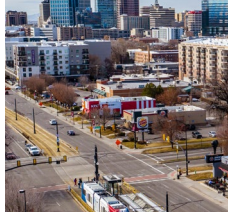
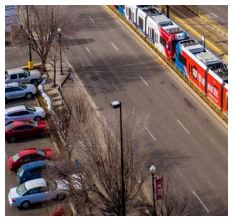
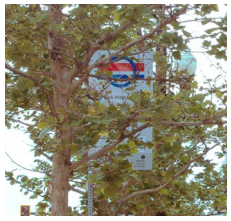
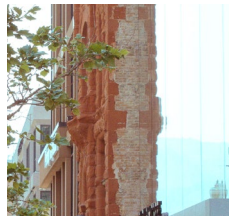
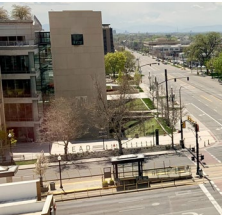
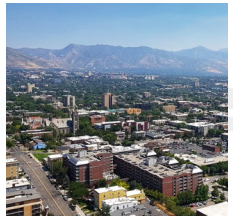
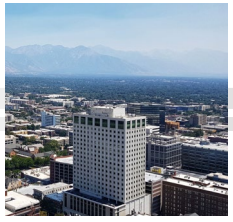



TECHLINK TRAX STUDY

FINAL REPORT
EXECUTIVE SUMMARY

JANUARY 2025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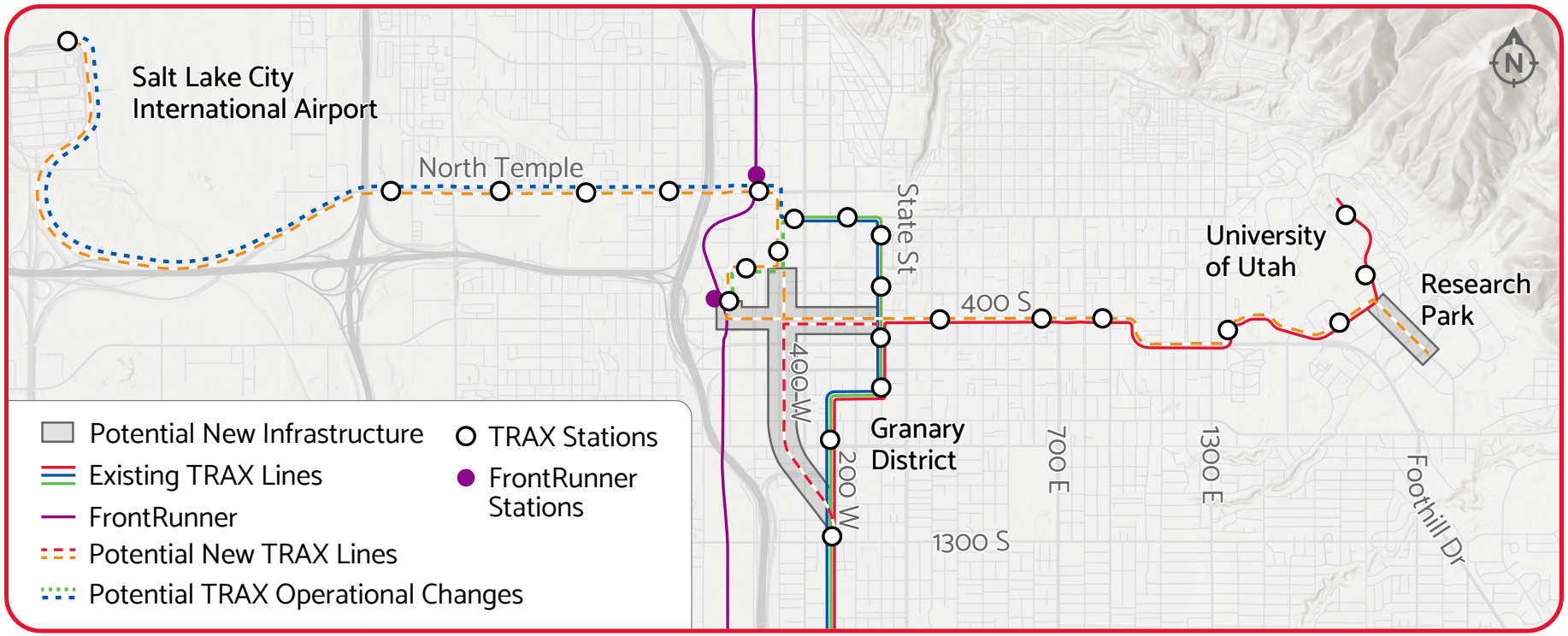
WHAT IS THE TECHLINK TRAX STUDY?

Utah Transit Authority (UTA) in partnership with the Redevelopment Agency of Salt Lake City (RDA), Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT) have completed the TechLink TRAX Study that analyzed the following (FIGURE ES-1):

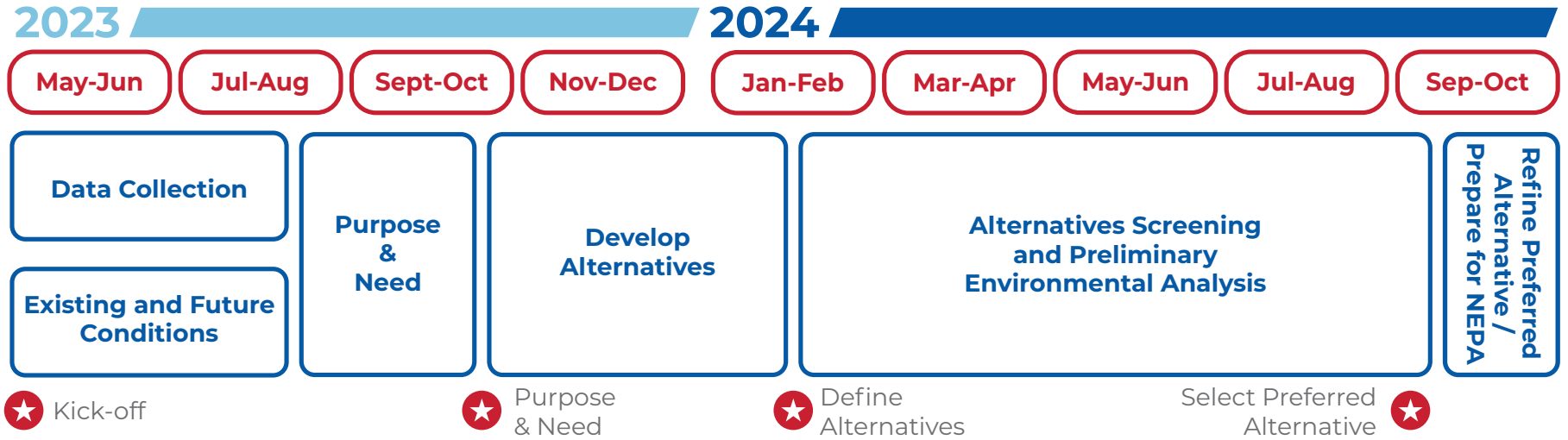
- **A new Orange Line** that would provide service between the Salt Lake City International Airport and the University of Utah, with new service into Research Park.
- **A realignment of the existing Red Line** through the Granary District.
- **Modified operations of the Blue and Green TRAX Lines** by switching end of lines so the Blue Line would extend to the airport and the Green Line terminate at the Salt Lake Central Station.

FIGURE ES-1 Study Area Map



The purpose of the study was to identify a Locally Preferred Alternative that can move forward into environmental review. The study followed a transparent and collaborative process that included the steps shown in FIGURE ES-2.

FIGURE ES-2 Study Steps and Timeline



WHY IS THIS PROJECT NEEDED?

The proposed improvements **work together to offer significant mobility benefits throughout the region.** The TechLink TRAX project:

- Supports long-range transportation demand.
- Improves TRAX operational reliability and capacity.
- Enhances access and mobility between existing and emerging areas of economic development.
- Increases access to opportunities for disadvantaged populations.
- Provides sustainable transportation options.

HOW WERE ALTERNATIVES DEVELOPED AND ANALYZED?

Four alternatives were developed and analyzed as part of the TechLink TRAX Study (**FIGURE ES-3**). Alternatives were considered based on: 1) scenarios that performed well in the UTA Future of Light Rail (FOLR) Study (2023), and 2) alternatives that best meet the Purpose and Need developed by the study team.

The FOLR Study (2023) set the framework for the TechLink TRAX Study, providing initial analysis and evaluation of alternatives with a general understanding of the best-performing alignments and connections.

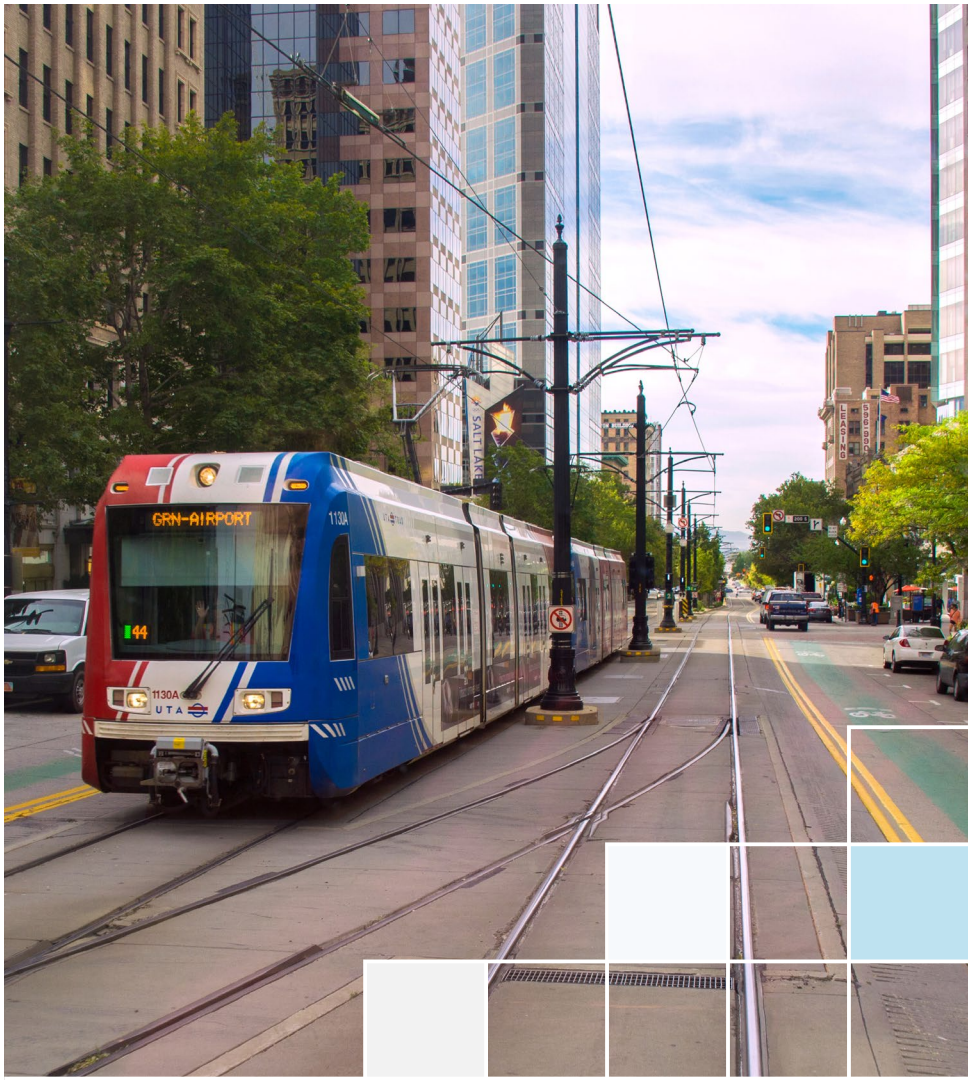
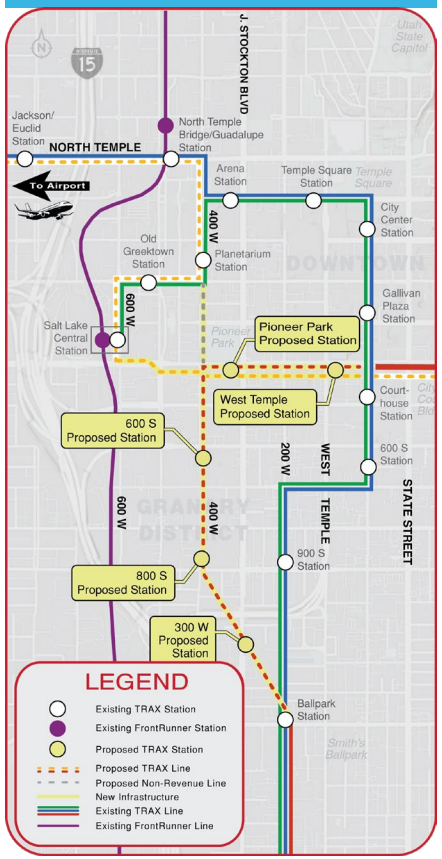
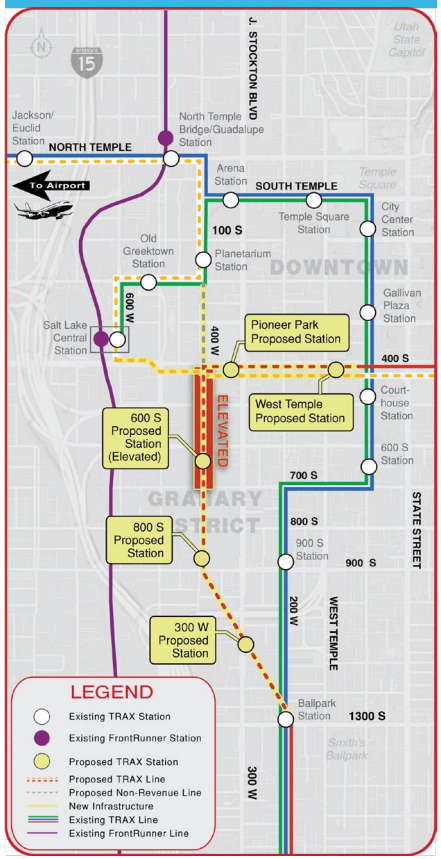


FIGURE ES-3 Range of Alternatives

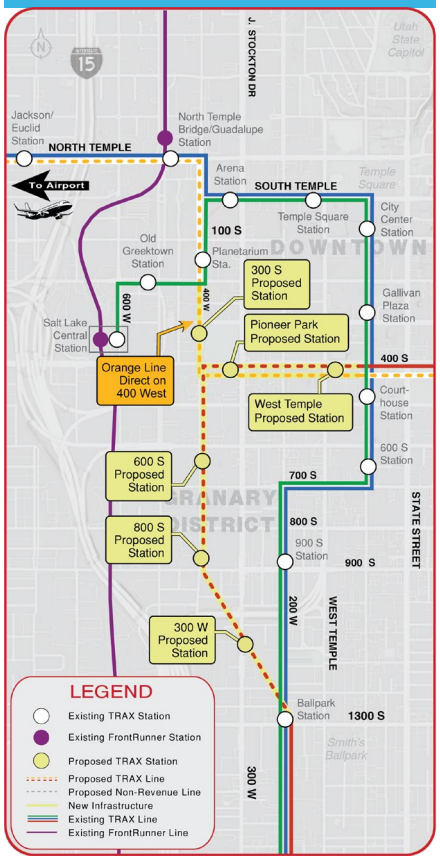
Alternative 1 - Future of Light Rail Baseline



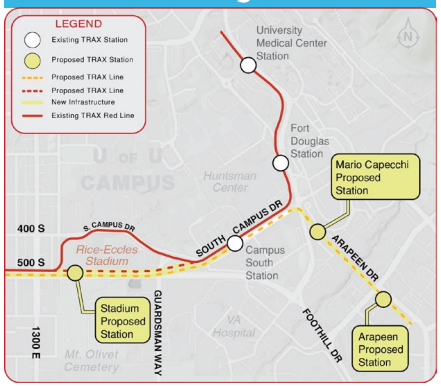
Alternative 2 - Elevated on 400 West



Alternative 3 - Direct on 400 West



Alternative 4 - University of Utah Realignment



All four alternatives generally performed similarly in the evaluation process. Alternative 3 performed slightly better than the other alternatives, primarily due to lower costs (less new track) and savings in transit travel time (offering a straight connection up 400 West rather than a circuitous connection to Salt Lake Central Station). A high-level overview of alternative evaluation findings are shown in **FIGURE ES-4**.

FIGURE ES-4 Alternatives Evaluation Results

Proposed Criteria	Alternative 1 Future of Light Rail	Alternative 2 400 West Elevated	Alternative 3 Direct on 400 West	Alternative 4 U of U Realign
Weekday Ridership	Similar	Similar	Similar	Similar
Transit Travel Times and Reliability	▪ Orange Line travel time: 4 minutes slower ▪ Similar for other lines	▪ Orange Line travel time: 4 minutes slower ▪ Similar for other lines	▪ Orange Line travel time: 4 minutes faster ▪ Similar for other lines	▪ Orange Line travel time: 4 minutes slower ▪ Similar for other lines
Economic Development Potential	▪ Directly serves potential redevelopment ▪ Close to existing development	▪ Directly serves potential redevelopment ▪ Close to existing development	▪ Directly serves existing development ▪ Close to potential redevelopment	▪ Directly serves potential redevelopment ▪ Close to existing development
Access to Opportunity	Similar	Similar	Similar	Similar
Potential for Environmental Impacts	Primarily right-of-way, cultural/historic, noise/vibration	Slight increase in visual impact along 400 West	Slightly reduced impacts along 400 South	Slightly increased impacts along 500 South
Capital and Annual O&M Costs	Capital: $460 M Annual O&M: +26%	Capital: $510 M Annual O&M: +26%	Capital: $400 M Annual O&M: +25%	Capital: $570 M Annual O&M: +26%

WHAT IS THE LOCALLY PREFERRED ALTERNATIVE?

Based on the detailed alternatives evaluation results and coordination among stakeholders, a Locally Preferred Alternative was selected. **The Locally Preferred Alternative includes transit service envisioned as part of Alternative 3 – Direct on 400 West, specifically the following (see also FIGURE ES-5):**

- A new Orange TRAX Line that would provide bidirectional service from the Salt Lake City International Airport to the University of Utah and into Research Park.
- A realigned bidirectional Red Line along 400 West that would provide service through the Granary District and connect to the Ballpark Station.
- Modified Blue Line and Green Line operations.

In addition, it is also desired that the following supporting components continue to advance with the TechLink Locally Preferred Alternative either concurrently or as potential separate future projects:

- Potential future connection to Salt Lake Central Station for either operational redundancy or future revenue service.
- Permanent pedestrian connection through the Rio Grande Building.

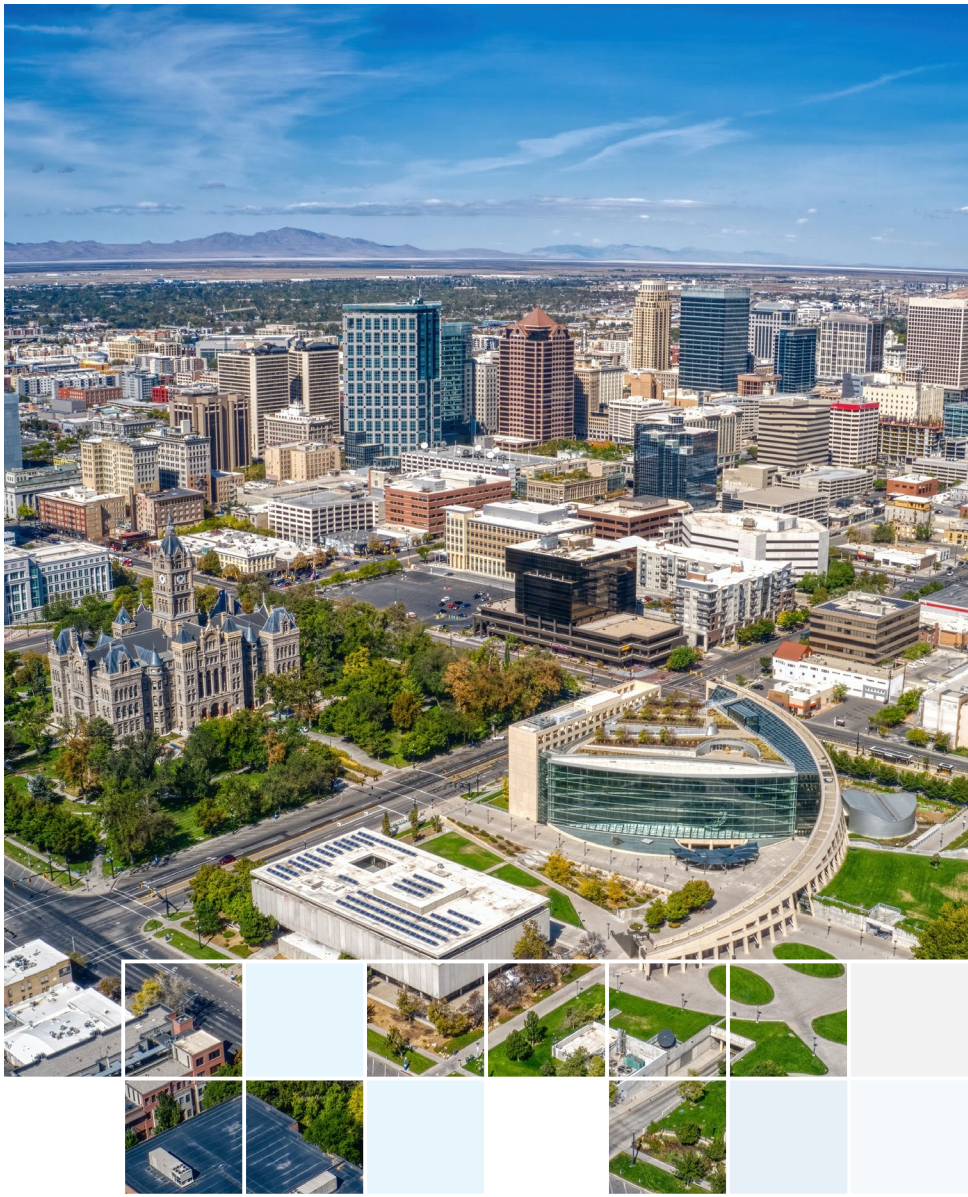
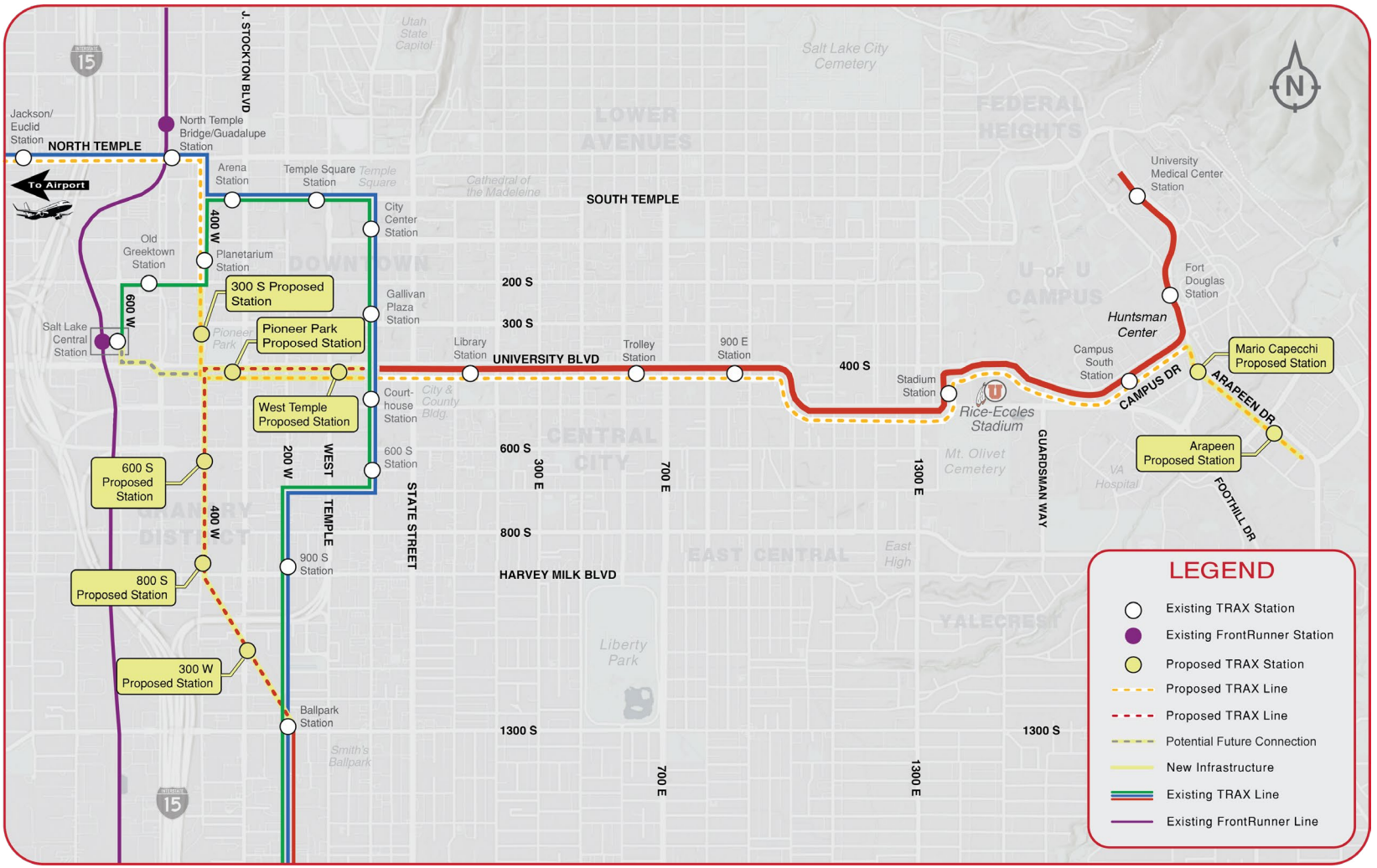


FIGURE ES-5 TechLink Locally Preferred Alternative



The selection of the Locally Preferred Alternative was based on key findings from the detailed alternatives evaluation. The Locally Preferred Alternative provides:

- The lowest cost alternative (capital costs and operations and maintenance costs).
- Increased operational efficiency and reduction in travel time on the Orange Line.
- Slight reduction in right-of-way and environmental impacts.
- Enhanced customer experience/perception (per public comment).
- Similar transit connections and projected ridership as other alternatives.
- Direct service to key economic redevelopment opportunities along 400 South and the Granary District and proximal service (within 0.3 miles) to the Rio Grande District and Salt Lake Central Redevelopment.
- An option to go to Salt Lake Central Station in the future, if desired.

KEY CHARACTERISTICS OF THE LOCALLY PREFERRED ALTERNATIVE

Mode:
Light Rail

Length of New Revenue Track:
2.8 miles

New Stations:
8

Projected Ridership (Daily Boardings at New Stations):
3,750 (2023) and 5,700 (2045)

Travel Times:
Orange Line – 45 minutes; Red Line – 65 minutes

Transit Reliability:
96%

Capital Costs:
$400M

Operations and Maintenance Costs:
Increase of $17M/year over existing costs

HOW WERE THE PUBLIC AND STAKEHOLDERS INVOLVED?

A robust public and stakeholder engagement program was utilized to provide input and coordination throughout the study. This effort included:

- Ongoing opportunities for education and input via a public website and three public outreach periods to solicit targeted feedback at key milestones.
- Coordination with a Technical Advisory Committee (TAC) and Steering Committee that provided planning and engineering expertise and guidance at key milestones.
- Development of a community-based organizations program that included workshops and opportunities to solicit feedback.

PUBLIC INVOLVEMENT HIGHLIGHTS INCLUDE:

3,200 direct mailers

Digital advertisements with more than **70,000** impressions & **6,000** engagements

On-board TRAX and bus signage

Mass media with **10+** stories across TV, radio, and print

Study-specific website with **8,000+** visitors

10 in-person outreach events

4 Salt Lake City Community Council presentations

1 Salt Lake City Council presentation

WHAT'S NEXT, AND HOW CAN I FIND ADDITIONAL INFORMATION?

FIGURE ES-6 depicts the distinct steps that a project goes through from planning through construction. Since this study will conclude the Planning and Alternatives Analysis phase, UTA has secured funds to begin advancing the project into the Environmental Review phase of the project. This next step will include an environmental study, likely a federal National Environmental Policy Act (NEPA) Environmental Assessment (EA), and preliminary design.

For additional information, including detailed documentation of the TechLink TRAX Study, please visit the study website at https://www.techlinkstudy.com.

FIGURE ES-6 Project Development Timeline