



The Rio Grande Plan

Utah's Next Big Move

GRAND CENTRAL



UNION STATION
WASHINGTON D.C.



Central Stations Around the US



UNION STATION IN DENVER



CHICAGO
UNION STATION



CINCINNATI UNION TERMINAL

Arriving in Salt Lake City: Expectation



Arriving in Salt Lake City: Reality





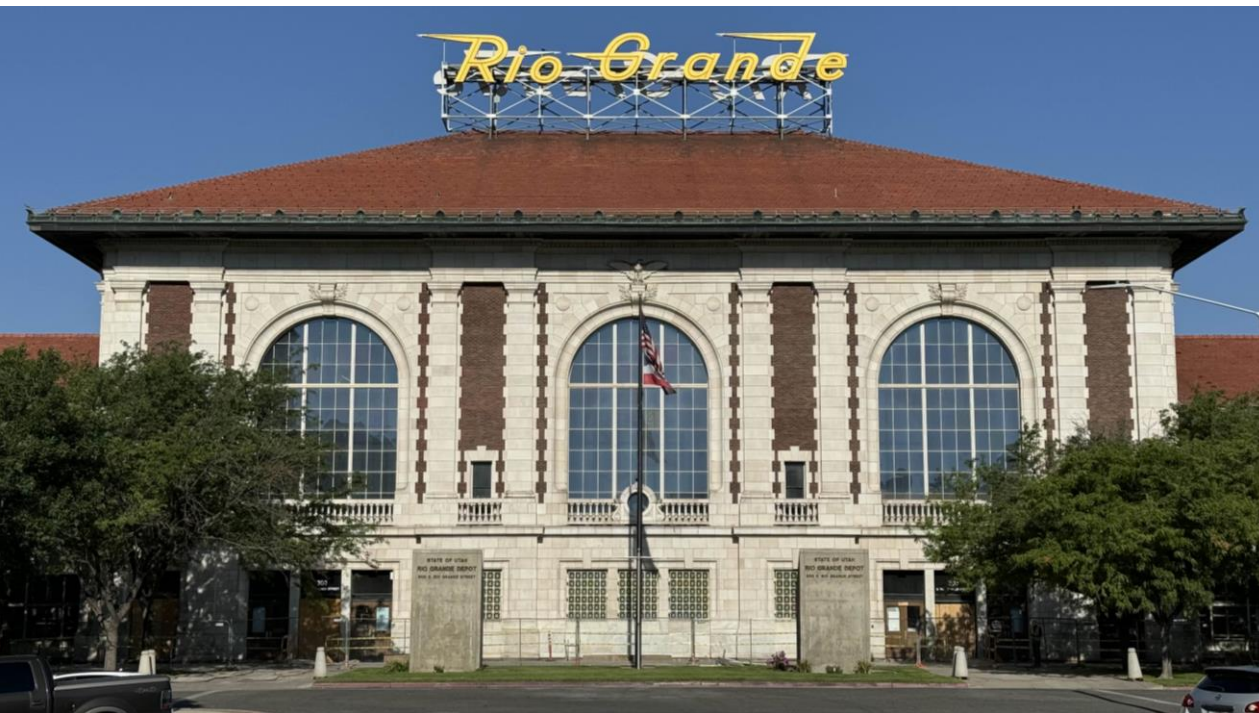
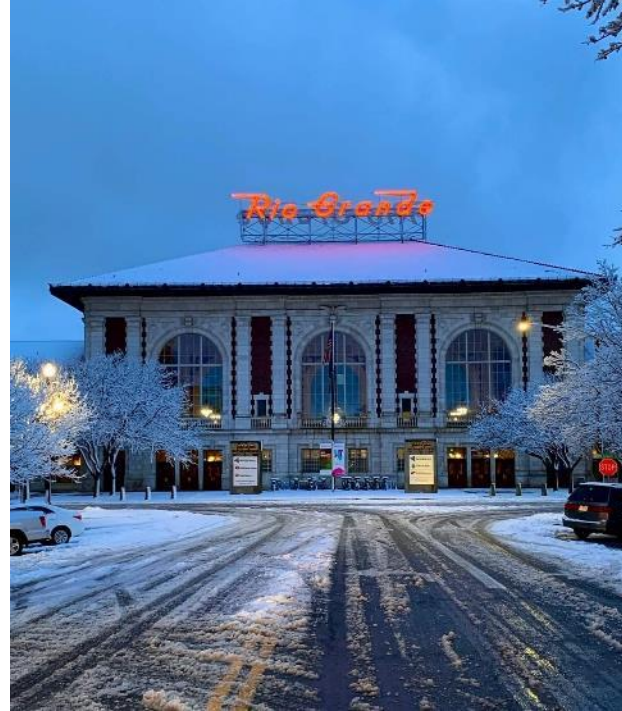
Salt Lake Central Station – Utah's Current Front Door

- Built 1999 as a temporary station
- FrontRunner Service Started in 2008 with no amenities (till today)
- Triple-wide Trailer for Amtrak Customers Only
- Basic Bus Shelter Canopy for UTA Passengers
- Lacks Basic Passenger Amenities (bathrooms, shelter, food)
- Replaced the Rio Grande Depot as downtown station

UTA's Vision for Central Station Revitalization

- Building's Lobby will serve as a Waiting Room Only
- Platforms and Passengers still exposed to the elements
- Does Not Increase Desirability for Developers
 - Current reasons SL Central isn't developed remain
 - Tracks are still a barrier and not deconflicted (UTA Goal)
- Does Not Address the Socioeconomic Divide between East and West
- Isolated from Downtown



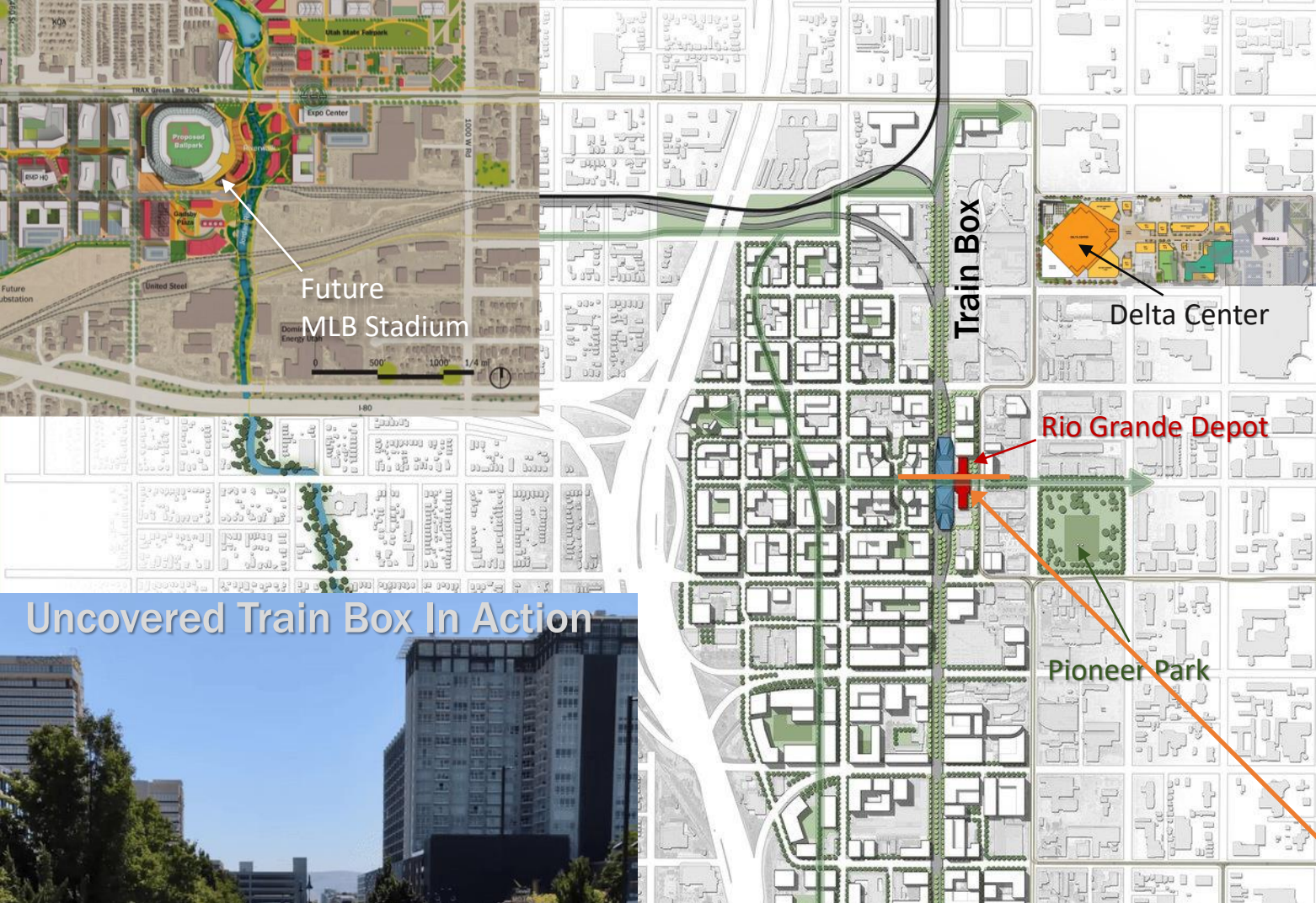


The Rio Grande Depot

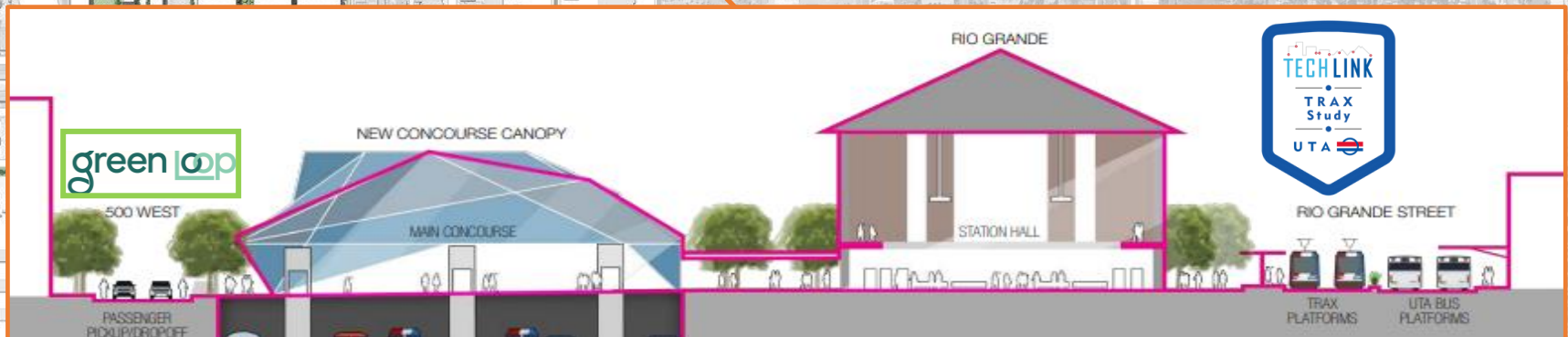
- Underused State Asset
- Seismic Upgrades Funded and In Progress
- No Future use Determined
 - Formally the home of the Utah State Historical Society
- In a Prime Location

What is the Rio Grande Plan?

- Move tracks underground along 500 West
- Close 8+ crossings
- Return passenger service to the Rio Grande Depot
- Open 75+ acres of rail yard/tracks - 100 ancillary acres
- Cut back freeway bridges



Uncovered Train Box In Action



The Rio Grande Plan



Artist Rendering

The Rio Grande Plan

CONNECTION TO RIO GRANDE

ICONIC CANOPY

MAIN CONCOURSE

LONG-TERM CAPACITY

MAIN CONCOURSE / RAIL TRANSFER
BUS PLAZA (SOUTH-BOUND)
PASSENGER PICKUP (600 WEST)

welcome to salt lake

Artist Rendering

STATION | Canopy and Platforms



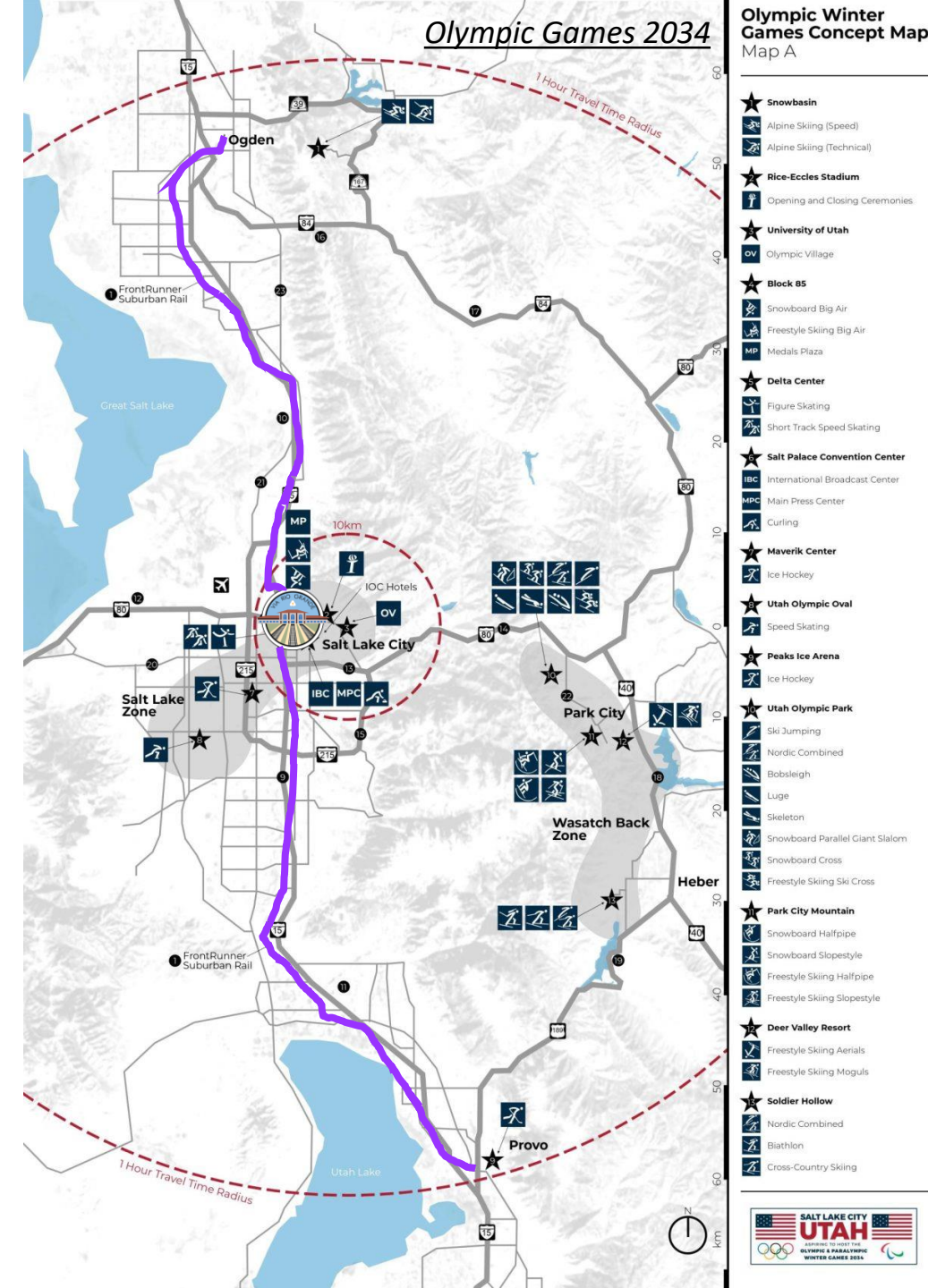
Not Just a City Issue

- Faster FrontRunner to and through downtown
- Fewer incidents and deaths
 - (8 since 2020)
- Better access to downtown and beyond via car, bike, on foot
- Area Reimagined
 - Housing, Greenspace, Offices, Entertainment
- Olympic Unveiling & Event Departures
- SEG/MLB Connectivity



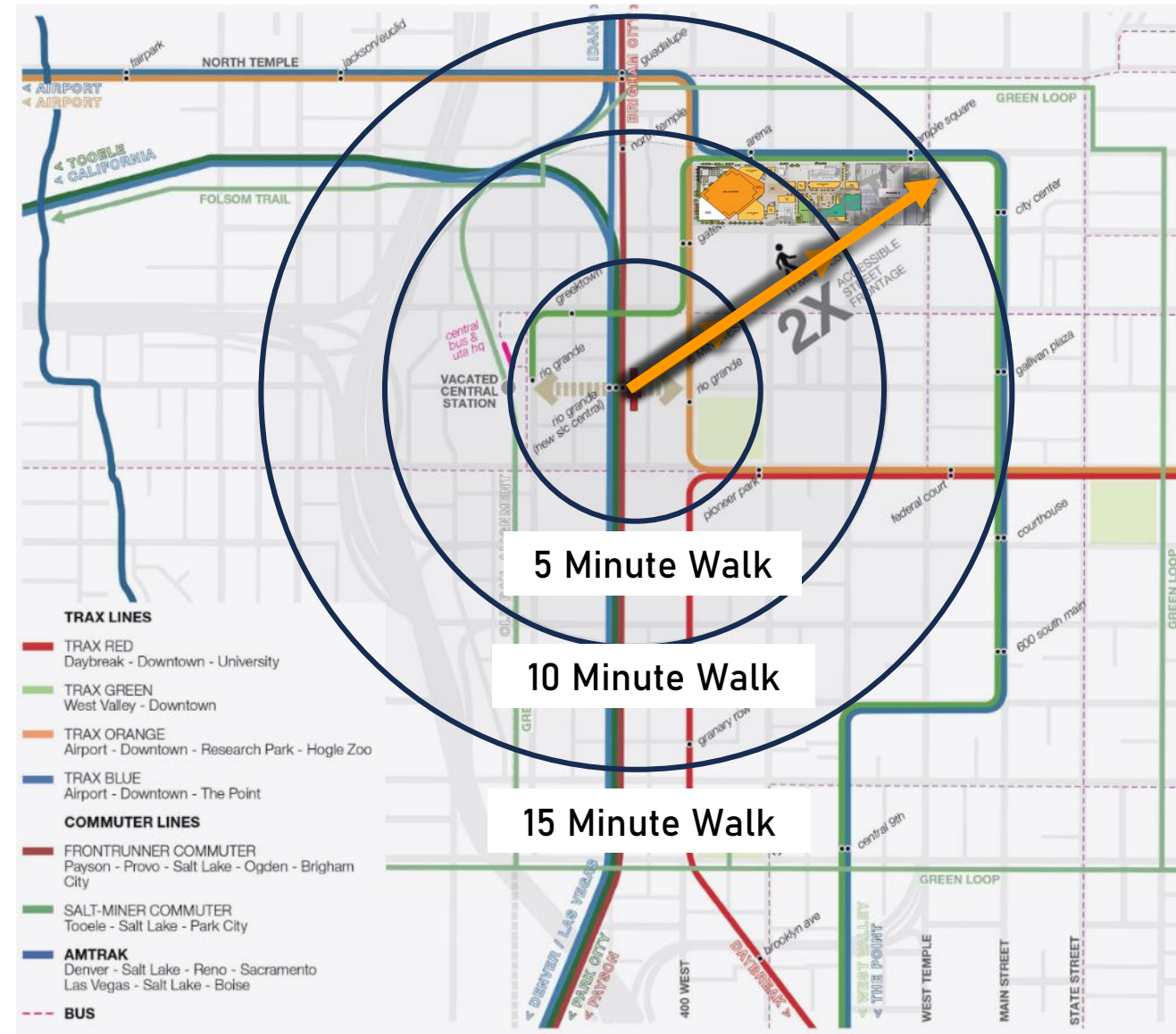
The Olympic Opportunity

- Transit-Oriented Olympics
- Centralizes all Modes of Transit
 - Trax, Amtrak, FrontRunner, Buses, and Active Transport.
- Proper Welcome to the Capital
- International Event with International Expectations and Facilities
- Staging of Events
- Easy Transit Access to the Valley for visitors and athletes
- Significant Federal Funds Available

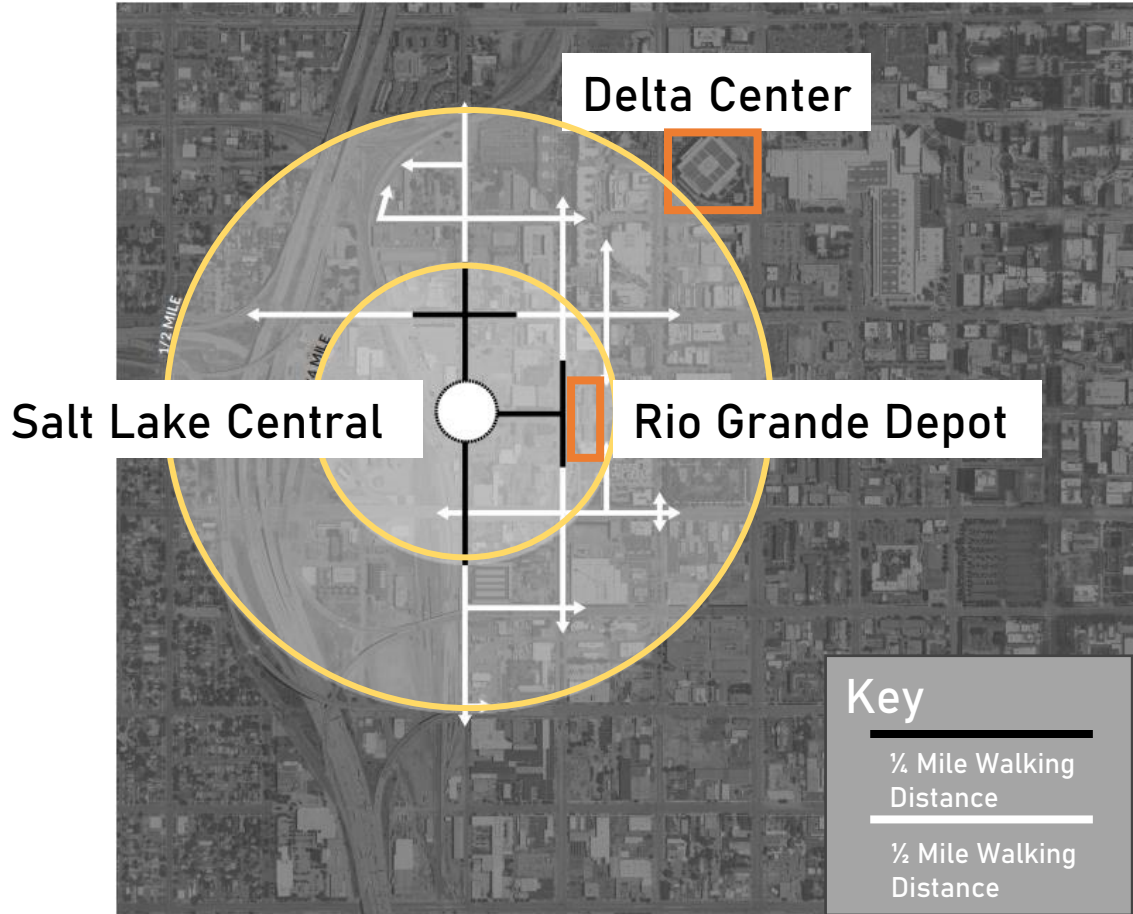


Station Optimization

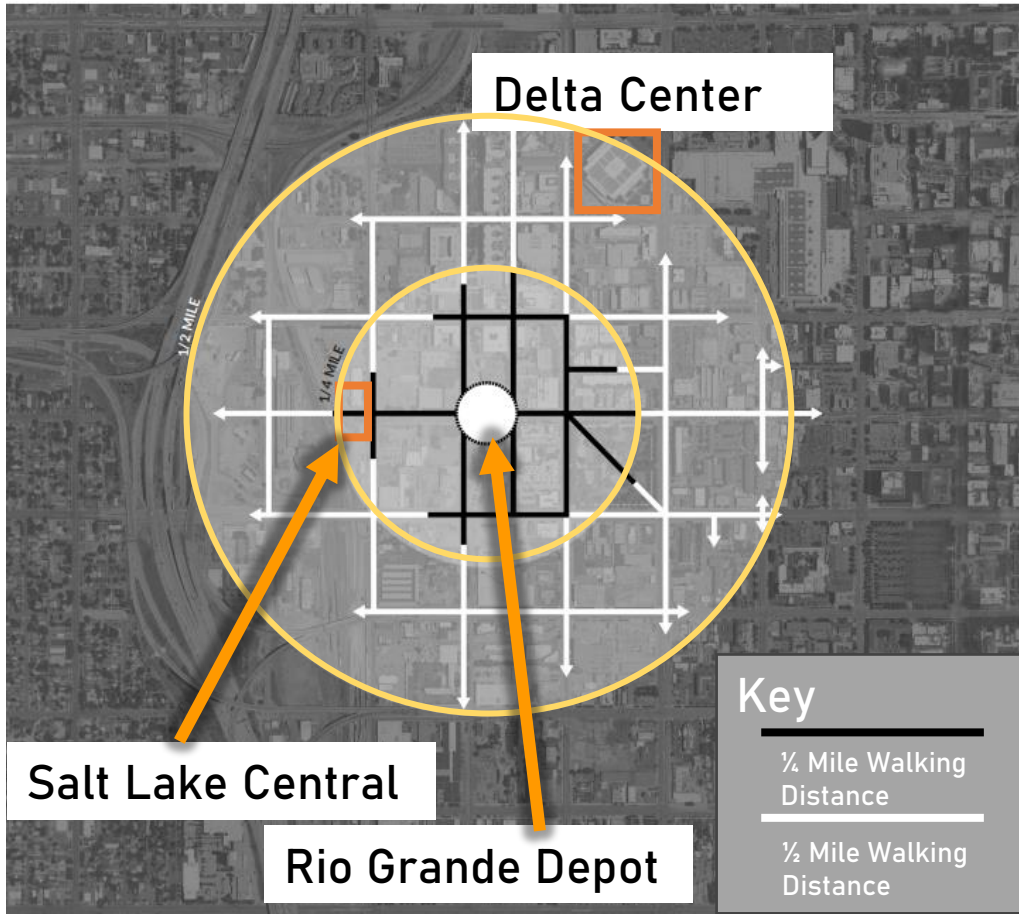
- A central, high capacity station with world-class amenities
- Connects East and West Sides
- 1/4 Mile Closer to Downtown
- Easier TRAX Connections
 - UTA's Techlink
 - Reduced Pollution
- Improved Walkability
 - SEG/MLB/Green Loop
 - The Granary
 - Downtown
- 1.4 Million More Utah Residents by 2034



The Walkability Difference



Salt Lake Central – Current and Proposed Future
12,100 LINEAR FEET OF STREET FRONT ACCESS



Rio Grande Central – Future with the RGP
20,660 LINEAR FEET OF STREET FRONT ACCESS

Supporters of the Plan

- Salt Lake County Council
 - *“As we look forward to the Olympics returning, the revitalization of downtown, and rethinking the future of transportation, this proposal is timely and necessary.”*
–Laurie Stringham, Chair SLCC
- Salt Lake City
 - Funded the Feasibility Study
 - Reconnecting Communities Study
- Community Councils
 - Sugarhouse, Central City, Glendale, and Poplar Grove...
 - *Full List on our [Website](#)*



Laurie Stringham,
Chair
At-Large A

Suzanne Harrison
At-Large B

Jim Bradley
At-Large C

Arlyn Bradshaw
District #1

David Alvord
District #2

Aimee Winder Newton
District #3

Ann Granato
District #4

Sheldon Stewart
District #5

Dea Theodore
District #6

August 6, 2024

Contact:
Lauren Duke
Communications and Admin. Coordinator
385-468-7469
lduke@saltlakecounty.gov

PRESS RELEASE:

Salt Lake County Council supports proposed Rio Grande Plan
presented by citizen group Via Rio Grande

Today the Salt Lake County Council met with Via Rio Grande, a citizen group of engineers focused on the improving heavy rail service into and through downtown Salt Lake City and reengineering railroad infrastructure by moving tracks underground and restoring the historic, 114 year-old Rio Grande Depot to its original purpose: a vibrant train station.

Currently Amtrak and Frontrunner disembark their riders at the Salt Lake Central Station, which is removed and isolated from downtown and its amenities. With the Rio Grande Plan, patrons will be welcomed into Salt Lake City as history and heritage intended. This cherished landmark was once a bustling hub of commerce and travel that greeted visitors with Utah's open arms.

The Salt Lake County Council has voted to support this proposal. Councilwoman Aimee Winder Newton moved that the Salt Lake County Council give preliminary support of the Rio Grande Plan and encourage any transportation plans that affect Salt Lake County to include this option as something worth considering.

Councilman Arlyn Bradshaw, representing District 1 and downtown Salt Lake City stated: "It is rare that citizen-led proposals come to the Council so well researched and detailed, particularly transportation projects which are usually government led."

Council Chair Laurie Stringham expressed support for updating heavy rail service, putting rail lines below street-level, and increasing transportation services to downtown. "As we look forward to the Olympics returning, the revitalization of downtown, and rethinking the future of transportation, this proposal is timely and necessary."

Via Rio Grande is planning a public event, Reconnecting Communities: The Rio Grande Plan, on September 12, 2024 at 6pm at the Sorensen Unity Center, 1383 South 900 West, Salt Lake City, Utah 84104.

RSVP forms and more information can be found at www.riograndeplansaltlakecity.org.

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Summary

- Citizen Solution for a Reconnected City
- A Central Station for the City, State, and the Olympics.
- Developable Opportunities from Railyards, Tracks, and Adjoining Properties
- Viable Funding Vehicles
- The Time is Now!
 - Olympics, SEG, MLB, Station Revitalization, Housing Crisis, Air Pollution
- State Support
 - Official Economic Impact Study
 - 2034 Olympics Infrastructure Project
 - Funding Priority



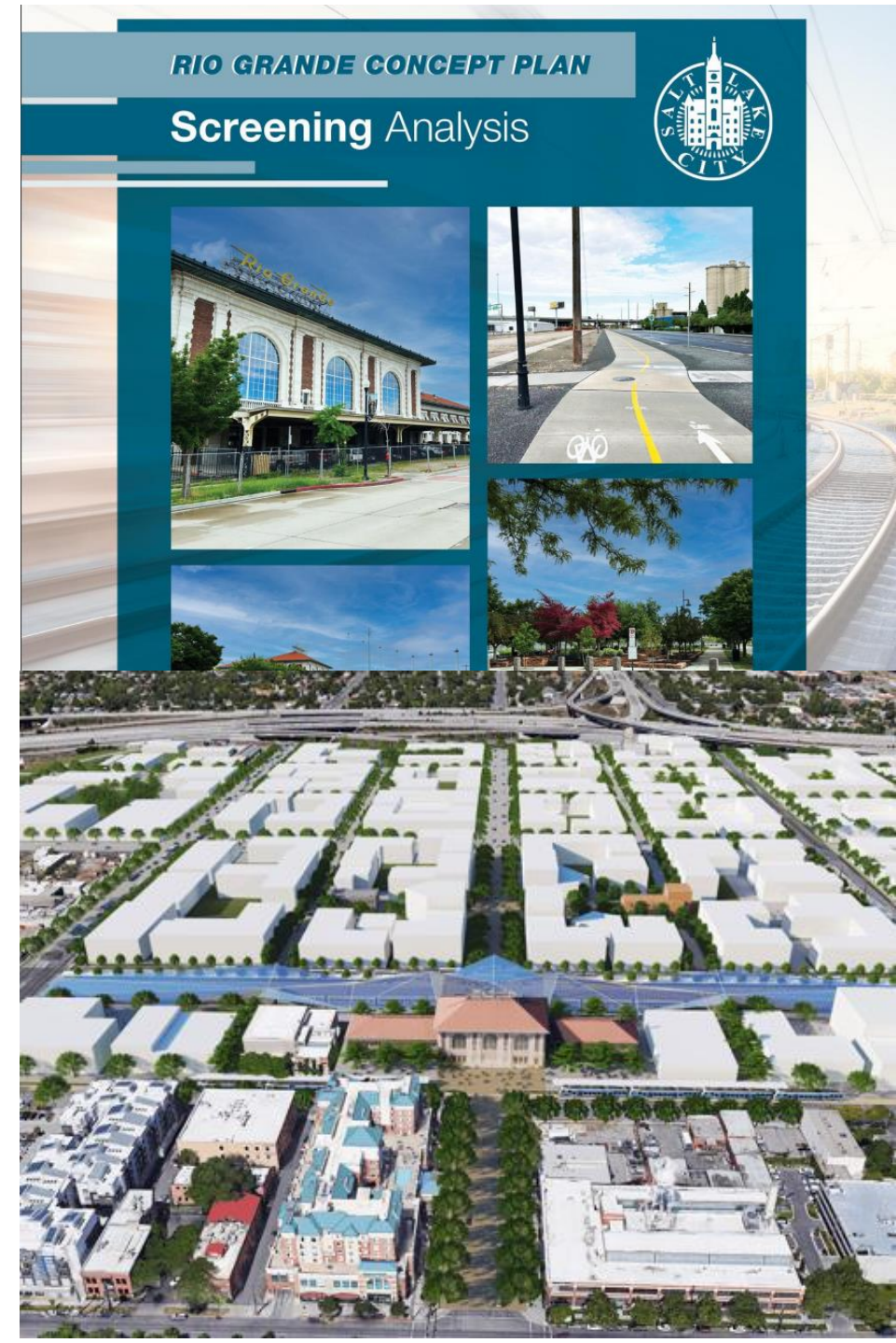


Question and Answer

Scan the QR Code for more info.

How to Pay for the RGP

- Projected Cost
 - \$3-5 Billion (Kimley Horn, 2023)
- Funding Opportunities*
 - Federal - \$2.6 Billion*
 - \$1.6 Billion New Starts – Capital Investment Grant
 - \$200 Million Reconnecting Communities Grant
 - \$200 Million CRISI Grant
 - \$300 Million MEGA Grant
 - \$301 Million Fed Loans and Credits
 - Private Contributions - \$56 Million*
 - \$56 Million from Private Entities and Companies
 - City and State Funds - \$2.3 Billion*
 - \$1 Billion Utah DOT and Wasatch Front Regional Council TIP
 - \$142 Million SLC RDA TIF Bond
 - \$1.2 Billion State of Utah and SLC Bonds
- [Economics Document](#)



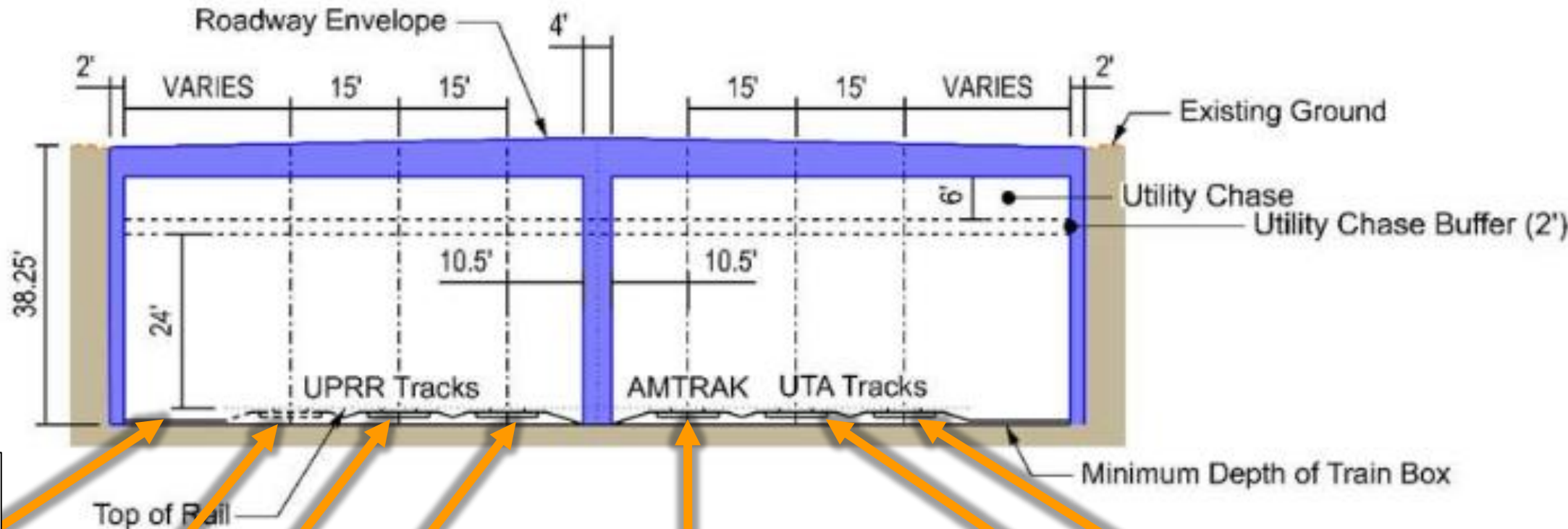
Economic Benefits

- Redevelopment Potential
 - 75 Developable Rail Acres
 - 50+ Ancillary Acres
 - 50 + Transit Adjacent Enhanced Acres
- Nexus of Activity
 - 160,000 cars move through area daily
 - All transportation modes coincide
 - The literal “Crossroads of the West”
- 14,000 Residents in Downtown by 2034
- 1.3 Million more Utahns by 2034



Train Box Track Configuration

From Screening Analysis

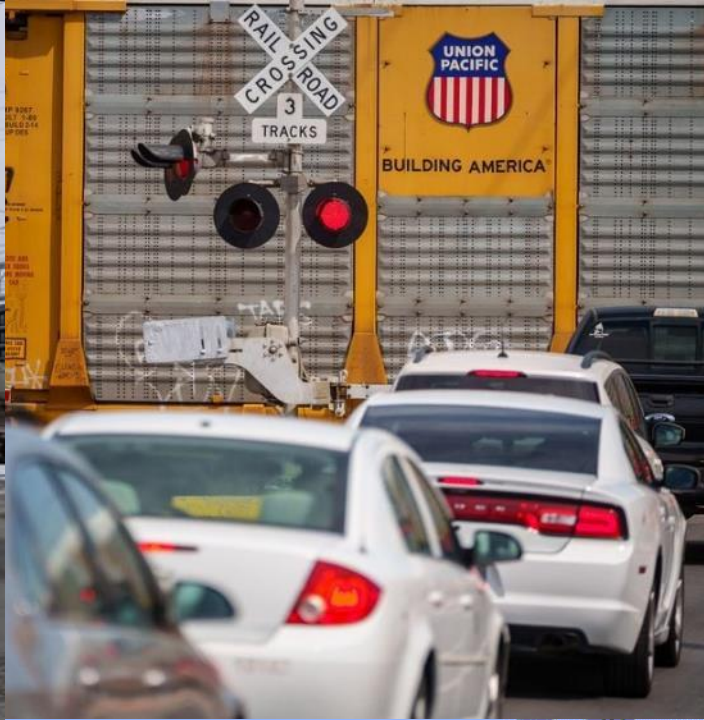


Service Road

Union Pacific Tracks

Amtrak Track

FrontRunner Tracks



Current Conditions

- Underutilized railyard
- 8 at-grade public crossings
 - ~500 daily activation events
 - ~800 daily activations by 2030
 - Measurable pollution from idling
 - Eight citizen fatalities since 2020
- Multiple blocked streets
- Socioeconomic Divide
 - 40-50k cars cross tracks daily
 - Bus routes can't be planned across tracks
 - Emergency services must account for tracks
- Lack of a world-class station
 - Lacks bathrooms, shelter, amenities



The Vision

Showing the Rio Grande Depot through time

2034



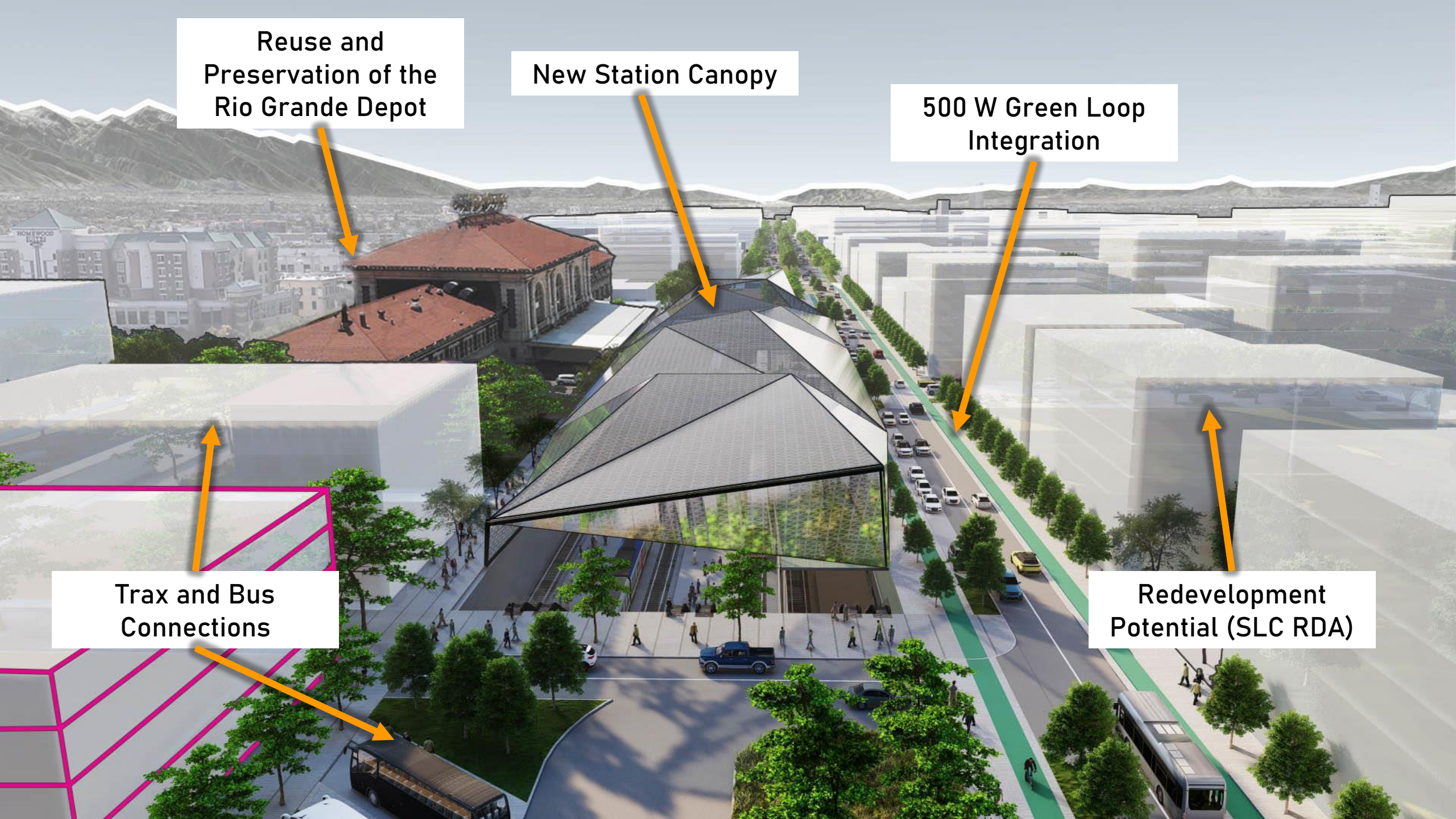
Reuse and
Preservation of the
Rio Grande Depot

New Station Canopy

500 W Green Loop
Integration

Trax and Bus
Connections

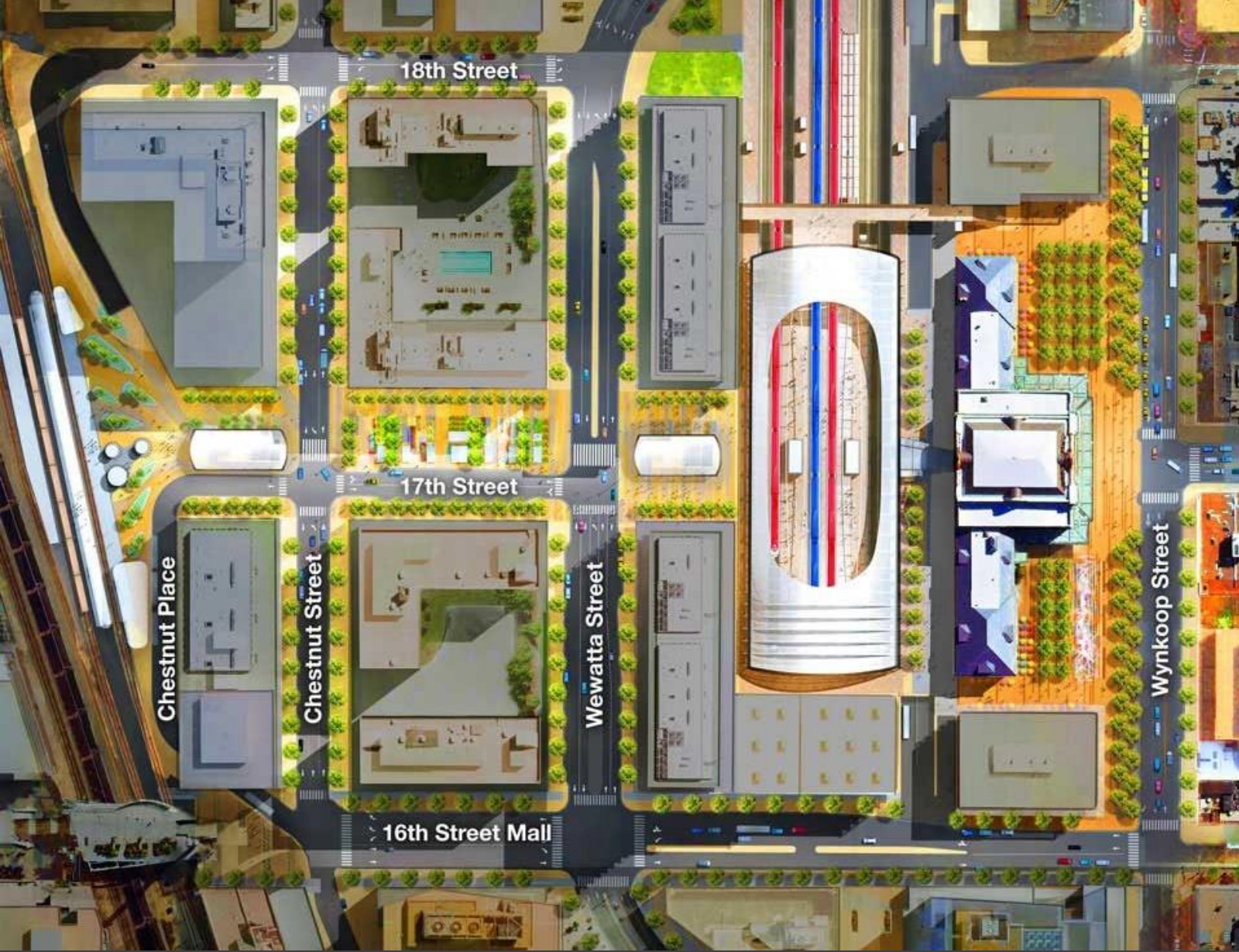
Redevelopment
Potential (SLC RDA)





Similar Projects

An overview of other infrastructure projects that inspired the Rio Grande Plan



Denver Union Station – 1914, R. 2014

Underground Bus Depot, New Train Hall, Historic Depot Restoration



Denver Union Station Project

- Unused railyard of 19.5 acres
- New Office Space*
 - Denver Vacancy Rate: 21.7%
 - Union Station area Vacancy Rate: 11.2%
- \$500 Million Public Investment**
 - \$3.5 billion in private development projects in the surrounding area as well as more than \$2 billion in economic impact annually



Sources: *<https://www.bisnow.com/denver/news/office/lodo-becomes-denvers-hottest-office-market-amid-labor-headwinds-120085>

**<https://www.rtd-denver.com/about-rtd/projects/denver-union-station>

[More Information](#)



2001



2024

Reno Train Trench – 2005

- 2-mile train trench
- Used by Union Pacific (same lines that arrive in SLC)
- 2 mainline tracks
- Eliminated 12 grade crossings

[More Information](#)

Reno Train Box – 2024





Alameda Corridor Los Angeles, Completed 2002

- 10-mile train trench
- 3 mainline tracks
- Connects ports of LA and Long Beach to downtown rail yards
- Used by Union Pacific and BNSF
- Eliminated 200 grade crossings

