County’s more affordable single-family homes (those assessed at not more than $200,000 in 2011) were within a half-mile of a station and 19 percent were within one mile.
3. We use data from the 2010 Census even though many stations were not completed until later.
There were an average of 1,550 renters living within a half-mile of a TRAX station and they represented, on average, about half the population in the stations’ neighborhoods. The number of renters per station ranged from 0 and 5 at the South Jordan Parkway and 5651 W Old Bingham Hwy stations, respectively (where the total populations were just 7 and 5), to 203 at Daybreak Parkway to 6,450 at the 900 East station on the University line. Renter shares of the population, aside from the South Jordan Parkway (0 percent) and 5651 W Old Bingham Hwy (100 percent) stations, ranged from 10 percent at Crescent View on the Draper line and 11 percent at 4773 W Old Bingham Hwy to almost 78 at percent at City Center and just shy of 100 percent at Bingham Junction. At the first four stops along the University line—Library, Trolley, 900 East and Stadium—more than 70 percent of the population within half a mile was renters. Of the 56 TRAX stations’ neighborhoods, 45 had renter shares of the population greater than the countywide share of 28.7 percent.

Turning to housing units, there were an average of about 1,200 occupied housing units and 789 renter-occupied housing units within a half-mile of TRAX stations, and the average share of renter-occupied units was 60 percent. The actual number of occupied housing units ranged from just 1 (a renter-occupied unit) at 5651 W Old Bingham Hwy and 3 (all owner occupied) at South Jordan Parkway to 108 at Fort Douglas and 109 at University South Campus to 4,023 at Trolley and 4,462 at 900 East on the University line. Besides the South Jordan Parkway and 5651 W Old Bingham Hwy stations, renter-occupied units ranged from 53 at Daybreak Parkway and 82 at Draper Town Center to 3,240 at Trolley and 3,445 at 900 East on the University line. The renter-occupied share of occupied housing units within half a mile of a TRAX station ranged from 0 percent to 11 percent at both 4773 W Old Bingham Hwy and Crescent View (on the Draper line) to 100 percent at 5651 W Old Bingham Hwy, University South Campus and Fort Douglas. Forty-five of the 56 stations’ half-mile neighborhoods had renter-
<table>
<thead>
<tr>
<th>Station Name (North to South)</th>
<th>Population</th>
<th>Housing Units</th>
<th>Renters Share</th>
<th>Occupied Share</th>
<th>Renter-Occupied Share</th>
<th>Homes ≤$200,000</th>
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<tbody>
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<td>69.9%</td>
<td>662</td>
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<td>1940 W North Temple</td>
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<td>56.3%</td>
<td>2,315</td>
<td>61.3%</td>
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<td>Jackson/Euclid</td>
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<td>1,105</td>
<td>41.2%</td>
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<td>Intermodal Hub</td>
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<td>1,918</td>
<td>71.5%</td>
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<td>Arena</td>
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<td>Jackson/Euclid</td>
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<td>59.2%</td>
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<td>900 East (Red Line)</td>
<td>4,508</td>
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<td>19.1%</td>
<td>2,519</td>
<td>59.1%</td>
<td>129</td>
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<td>900 East (SH)</td>
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<td>861</td>
<td>19.1%</td>
<td>2,519</td>
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<td>129</td>
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<td>capacitor</td>
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<td>1,219</td>
<td>35.1%</td>
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<td>58.0%</td>
<td>118</td>
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<tr>
<td>900 East (SH)</td>
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<td>1,219</td>
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<td>64.0%</td>
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<td>Sugar House</td>
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<tr>
<td>900 East</td>
<td>4,883</td>
<td>1,936</td>
<td>39.6%</td>
<td>2,714</td>
<td>55.6%</td>
<td>740</td>
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<tr>
<td>900 East</td>
<td>4,883</td>
<td>1,936</td>
<td>39.6%</td>
<td>2,714</td>
<td>55.6%</td>
<td>740</td>
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<tr>
<td>900 East (Red Line)</td>
<td>4,883</td>
<td>1,936</td>
<td>39.6%</td>
<td>2,714</td>
<td>55.6%</td>
<td>740</td>
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<tr>
<td>900 East (SH)</td>
<td>4,883</td>
<td>1,936</td>
<td>39.6%</td>
<td>2,714</td>
<td>55.6%</td>
<td>740</td>
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<tr>
<td>Central Pointe</td>
<td>1,596</td>
<td>500</td>
<td>31.3%</td>
<td>1,021</td>
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<td>Millcreek</td>
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<td>Meadowbrook</td>
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<td>Fashion Place West</td>
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<td>Daybreak</td>
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<td>660</td>
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<td>West Jordan City Center</td>
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<td>2700 W Sugar Factory Rd</td>
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<td>North-South</td>
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<td>1,026</td>
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<td>30.4%</td>
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<tr>
<td>Sandy Civic Center</td>
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<tr>
<td>Center View</td>
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<td>946</td>
<td>25.1%</td>
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<td>10.1%</td>
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<tr>
<td>Kimball Bank</td>
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<tr>
<td>Draper Town Center</td>
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<td>8.1%</td>
<td>246</td>
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<tr>
<td>Total</td>
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<td>31.2%</td>
<td>50,357</td>
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<td>267,770</td>
<td>26.0%</td>
<td>295,419</td>
<td>28.7%</td>
<td>110,482</td>
</tr>
</tbody>
</table>

Note: The total is less than the sum of the stations because many stations' neighborhoods overlap. Source: BEBR analysis of data from U.S. Census Bureau, 2010 Census and Salt Lake County Assessor.
<table>
<thead>
<tr>
<th>Station Name (North to South)</th>
<th>Population</th>
<th>Housing Units</th>
<th>Occupied</th>
<th>Renter-Occupied</th>
<th>Share</th>
<th>Homes ≤ $200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>246,935</td>
<td>79,145</td>
<td>114,714</td>
<td>46.5%</td>
<td>31.2%</td>
<td>21,453</td>
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<tr>
<td>County totals</td>
<td>1,029,655</td>
<td>267,770</td>
<td>295,419</td>
<td>28.7%</td>
<td>30.4%</td>
<td>110,482</td>
</tr>
<tr>
<td>Share of County</td>
<td>24.0%</td>
<td>29.6%</td>
<td>38.8%</td>
<td></td>
<td></td>
<td>19.4%</td>
</tr>
</tbody>
</table>

Note: The total is less than the sum of the stations because many stations' neighborhoods overlap. Source: BEBR analysis of data from U.S. Census Bureau, 2010 Census and Salt Lake County Assessor.
occupied shares of housing units that were above the countywide share of 32.7 percent.

Although all of the occupied housing units within a half-mile of the University South Campus and Fort Douglas stations are renter-occupied units, less than 30 percent of the population at each station is renters. This discrepancy is due to the fact that at both stations the remaining population lives in university student housing, which is considered group quarters. The group quarters population is enumerated separately from the total population. For both neighborhood sizes the minor share of the population living near a station was a very small share: 1.6 percent within a half-mile and more than 35 percent within a mile versus 22 percent for the county. For the half-mile distance this was due to the Ogden and Roy stations’ 38 percent and 22 percent minority share. The share of the county’s minority population within a half-mile of a station was slightly higher than the countywide share: 24 percent within a half-mile of a FrontRunner station was nearly the same (1.6 percent) as the county’s minority population within a half-mile of a TRAX station. The data for TRAX stations’ one-mile neighborhoods are presented in Table 3.

### FrontRunner Neighborhoods

#### Weber County

Working from north to south, we begin with FrontRunner stations in Weber County (Figure 2). In 2010, 3,358 people lived within a half-mile of a FrontRunner station, 1.5 percent of the total population, and almost 16,500 people, about 7 percent of the county, lived within a mile of a station (Tables 4 and 5). A larger share of the county’s minority population, almost 12 percent (5,865), lived within a mile of a station. The share of the county’s minority population within a half-mile of a FrontRunner station was nearly the same (1.6 percent) as the share of the total population. For both neighborhood sizes the minority share of the population living near a station was slightly higher than the countywide share: 24 percent within a half-mile and more than 35 percent within a mile versus 22 percent for the county. For the half-mile distance this was due to the Ogden and Roy stations’ 38 percent and 22 percent

![Table 4](https://example.com/table4.png)

**Table 4**

<table>
<thead>
<tr>
<th>Station Name (North to South)</th>
<th>Total</th>
<th>Minority Share</th>
<th>Renters</th>
<th>Share</th>
<th>Occupied</th>
<th>Renter-Occupied</th>
<th>Share</th>
<th>Homes ≤$200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber County</td>
<td>231,236</td>
<td>50,598</td>
<td>21.9%</td>
<td>57,717</td>
<td>25.0%</td>
<td>78,748</td>
<td>21,619</td>
<td>27.5%</td>
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<tr>
<td>Pleasant View</td>
<td>903</td>
<td>101</td>
<td>11.2%</td>
<td>155</td>
<td>17.2%</td>
<td>259</td>
<td>42</td>
<td>16.2%</td>
</tr>
<tr>
<td>Ogden</td>
<td>989</td>
<td>381</td>
<td>38.5%</td>
<td>716</td>
<td>72.4%</td>
<td>503</td>
<td>463</td>
<td>92.0%</td>
</tr>
<tr>
<td>Roy</td>
<td>1,466</td>
<td>323</td>
<td>22.0%</td>
<td>174</td>
<td>11.9%</td>
<td>526</td>
<td>54</td>
<td>10.3%</td>
</tr>
<tr>
<td>Total</td>
<td>3,358</td>
<td>805</td>
<td>24.0%</td>
<td>1,045</td>
<td>31.1%</td>
<td>1,288</td>
<td>559</td>
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<tr>
<td>Share of County</td>
<td>1.5%</td>
<td>1.6%</td>
<td></td>
<td>1.8%</td>
<td></td>
<td>1.6%</td>
<td>2.6%</td>
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</tr>
<tr>
<td>Davis County</td>
<td>306,479</td>
<td>43,430</td>
<td>14.2%</td>
<td>57,342</td>
<td>18.7%</td>
<td>93,545</td>
<td>20,474</td>
<td>21.9%</td>
</tr>
<tr>
<td>Clearfield</td>
<td>2,821</td>
<td>815</td>
<td>28.9%</td>
<td>1,837</td>
<td>65.1%</td>
<td>1,053</td>
<td>699</td>
<td>66.4%</td>
</tr>
<tr>
<td>Layton</td>
<td>1,624</td>
<td>551</td>
<td>33.9%</td>
<td>810</td>
<td>49.9%</td>
<td>538</td>
<td>269</td>
<td>50.0%</td>
</tr>
<tr>
<td>Farmington</td>
<td>888</td>
<td>67</td>
<td>7.5%</td>
<td>249</td>
<td>28.0%</td>
<td>399</td>
<td>144</td>
<td>36.1%</td>
</tr>
<tr>
<td>Woods Cross</td>
<td>1,526</td>
<td>182</td>
<td>11.9%</td>
<td>308</td>
<td>20.2%</td>
<td>515</td>
<td>118</td>
<td>22.9%</td>
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<tr>
<td>Total</td>
<td>6,859</td>
<td>1,615</td>
<td>23.5%</td>
<td>3,204</td>
<td>46.7%</td>
<td>2,505</td>
<td>1,230</td>
<td>49.1%</td>
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<td>6.0%</td>
<td></td>
</tr>
<tr>
<td>Salt Lake County</td>
<td>1,029,655</td>
<td>267,770</td>
<td>26.0%</td>
<td>295,419</td>
<td>28.7%</td>
<td>342,622</td>
<td>112,203</td>
<td>32.7%</td>
</tr>
<tr>
<td>No. Temple Bridge/Guadalupe</td>
<td>2,138</td>
<td>1,079</td>
<td>50.5%</td>
<td>1,544</td>
<td>72.2%</td>
<td>976</td>
<td>746</td>
<td>76.4%</td>
</tr>
<tr>
<td>Salt Lake Central</td>
<td>2,887</td>
<td>1,076</td>
<td>37.3%</td>
<td>1,557</td>
<td>53.9%</td>
<td>1,143</td>
<td>994</td>
<td>87.0%</td>
</tr>
<tr>
<td>Murray Central</td>
<td>1,549</td>
<td>379</td>
<td>24.5%</td>
<td>1,122</td>
<td>72.4%</td>
<td>725</td>
<td>557</td>
<td>76.8%</td>
</tr>
<tr>
<td>South Jordan</td>
<td>953</td>
<td>204</td>
<td>21.4%</td>
<td>770</td>
<td>80.8%</td>
<td>413</td>
<td>356</td>
<td>86.2%</td>
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<tr>
<td>Draper</td>
<td>1,373</td>
<td>210</td>
<td>15.3%</td>
<td>607</td>
<td>44.2%</td>
<td>468</td>
<td>276</td>
<td>59.0%</td>
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<tr>
<td>Total</td>
<td>8,304</td>
<td>2,681</td>
<td>32.3%</td>
<td>5,006</td>
<td>60.3%</td>
<td>3,397</td>
<td>2,602</td>
<td>76.6%</td>
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<td>Share of County</td>
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<td>1.7%</td>
<td></td>
<td>1.0%</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>Utah County</td>
<td>516,564</td>
<td>81,856</td>
<td>15.8%</td>
<td>143,386</td>
<td>27.8%</td>
<td>140,602</td>
<td>44,549</td>
<td>31.7%</td>
</tr>
<tr>
<td>Lehi</td>
<td>923</td>
<td>144</td>
<td>15.6%</td>
<td>175</td>
<td>19.0%</td>
<td>277</td>
<td>52</td>
<td>18.8%</td>
</tr>
<tr>
<td>American Fork</td>
<td>343</td>
<td>44</td>
<td>12.8%</td>
<td>43</td>
<td>12.5%</td>
<td>88</td>
<td>12</td>
<td>13.6%</td>
</tr>
<tr>
<td>Orem Central</td>
<td>1,528</td>
<td>273</td>
<td>17.9%</td>
<td>181</td>
<td>11.8%</td>
<td>202</td>
<td>81</td>
<td>40.1%</td>
</tr>
<tr>
<td>Provo Central</td>
<td>3,461</td>
<td>1,491</td>
<td>43.1%</td>
<td>1,950</td>
<td>56.3%</td>
<td>1,112</td>
<td>657</td>
<td>59.1%</td>
</tr>
<tr>
<td>Total</td>
<td>6,255</td>
<td>1,952</td>
<td>31.2%</td>
<td>2,349</td>
<td>37.6%</td>
<td>1,679</td>
<td>802</td>
<td>47.8%</td>
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<td>Share of County</td>
<td>1.2%</td>
<td>2.4%</td>
<td></td>
<td>1.6%</td>
<td></td>
<td>1.2%</td>
<td>1.8%</td>
<td></td>
</tr>
</tbody>
</table>

Source: BEBR analysis of U.S. Census Bureau, 2010 Census data and county assessor data.
minority shares, respectively. For the one-mile neighborhoods just Ogden’s 55 percent minority share was enough to make the sum of all stations’ minority populations greater than the county share. The minority shares of Pleasant View’s and Roy’s one-mile neighborhoods were below average.

Renters and renter-occupied dwelling units are also more prevalent near FrontRunner stations than in the county as a whole. Less than 2 percent of Weber County’s 2010 renter population lived within a half-mile of a station and 12 percent lived within one mile. These renters represented 31 percent and 43 percent, respectively, of the total populations at each distance; countywide, renters made up 25 percent of the population. Similarly, 3 percent of Weber’s renter-occupied dwelling units were within a half-mile of a FrontRunner station and 14 percent were within one mile. While about 27 percent of all occupied dwelling units in the county in 2010 were renter occupied, 43 percent of occupied units a half-mile from a station and 50 percent within one mile of a station were rented. These results were driven solely by the Ogden station’s neighborhoods’ extremely high renter and rental rates. Renters made up more than 70 percent of the population and renter-occupied units accounted for more than 80 percent of total occupied housing units at both neighborhood sizes. Both Pleasant View and Roy had below-average renter and rental shares at both neighborhood sizes. Just 0.2 percent of Weber County’s more affordable single-family homes (those assessed at not more than $200,000 in 2011) were within a half-mile of a station, and 3.5 percent were within one mile.

**Davis County**

Davis County has four FrontRunner stations, in Clearfield, Layton, Farmington and Woods Cross (Figure 3). In 2010, 6,859 people lived within a half-mile of a FrontRunner station, 2 percent of the total population, and almost 22,500 people, about 7 percent, lived within a mile of a station (Tables 4 and 5). Larger shares of the county’s minority population lived near a station, with almost 4 percent (1,615) within a half-mile and 11 percent (4,713) within a mile. For both neighborhood sizes the minority share of the population living near a station was higher than the countywide share: 23 percent of those within a half-mile and 21 percent of those within a mile, versus 14 percent for the county. For the half-mile neighborhoods, this was driven by Clearfield and Layton, which had minority shares more than twice the county average. For the one-mile neighborhoods, all stations had above-average minority shares.

Renters and renter-occupied dwelling units are also more prevalent near FrontRunner stations than in the county as a whole. Close to 6 percent of Davis County’s 2010 renter
population lived within a half-mile of a station and 13 percent lived within one mile. These renters represented 47 percent and 34 percent, respectively, of the total populations at each distance; countywide, renters made up just 19 percent of the population. Similarly, 6 percent of Davis’s renter-occupied dwelling units were within a half-mile of a FrontRunner station and 14 percent were within one mile. While 22 percent of all occupied dwelling units in the county in 2010 were renter occupied, 49 percent of occupied units a half-mile from a station and 38 percent within one mile of a station were rented. For both metrics, renter share of the population and renter-occupied share of occupied housing units, almost all station neighborhoods had above-average shares. The exception was Farmington, which had a below-average share of renters in its one-mile neighborhood. Just over 1 percent (529) of Davis County’s affordable single-family homes (those assessed at not more than $200,000 in 2012) were within a half-mile of a station and 6 percent (2,539) were within one mile. These are the largest shares—and numbers—of the four counties.

Figure 3
Davis County FrontRunner Stations:
Half-Mile and Mile Neighborhoods
Salt Lake County, and Salt Lake City in particular, is the hub of the FrontRunner system. Most FrontRunner riders use it to commute to Salt Lake City and County from Weber, Davis and Utah counties. The five stations in the county are North Temple Bridge/Guadalupe; Salt Lake Central, which is the destination and source of trains bound from and to Davis, Weber and Utah counties, as well as the TRAX Blue line and several bus routes; Murray Central; South Jordan; and Draper (Figure 4). In 2010, 8,300 people lived within a half-mile of a FrontRunner station in Salt Lake County, about 1 percent of the total population, and 21,600 people, about 4 percent, lived within one mile, whereas they make up about one-third of all occupied housing units in the county as a whole. All five stations had both renter and rental shares well above the county averages. Just 0.1 percent of Salt Lake County’s affordable single-family homes (those assessed at not more than $200,000 in 2011) were within a half-mile of a station and less than 2 percent were within one mile. These are the lowest shares of the four counties.

**Table 5**

Characteristics of FrontRunner Station Neighborhoods, 2010: 1-Mile Buffer

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Population</th>
<th>Housing Units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Minority Share</td>
</tr>
<tr>
<td>Weber County</td>
<td>231,236</td>
<td>50,598</td>
</tr>
<tr>
<td>Pleasant View</td>
<td>3,061</td>
<td>453</td>
</tr>
<tr>
<td>Ogden</td>
<td>7,949</td>
<td>4,395</td>
</tr>
<tr>
<td>Roy</td>
<td>5,452</td>
<td>1,017</td>
</tr>
<tr>
<td>Total</td>
<td>16,462</td>
<td>5,865</td>
</tr>
<tr>
<td>Share of County</td>
<td>7.1%</td>
<td>11.6%</td>
</tr>
<tr>
<td>Davis County</td>
<td>306,479</td>
<td>43,430</td>
</tr>
<tr>
<td>Clearfield</td>
<td>7,658</td>
<td>2,005</td>
</tr>
<tr>
<td>Layton</td>
<td>5,740</td>
<td>1,293</td>
</tr>
<tr>
<td>Farmington</td>
<td>2,553</td>
<td>375</td>
</tr>
<tr>
<td>Woods Cross</td>
<td>6,502</td>
<td>1,040</td>
</tr>
<tr>
<td>Total</td>
<td>22,453</td>
<td>4,713</td>
</tr>
<tr>
<td>Share of County</td>
<td>7.3%</td>
<td>10.9%</td>
</tr>
<tr>
<td>Salt Lake County</td>
<td>1,029,655</td>
<td>267,770</td>
</tr>
<tr>
<td>No. Temple Bridge/Gua</td>
<td>8,889</td>
<td>3,576</td>
</tr>
<tr>
<td>Salt Lake Central</td>
<td>8,550</td>
<td>4,241</td>
</tr>
<tr>
<td>Murray Central</td>
<td>8,260</td>
<td>1,852</td>
</tr>
<tr>
<td>South Jordan</td>
<td>2,616</td>
<td>454</td>
</tr>
<tr>
<td>Draper</td>
<td>1,384</td>
<td>210</td>
</tr>
<tr>
<td>Total</td>
<td>27,227</td>
<td>9,158</td>
</tr>
<tr>
<td>Share of County</td>
<td>2.6%</td>
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</tr>
<tr>
<td>Utah County</td>
<td>516,564</td>
<td>81,856</td>
</tr>
<tr>
<td>Lehi</td>
<td>1,806</td>
<td>254</td>
</tr>
<tr>
<td>American Fork</td>
<td>1,607</td>
<td>215</td>
</tr>
<tr>
<td>Orem Central</td>
<td>4,505</td>
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<tr>
<td>Provo Central</td>
<td>13,691</td>
<td>5,343</td>
</tr>
<tr>
<td>Total</td>
<td>21,609</td>
<td>6,779</td>
</tr>
<tr>
<td>Share of County</td>
<td>2.6%</td>
<td>8.3%</td>
</tr>
</tbody>
</table>

Source: BEBR analysis of U.S. Census Bureau, 2010 Census data and county assessor data.

* Total is less than the sum of the stations because the No. Temple Bridge and Salt Lake Central stations’ neighborhoods overlap.

Renters and renter-occupied dwelling units are more prevalent near FrontRunner stations than in the county as a whole. Close to 2 percent of Salt Lake County’s 2010 renter population lived within a half-mile of a station and 5 percent lived within one mile. These renters represented 60 percent and 52 percent, respectively, of the total populations at each distance; countywide, renters made up 29 percent of the population. While 1 percent of the county’s occupied housing units were within a half-mile of a FrontRunner station and 3 percent were within one mile, 2 percent and 6 percent, respectively, of renter-occupied dwelling units were. Thus renter-occupied units represented more than three-quarters of all occupied housing units within a half-mile of a station and more than 60 percent of occupied units within a mile, whereas they make up about one-third of all occupied housing units in the county as a whole. All five stations had both renter and rental shares well above the county averages. Just 0.1 percent of Salt Lake County’s affordable single-family homes (those assessed at not more than $200,000 in 2011) were within a half-mile of a station and less than 2 percent were within one mile. These are the lowest shares of the four counties.
percent (1,952) within a half-mile and 8 percent (6,779) within a mile. As in the other counties, for both neighborhood sizes the minority share of the population living near a station was higher than the countywide share: 31 percent versus 16 percent. This was due to relatively high concentrations at the Orem and Provo stations.

There is also a higher share of renters and renter-occupied dwelling units near FrontRunner stations than in the county as a whole. Less than 2 percent of Utah County's 2010 renter population lived within a half-mile of a station and almost 8 percent lived within one mile. These renters represented 38 percent and 51 percent, respectively, of the total populations at each distance. Countywide, renters made up 28 percent of the population. While 1 percent of the county's occupied housing units were within a half-mile of a FrontRunner station and 5 percent were within one mile, almost 2 percent and 9 percent, respectively, of renter-occupied dwelling units were. Thus renter-occupied units represented almost half of all occupied housing units within a half-mile of a station and 60 percent of occupied units within a mile, whereas they make up 32 percent of all occupied housing units in the county as a whole. These above-average concentrations of renters and renter-occupied housing units near FrontRunner stations were driven by the Provo and Orem stations, which are near the student populations of BYU and UVU. The Lehi and American Fork stations were below the county averages for shares of minorities, renters and renter-occupied housing units. Just 0.4 percent of Utah County's affordable single-family homes (those assessed at not more than $200,000 in 2011) were within a half-mile of a station and less than 3 percent were within one mile.

Conclusion

UTA has spent over $4.3 billion over the past 20 years to provide light rail and commuter rail services to the Wasatch Front. The

Figure 4
Salt Lake County FrontRunner Stations: Half-Mile and Mile Neighborhoods

LEGEND
FrontRunner
FrontRunner Station
Station Neighborhood
0.5 mile
1.0 mile
Municipality

Source: BEBR analysis of data from State of Utah, SGID.
neighborhoods around TRAX and FrontRunner stations tend to show higher concentrations of minorities, renters and renter-occupied housing units than are found in the counties at large. This implies that, geographically speaking, minorities and renters may have disproportionately better access to these modes of commuting than the population as a whole, which could improve their access to employment opportunities.

Figure 5
Utah County FrontRunner Stations:
Half-Mile and Mile Neighborhoods

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