

Central Wasatch Commission
February 1st, 2021 Cog Rail Education Session Meeting Recap

The Central Wasatch Commission met for their monthly Board meeting on Monday, February 1st, 2021. The Board set out to accomplish the following goal during the meeting:

1. Board has a deeper understanding of the abilities of cog rail service and is able to evaluate through decision making matrix

Takeaways

- Aggressive proposal that aims to move approx 90% of visitors to LCC on rail (Slide 3)
 - UDOT alternatives aim to move 30% of visitors on rail
- National and regional approach and market considered (Slide 6)
 - Market is changing not just skiers
 - Multi trip purposes (work, dinner, visits, workers)
 - Year-round long hours of operation
- Approx. 100 Cog rail lines around the world (Slide 7)
 - Several have similar characteristics, costs, as LCC
- Features of a cog rail line (Slide 7)
 - Reliable, flexible (capacity), Transportation Management, improving visual impact, year-round, multi purpose, fast, safe, comfortable, cost effective, etc.
 - Noise level
 - Compared to train in valley, quieter than frontrunner
 - Light for vibrations
- Several possible alignments in the valley connecting from existing Trax station to mouth of LCC (Slide 9)
- Stadler proposed two in canyon rail alignments;
 - north side of SR210 (Slides 11-15)
 - North side alignment: Pedestrian underpass to get to la caille station; wouldn't have issue on south side
 - south side of SR210 (Slides 16-20)
- Approx. cost per alignment (Stadler costs) (Slide 21)
 - North side alignment \$541.7m (includes rail infrastructure, single track w/ passing sidings, contingency, PM/design, park and ride garages, vehicles)
 - South side alignment \$436.8m (includes rail infrastructure, single track w/ passing sidings, contingency, PM/design, park and ride garages, vehicles)
 - Major differences from UDOT estimates are snow sheds, soft costs, roadway improvements - need to reconcile major differences
- Capital costs of valley alignments (connection to existing rail lines) approx. \$388-\$487m (Slide 22)
- Comparison of costs per mile (Slide 23)
- Diesel electrical and hybrid electrical (Slide 24)
 - Hybrid electrical has potential with battery technology and compatible with Trax
- To accommodate 3,000 passenger per hour (90% visitors on transit) there would need to be 90 gondolas, 75 buses, and 6 trains (Slide 27)

- Pros and Cons for each north side alignment and south side alignment (Slide 28 and 31)
 - *Please review these slides*
- Depending on alignment and capacity, there could be cog rail to Snowbird with and aerial gondola between Snowbird and Alta
- Speed and time
 - Slowest is northside diesel
 - 19 minute to snowbird 5-6 min to alta
 - Electrify and smooth curves
 - Top speed is speed of the road
 - Slow is going down hill in cog mode
- What is different from the EIS alignment and footprint
 - Philosophy with north side alignment; south shoulder of highway allowed for two shoulders and two traffic lanes
 - Pushed rail alignment as close as possible concentrate the corridor
 - Rail could accommodate a majority of people; need of vehicles would go down substantially
 - Significant costs of eis; corridor expansion
 - Additionally roadway work that udot wanted to do
 - Significant money for avalanche sheds
 - Soft cost
- Transfers-convenience
 - Regionally
 - System able to have a one seat ride
 - Based on market demand and use
 - Over platform timed transfer; rail is the driver of schedule

February 11th, 2020 Meeting Preview

The goal of the Thursday, February 11th, 2021 meeting is to provide Commissioners with a deeper understanding of the aerial gondola modes and alternatives, operations, and tradeoffs in order for Commissioners to ultimately make more informed decisions on an MTS in April 2021. Also, of note to the Board, the CWC will be working with ICLEI-Local Governments for Sustainability in developing a carbon footprint comparison of the different modes. This report should be done in March.

Action Items For Commissioners to Complete Ahead of 2/11 meeting:

Review UDOT LCC EIS Aerial Gondola alternatives [Addendum report](#) (Page 12-15, 42-46

[Gondola \(La Caille\) factsheet](#)

[Gondola \(LCC Park & Ride\) factsheet](#)

[CWC MTS report](#) (Pages 18-22, 26-27)

Review presentation/information provided by Dopplmeyer and SE Group (Attached)

