

+ UTA Light Rail Strategic Plan Technical Advisory Committee Presentation



October 13, 2022

Future of Light Rail Study



Light Rail Strategic Plan Presentation Agenda

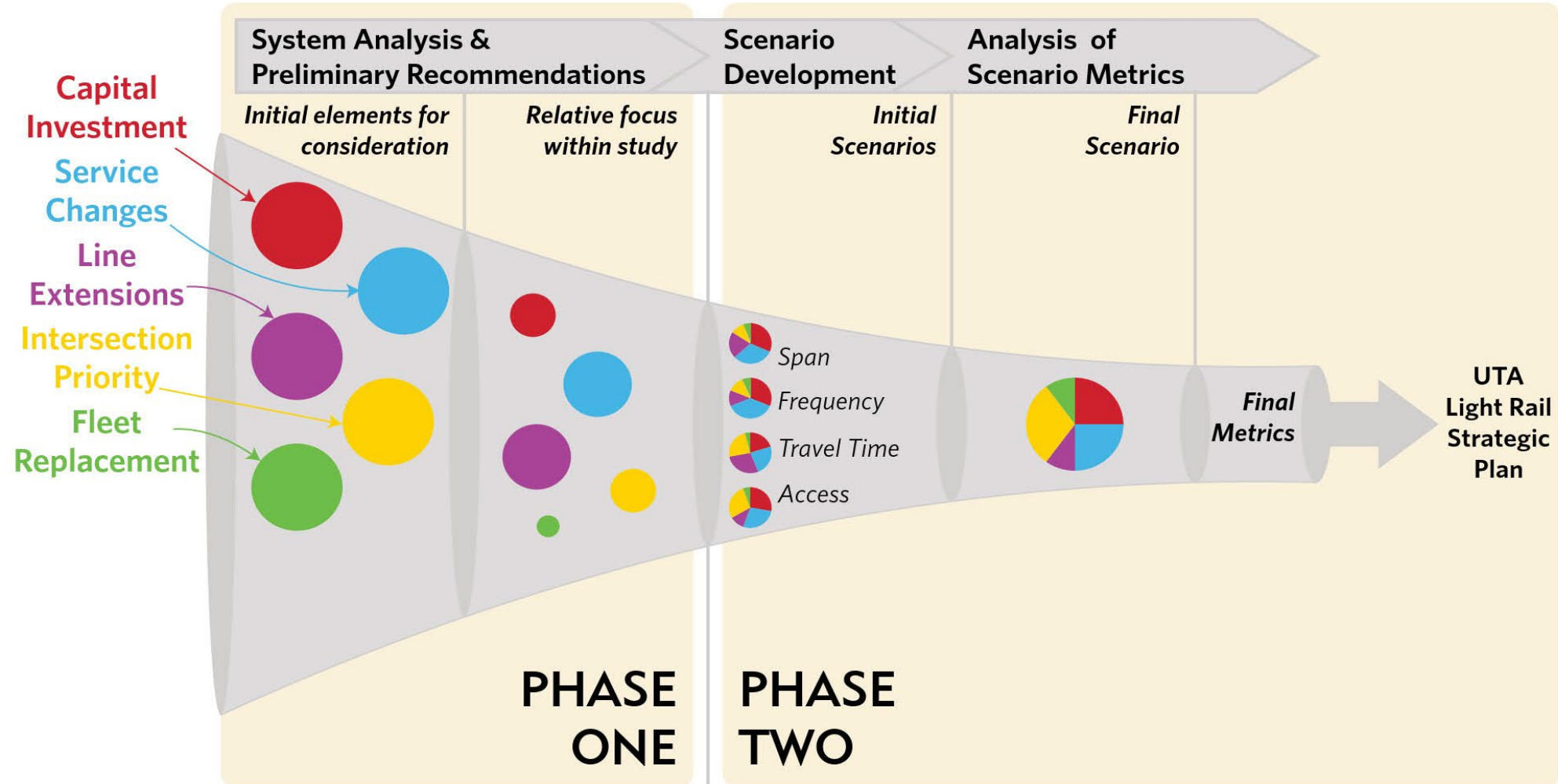
- Strategic Plan development process
- Key recommendations
- Strategic Plan core elements
- Strategic Plan span of service elements
- Funding and implementation phasing



Strategic Plan Development Process



Light Rail Strategic Plan Development Process





Strategic Plan Key Recommendations



Light Rail Strategic Plan

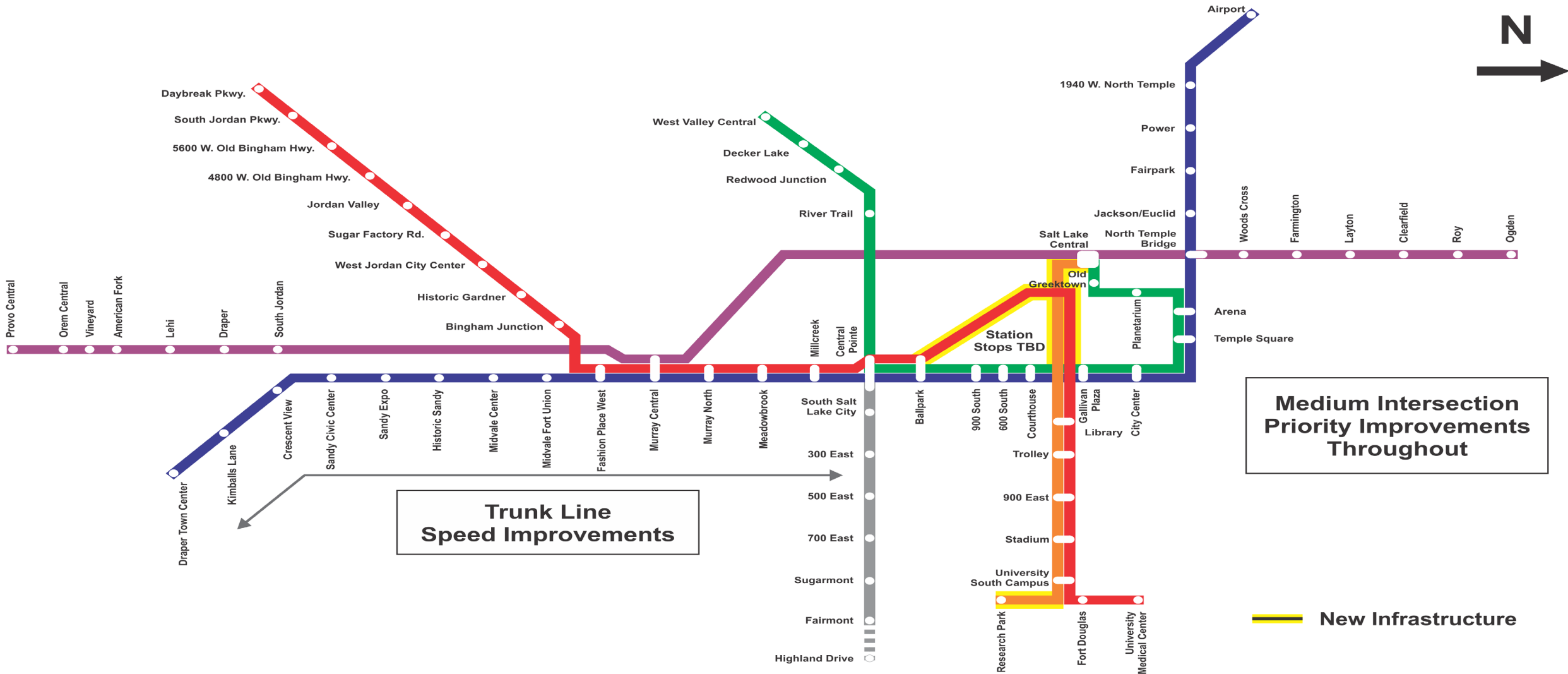
Key Recommendations

- Proceed with TechLink network and service expansion
- Replace first generation fleet (40 cars)
- Fund key infrastructure renewal/improvement projects
- Work with UDOT, Salt Lake City, to increase transit priority
- Enhance TRAX span of service



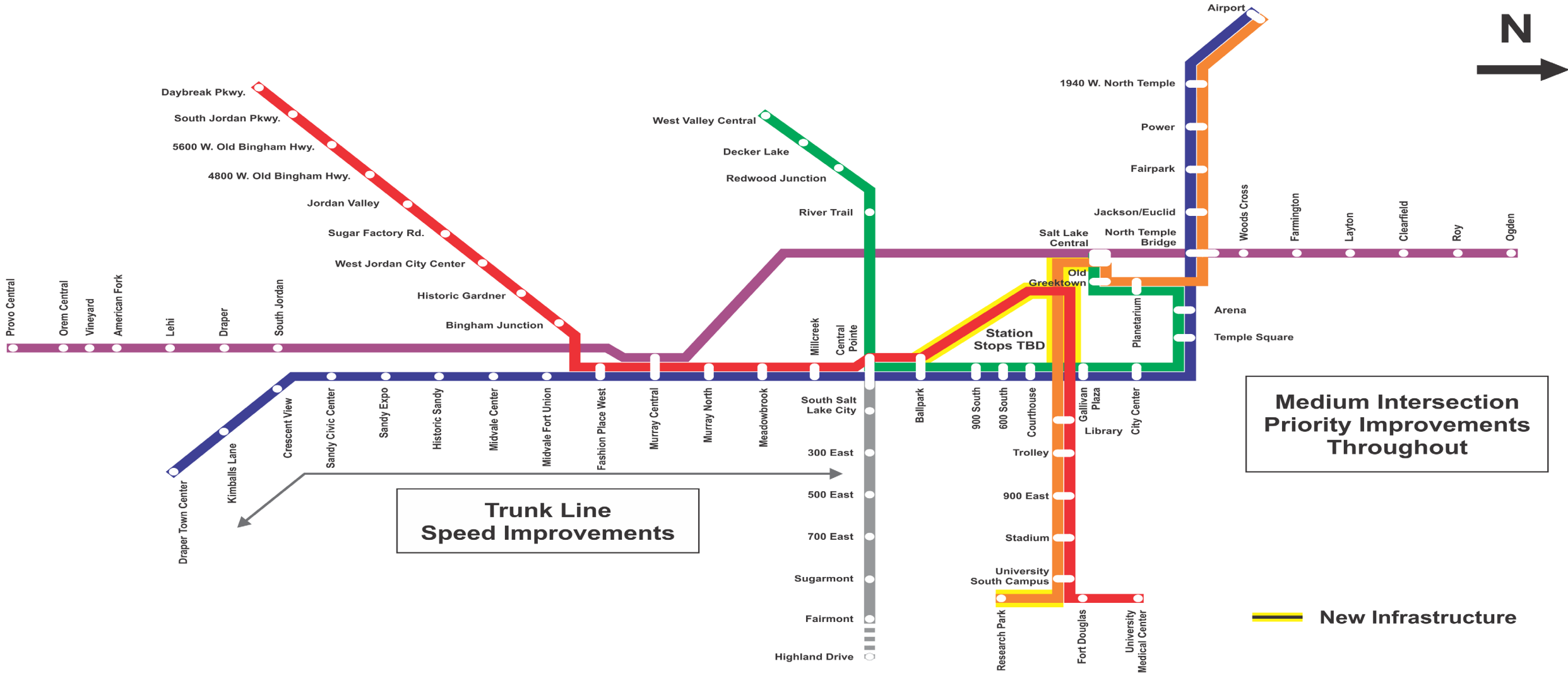


Light Rail Strategic Plan – Regional Transportation Plan Phase 2 (2033-42)





Light Rail Strategic Plan – Regional Transportation Plan Phase 3 (2043-50)





Strategic Plan Core Elements



Strategic Plan Components

Granary District TRAX Expansion

- Expand TRAX network up the Ballpark Spur to 400 West, extend University Line west of Main Street on 400 South
- Supports Granary District redevelopment with direct service to Salt Lake Central, Airport and the U
- Capital cost: \$102 million





Strategic Plan Components

Research Park Extension

- Extend TRAX to Research Park with new Orange Line service to Salt Lake Central (RTP Phase 2) and the Airport (RTP Phase 3)
- Separate terminals for Red Line (continues to serve UMC) and Orange Line support system reliability
- Capital cost: \$30.4 million





Strategic Plan Components

Intersection Transit Priority Improvements

- Increases likelihood of TRAX trains proceeding without delay through 19 critical intersections
- Speeds light rail trips while supporting efficient use of intersections by all users
- Requires UDOT and Salt Lake City coordination
- Capital cost: \$1.0 million





Strategic Plan Benefits

Strategic Plan Benefits

TRAX Reliability

Future Baseline (2050) vs. Light Rail Strategic Plan (2050) Simulated On-Time Performance					
	TRAX Train Line				Combined Average
	Blue Line	Red Line	Green Line	Orange Line	
Future Baseline (2050)	96.0%	89.1%	92.6%		92.5%
Light Rail Strategic Plan (2050)	95.0%	99.0%	93.5%	97.3%	96.4%



Strategic Plan Benefits: Higher Ridership

Metric	Future Baseline (2050)	Increase from 2019	Light Rail Strategic Plan (2050)	Strategic Plan Change from Future Baseline	Strategic Plan Change from 2019
Daily Total TRAX Boardings	95,500	+63%	102,800	+8%	+71%
Daily Total Transit Boardings	232,800	+50%	237,600	+2%	+52%

UTA
Trains Per Hour
 Current Service Levels
 # Station Locations & Trains Per Hour



Current Service Levels

UTA
Trains Per Hour
 Proposed Service Levels
 # Station Locations & Trains Per Hour

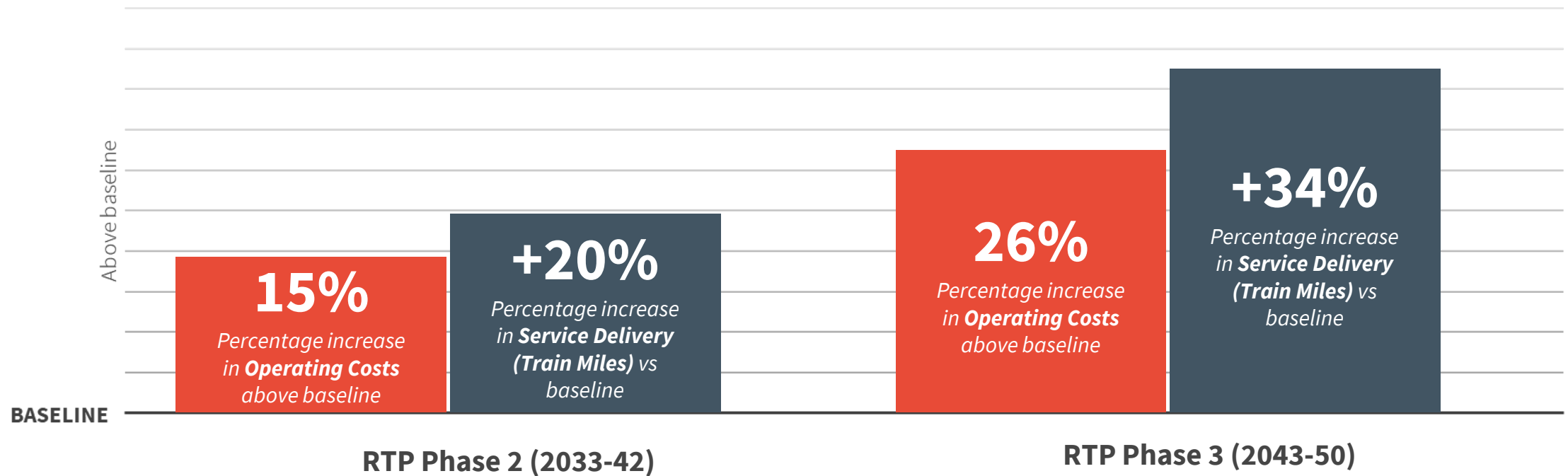


Proposed Service Levels (RTP Phase 3 – 2043-50)



Strategic Plan Benefits: Delivering More Efficiently

Operating costs for 2030 and for 2040 increase, but the region sees a **bigger increase in service delivered**

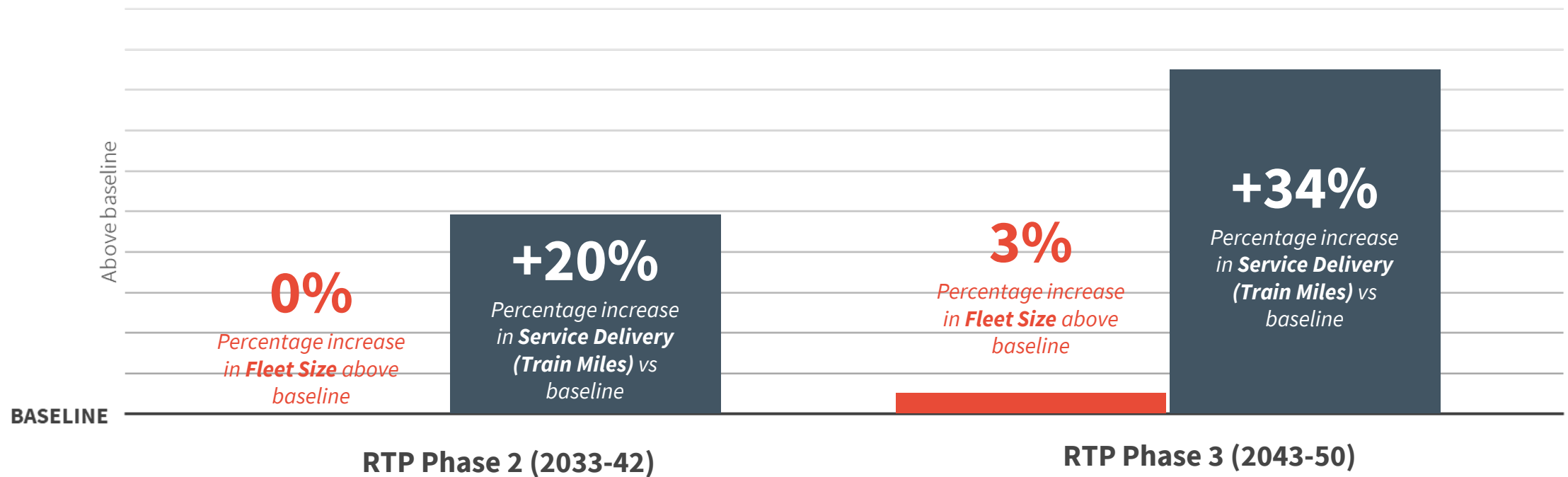





Strategic Plan Benefits: Using the Fleet More Efficiently

The Strategic Plan for 2030 requires no new fleet and yet delivers **+20% more service**.

The Strategic Plan for 2040 requires only 4 new cars (an increase of 3%) while providing **+34% more service**.





Strategic Plan
Span of Service Elements



Span of Service Elements Start Service Earlier, End Later

- Adds up to 2 hours of service per day by renegotiating 5-hour freight window between Ballpark and Fashion Place West to 3 hours
- Benefits all lines except Red Line between Fashion Place West and Daybreak, which has intense and growing rail freight activity
- Capital cost: \$ TBD





Span of Service Elements

Operate Late Night/Early Morning Airport Service

- Operate late night/early morning to the Airport
- Requires additional study to assess worker/traveler demand and regional Return on Investment
- Capital cost: \$1.0 million

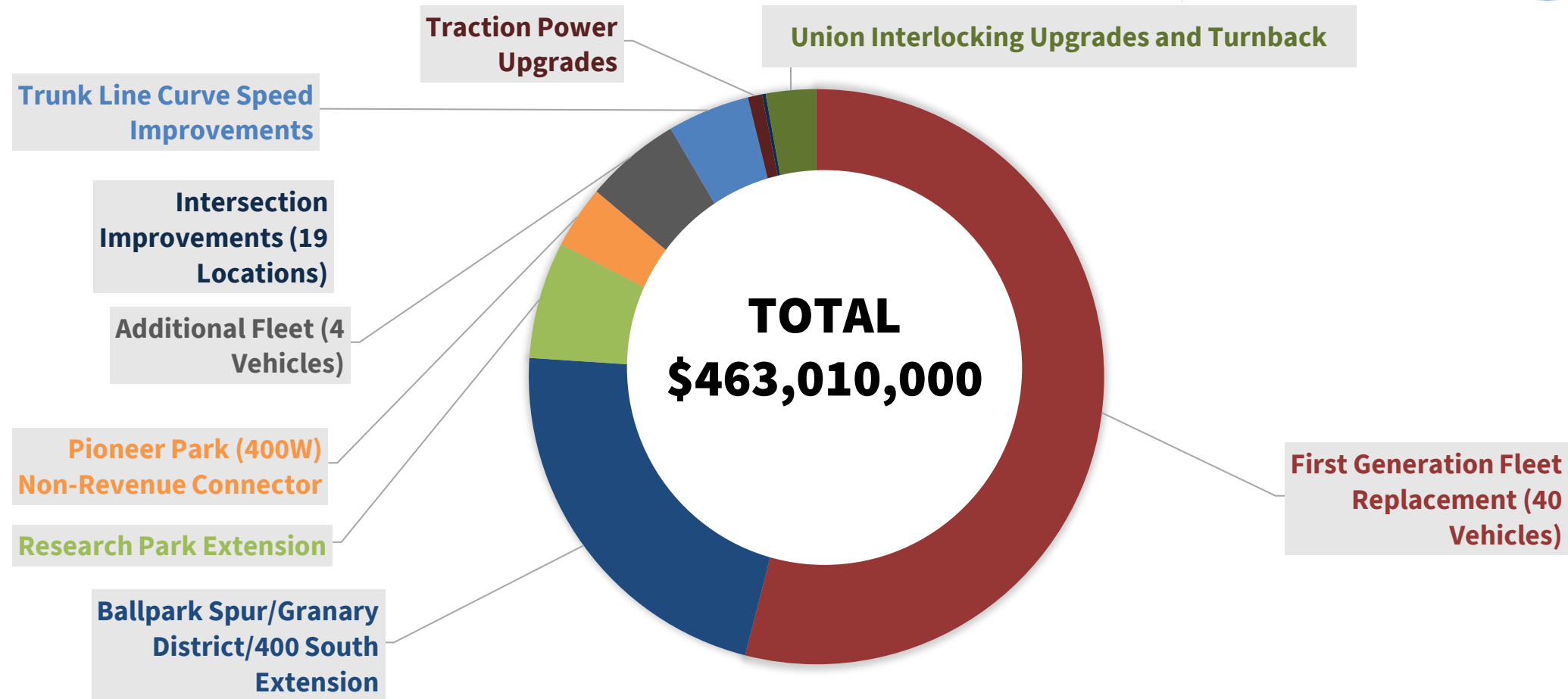




Plan Funding and Implementation



Strategic Plan Capital Cost - RTP Phases 2 and 3





Plan Funding Opportunities

- State and local funding
- Federal Transit Administration funding
 - RAISE Grants
 - Capital Investment Grants (Section 5309)
 - Surface Transportation Block Grants
 - Grant Program for Rail Vehicle Replacement
- Value capture strategies
 - Tax Increment Financing
 - Station joint development (public/private partnerships)





Recommended Plan Implementation Phasing

Improvement	Near Term UTA Actions	Possible Implementation Timeframe
Intersection Transit Priority Improvements	Engage Salt Lake City, UDOT	2023-24
Trunk Line Speed Improvements	Initiate Design	2024-26
Start Service Earlier, End Later	Initiate Freight Rail Negotiations	2026-27
Operate Late Night/Early Morning Airport Service	Requires Further Demand Study and Analysis of Regional ROI	2026-27
Service Reliability Improvements – Union Turnback	Initiate Design	2027-28
Replace First Generation Fleet	Complete Specification, RFP	2027-30
Research Park TRAX Extension	Proceed with TechLink Study, Refine Concepts, Station Locations, Service Strategy, Funding	2030-34
Granary District TRAX Expansion		2035-45
Service Reliability Improvements – 400W Connector		2035-45



Questions and Answers