

Executive Committee/Technical Advisory Committee
Workshop #5

November 9, 2021 | 1:00 – 2:00 pm



MEETING
NOTES

1. Welcome and Introductions – Trustee Jeff Acerson (UTA)

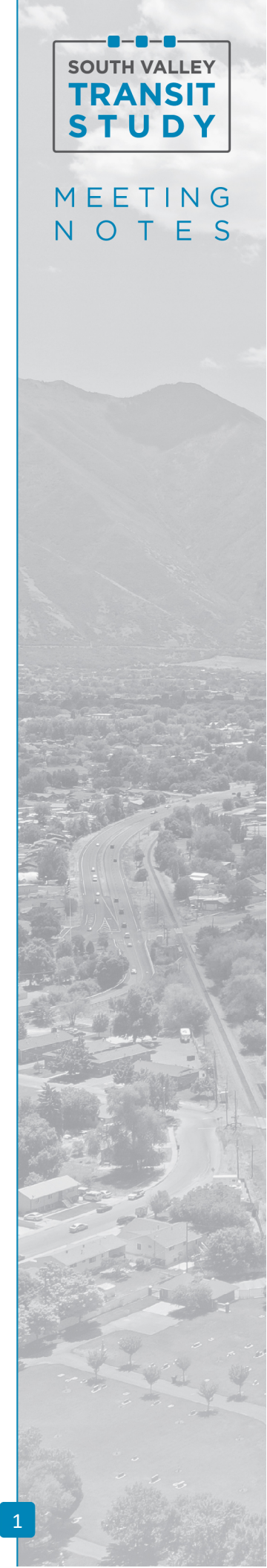
- Trustee Acerson kicked off the meeting. He's excited to show the progress which this study has achieved and is hopeful that this work continues into the future.

2. Stakeholder Engagement Wrap-up – Megan Waters (UTA)

- Megan provided a summary of the series of outreach and engagement mechanisms used throughout the study, including the most recent online public meeting held in October 2021. More than 130 registered for the meeting, with over 50 asking questions about the study. Overwhelming support exists for commuter rail as the preferred alternative recommendation.

3. Implementation Roadmap – Claire Woodman (Parametrix)

- Claire provided an overview of the transit project development process. We are currently in the first step (Planning and Alternatives Analysis). After this step, it will move into environmental review and preliminary engineering. It's exciting to be wrapping up this step and moving the project forward.
- Recommendations by Segment:
 - Provo to Payson:
 - This is referred to as the “key segment” as it is the logical first segment for commuter rail implementation.
 - Regarding ridership, the upcoming RTP update will provide access to newer data, which is likely to look favorably on this segment, with increasing population and employment growth, and increasing density around proposed station locations – both lending toward successful transit projects.
 - Springville, Spanish Fork, and Payson have a favorable development environment in the near future and are focusing density where future FrontRunner would be located.
 - Mayor Wright: Having a defined FrontRunner station may attract even more development interest in these locations.
 - MAG will be meeting with each of the cities to update land use numbers/projections to be able to have even more accurate ridership estimates in the future.
 - Coordination with UDOT will be critical to support station area access.
 - Consideration of double tracking as part of this project could add immediate costs but provide long-term cost savings and efficiency to corridor operations. This topic will continue to be explored through the next phase of study.
 - Provo to Springville has been identified as a potential interim segment if funding for the entire segment cannot be secured or if supporting infrastructure in Spanish Fork and Payson has not been built.
 - UTA is moving forward with TOD planning at future stations; coordinated TOD planning at Springville critical, as they have the most imminent development decisions.



- Payson to Santaquin:
 - Begin to advance corridor preservation for future commuter rail; include this segment in the RTP as an unfunded need.
 - UTA planning to explore express bus service to begin building ridership.
- Full Corridor and Other Considerations:
 - Local bus connections to commuter rail will be critical to serve the entire region (e.g., Mapleton, Salem).
- Potential Funding Options:
 - Federal (Claire Woodman, Parametrix):
 - The primary segment is estimated to cost \$550-750 million. A project of this scale generally targets multiple funding mechanisms to implement.
 - Two key federal funding programs offer good opportunities for support, including New Starts and the Expedited Project Delivery Program. Both include various percentages of match requirements, are competitive, and have robust application processes.
 - Typically, several criteria are heavily weighted in the consideration of federal grant applications, such as ridership, economic development, and land use. The latter two are very much influenced by the activities of the local communities, which can take actions now to make a more competitive application and rating.
 - Local/State Revenue Streams (Susie Becker, Zions Bank):
 - Based on the anticipated capital costs, may need \$28-38 million in bonding each year, not counting costs for operations and maintenance costs.
 - Zions Bank has begun to estimate the amount of vacant land around the proposed station locations to understand what additional revenues could be expected through new development/tax increment financing options. This is a relatively small amount and additional sources are likely warranted (e.g., transportation district, property tax increase, sales tax increase, legislative appropriation, etc.).
- Immediate Next Steps:
 - LPA to be adopted by resolution by cities along the corridor; the study team will be looking to schedule meetings with City Councils before the end of the year. UTA would like the approvals to be in place before initiating the environmental review process.
 - Integrate this study's recommendations with the FrontRunner Forward program.
 - Initiate the environmental study (2022). Coordinate with UPRR and Sharp Tintic on corridor coordination.

4. Wrap-up – Mary De La Mare-Schaefer (UTA)

- UTA will be out to the cities for LPA approval (November/December 2021)
- Distribute final documentation for review (November 2021)
- Active engagement in environmental study (early 2022)
- Active engagement with UTA TOD planning process (early 2022)
- Ongoing advocacy for supporting investments (Center Street and Main Street interchanges)

- Trustee Acerson concluded the meeting by noting that this is a vital step for moving forward and asked cities to continue to be engaged, both locally and regionally and thanked everyone for their engagement.

Meeting Attendees:

Payson: Mayor Bill Wright, Jill Spencer, Dave Tuckett

Provo: Dixon Holmes, Rob Hunter

Santaquin: Jason Bond

Spanish Fork: Dave Anderson

Springville: Troy Fitzgerald, Josh Yost

UTA: Trustee Jeff Acerson, Mary De La Mare-Schaefer, Kerry Doane, Russ Fox, Megan Waters, Sean Murphy, Jordan Swain, Nichol Bourdeaux

UDOT: Darren Bunker

MAG: Chad Eccles

Project Team: Claire Woodman, Kelly Betteridge, Jackie Kuechenmeister, Morgan Stumpf (Parametrix); Shane Marshall, Beau Hunter, Alexis Verson (Horrocks); Susie Becker (Zions Public Finance)

