



Utah Transit Authority – Railroad Agreement Experience

Steve Meyer, Director of Capital Projects

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Utah Transit Authority



Created in 1970 to take over operations from private transit providers

Public transit district – six counties

Linear geographic area - 130 miles by 20 miles

Population – approx. 2 million, 78% of Utah population



Utah Transit Authority Freight Rail Timeline

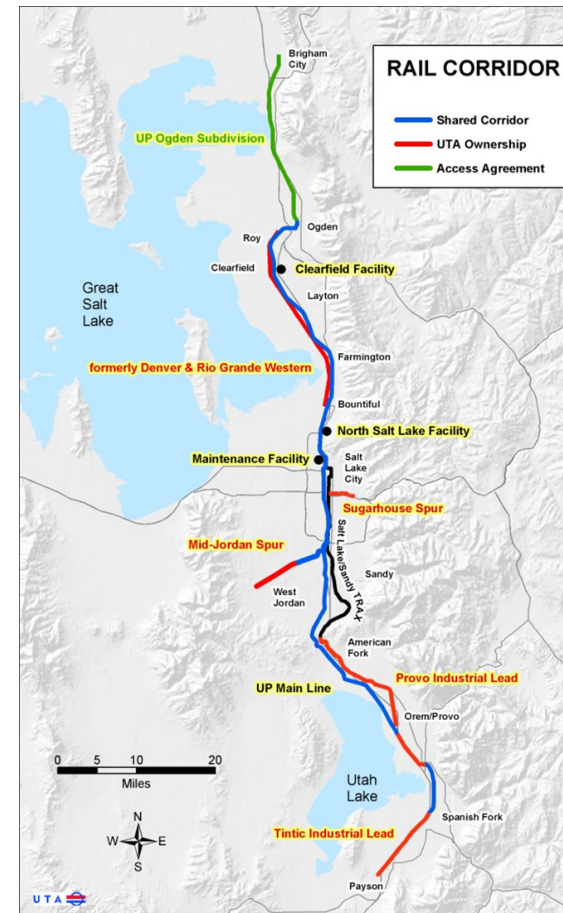


- 1992 – Purchase of corridor for initial North-South light rail line
- 1996 – Alternative Analysis recommended the Union Pacific Railroad freight corridor for future commuter rail
- 1997 – Discussions started with UPRR
 - Initially considered shared track similar to many other commuter rail operations
- 1999 – North-South light rail line begins revenue service
- 2000 – Negotiations for purchase of the corridor began

UTA/UPRR Purchase and Sale Agreement



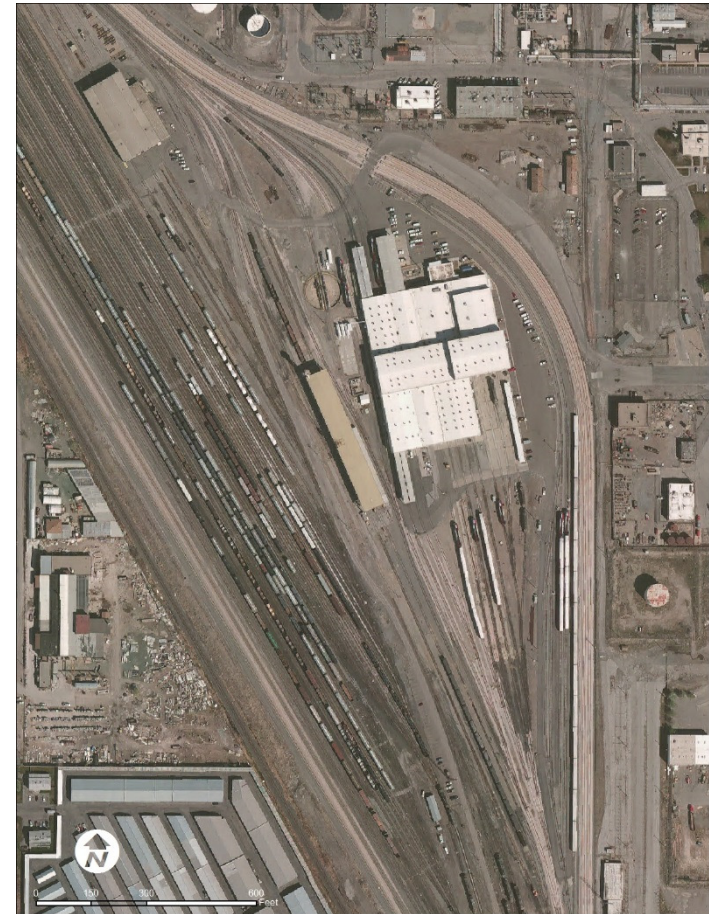
- 2002 – Purchase and sale agreement signed
 - 175 miles of corridor and trackage rights
 - Relocation of UPRR auto and intermodal yards
 - Warm Springs locomotive maintenance facility and remnant parcels of land



UTA/UPRR Purchase and Sale Agreement



- Description of land purchased
- Design process
- Construction
- Maintenance
- Trackage rights
- Indemnification/insurance requirements



Weber County to Salt Lake City Commuter Rail



- 2002 – Initiated Environmental Impact Study for Weber County to Salt Lake City commuter rail
- 2005 – Started construction
- 2008 – Revenue service began



What worked?



- Partnering
- Understanding the railroad
- Constant communication
- Looking for win-win



Win-Win Example: Ogden Yard



- Originally designed at a 3500 foot long structure
- UPRR wanted to improve yard efficiency
- Consolidated yard
- Two shorter structures and large fill section
- Savings of \$19 million to UTA





Win-Win Example: Quiet Zones/Grade Xings



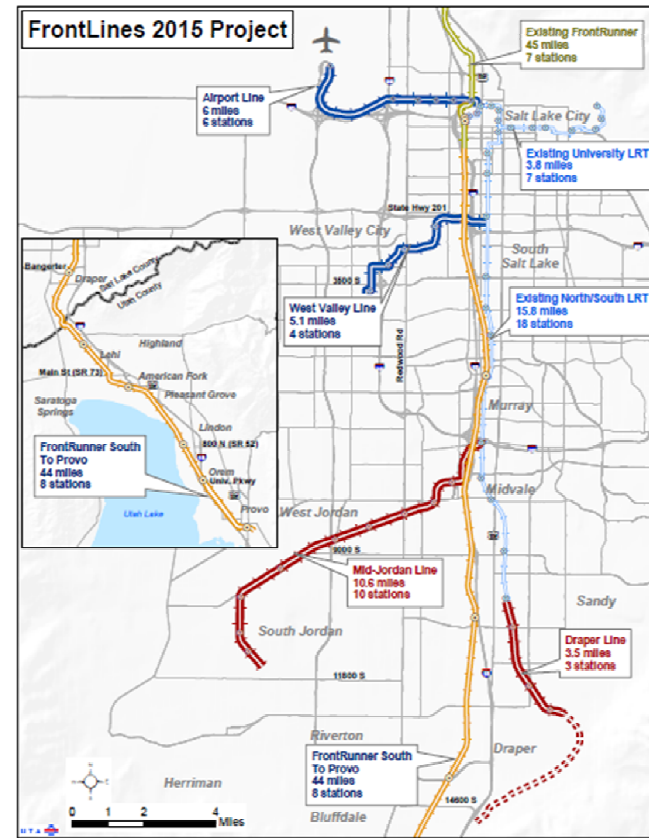
- 37 at-grade xings
- Upgraded all UPRR signal equipment
- Pedestrian safety improvements
- Raised medians or 3 – 4 quadrant gates
- Creation of 44-mile quiet zone



2006: FrontLines 2015 Tax Referendum



- First phase of commuter rail construction still underway
- Public wanted more rail transit
- 70 miles in 7 year
- Four light rail lines
- 43-mile extension of commuter rail
- \$2.5 billion



UDOT/UTA/UPRR Coordination Mountain View Corridor Rail Bridges



- Mountain View Corridor
- Took advantage of UTA construction
- Built UTA bridge to UPRR standards
- Shoo fly UPRR to UTA track
- Built UPRR bridge
- Excavated roadway
- Saved UDOT over \$15 million



West Valley Light Rail Project



- Bridge structure over Roper Yard
- Reconfigured yard track to improve yard efficiency
- Light weight fill on abutments to minimize settlement of adjacent track
- Limited windows for construction



Airport Light Rail Line



- Reconstructed North Temple viaduct over UP main
- Replaced box culvert under track
- Incentivized Salt Lake City and UPRR
- Cost savings shared with all parties for other improvements



Airport/FrontRunner stations at North Temple



Cereal Foods Storage Track



- Shipper isolated by commuter rail alignment
- Received noon and midnight shipments
- UTA constructed storage track
- Provided UPRR a yard train
- Eliminated need to cross commuter rail during mid-day operations



UDOT/UTA Coordination



- MOU
- Partnering
- Issue Resolution
- Issue Escalation
- Identifying project impacts
- Describing who pays
- Property exchanges
- Ledger entries
- Waiving fees



UDOT/UTA Corridor Study



- Approximately 13 miles where UTA is adjacent to I-15
- Joint study
- Segment by segment analysis of future expansion impacts
- Freeway and rail
- Property transfers
- Construction cost responsibility





Photo illustration by COLIN BRALEY/Standard-Examiner