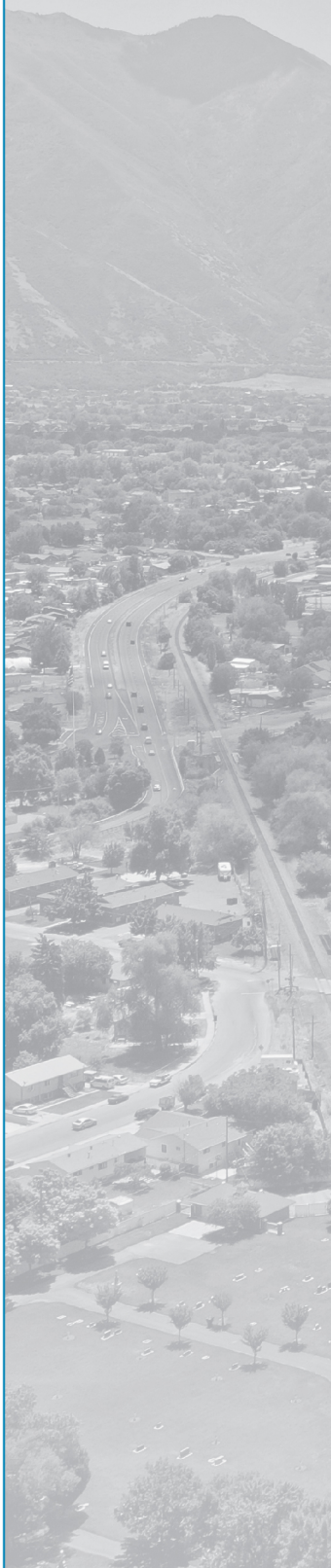
SOUTH VALLEY
TRANSIT
STUDY

APPENDIX A - EXISTING AND FUTURE CONDITIONS MEMO

SOUTH VALLEY TRANSIT STUDY

EXISTING AND FUTURE CONDITIONS MEMO



Existing and Future Conditions Memo

February 2021

Prepared for

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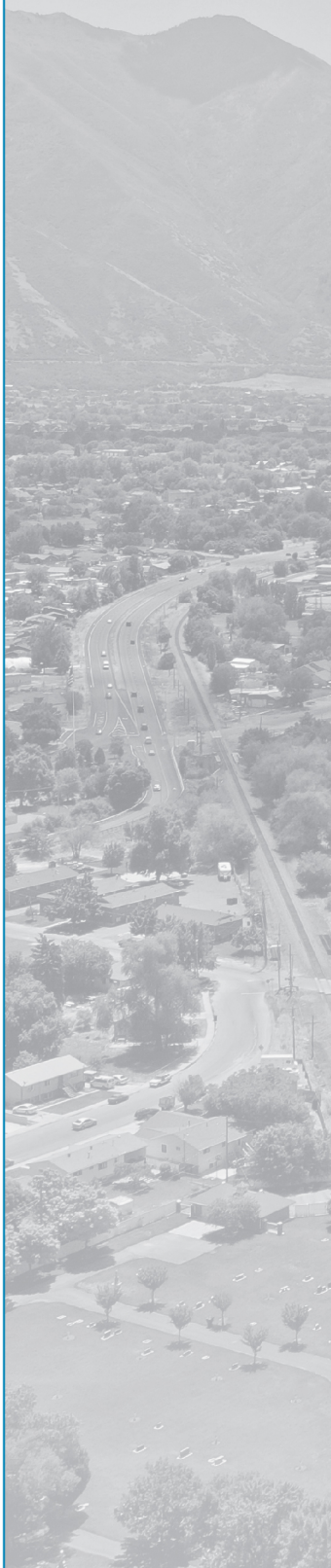

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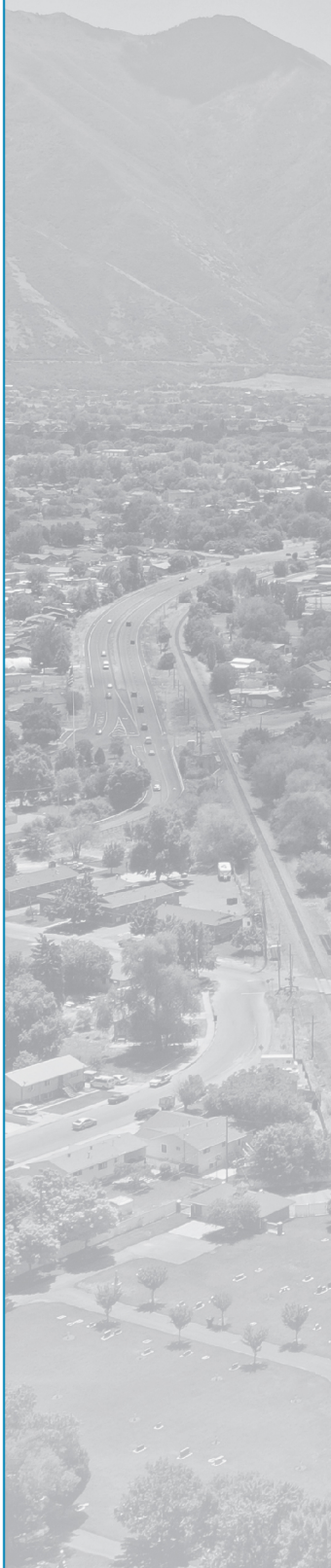

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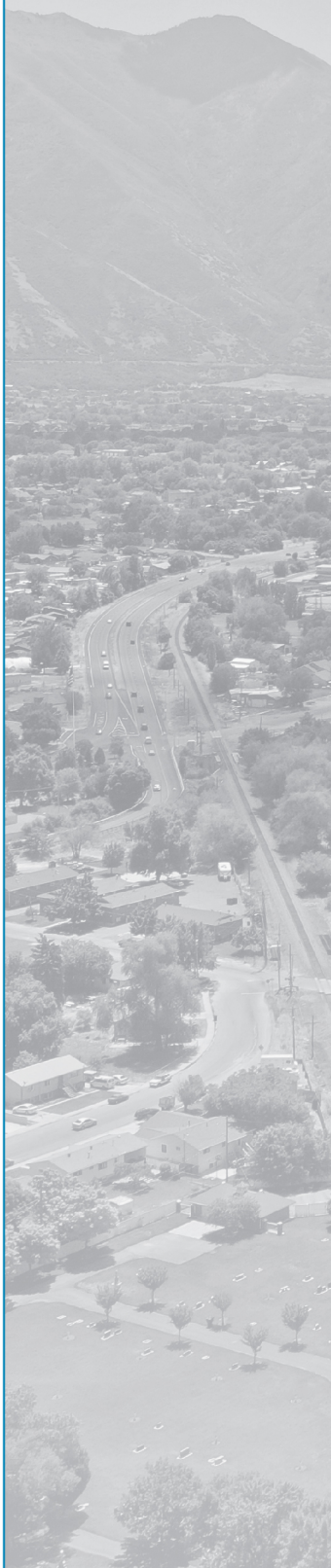

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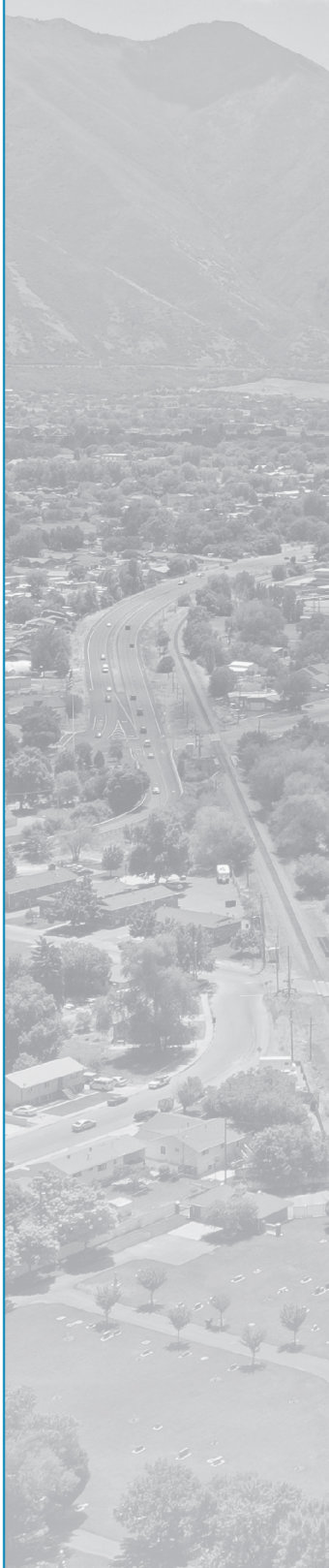
ACRONYMS AND ABBREVIATIONS

BRT	bus rapid transit
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CRT	commuter rail transit
EPA	Environmental Protection Agency
FTA	Federal Transit Administration
HOV	high-occupancy vehicle
ITOD	interim transit-oriented development
LRT	light rail transit
MAG	Mountainland Association of Governments
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
RDA	Redevelopment Agency
RTP	Regional Transportation Plan
TMAs	Transportation Management Associations
TOD	transit-oriented development
UDOT	Utah Department of Transportation
USDOT	U.S. Department of Transportation
UTA	Utah Transit Authority
UVX	Utah Valley Express



SOUTH VALLEY TRANSIT STUDY

EXISTING AND FUTURE CONDITIONS MEMO

1. INTRODUCTION

1.1 OVERVIEW

The Cities of Provo, Springville, Mapleton, Spanish Fork, Salem, Payson, and Santaquin, in collaboration with Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), and Utah Department of Transportation (UDOT) have initiated a transit study to evaluate options for providing expanded transit service in the southern portion of Utah County, from Provo to Santaquin. The purpose of the study is to determine a Preferred Alternative that can be advanced into the next phase of project development – environmental study and preliminary engineering. The Preferred Alternative will identify the transit alignment (corridor and station locations to be served) and the transit mode (type of transit technology, e.g. commuter rail, bus rapid transit, etc.). Additional characteristics of the Preferred Alternative, including service frequency and other operating features will also be defined. In addition, near term investments and phased transit service options will be explored to bridge the gap between existing transit service and full implementation of the Preferred Alternative.

The study process consists of several distinct steps including (Figure 1):

- **Establish Project Context** – collecting data and documenting existing and future conditions within the study area.
- **Determine Purpose and Need** – investigating and documenting the Purpose and Need for the proposed project, i.e., why the project is being considered.
- **Identify Project Alternatives** – developing different ways the purpose and need for the project can be achieved.
- **Perform Initial Alternative Screening** – evaluating factors such as land use, economic development, transit ridership, capital and operating costs, community and environmental considerations, and public and stakeholder outreach to determine the best performing alternatives.
- **Conduct a Detailed Alternative Evaluation** – refining the remaining alternatives and evaluating in greater detail to inform the selection of the Preferred Alternative.
- **Develop Implementation Plan** – based on factors, such as ridership, cost, and funding strategies, potential phasing scenarios will be explored, and an implementation plan will be developed.

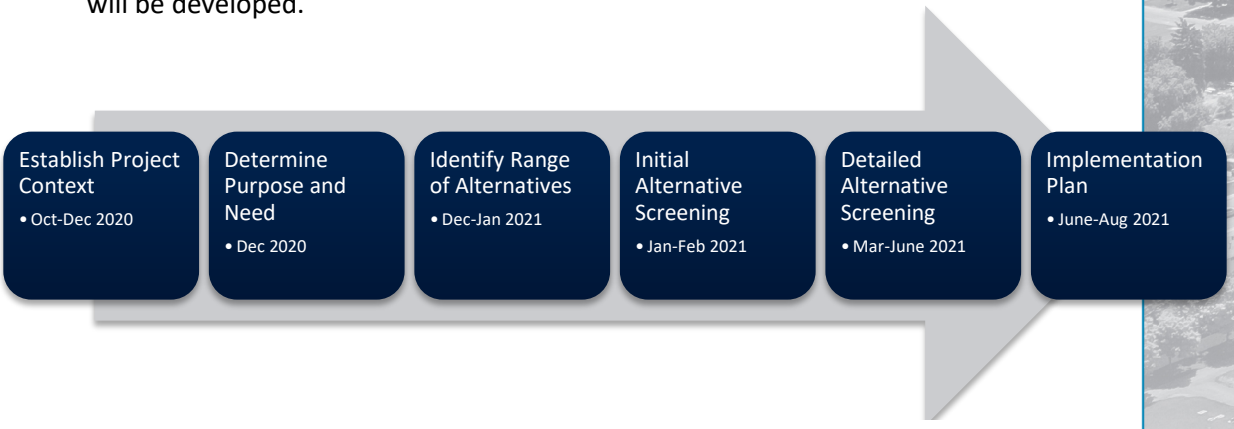


Figure 1. Transit Study Process

In addition to the steps outlined above, coordination and involvement with affected jurisdictions, stakeholders, and the public is an essential component of the study and will occur throughout the transit study process.

1.2 CONTEXT

According to MAG's TransPlan 2050, by 2050 Utah County is expected to nearly double in population – adding over 660,000 more people and surpassing 1.3 million people. This equates to 100 percent growth and is more than double any other Wasatch Front county. For comparison, Salt Lake County (which is focused more on infill than greenfield development) has a growth rate of only 36 percent. During this period, Utah County's growth will be larger than the other three Wasatch Front counties combined. This rapid growth is discussed in greater detail in Section 3.3.

The area identified by MAG in TransPlan50 as South Utah County, encompassing all the Cities participating in this study, will grow to a population of nearly 400,000 by 2050.

Cities in south Utah County have begun planning for this growth and have been developing plans for increased density around future high-capacity transit service. Maintaining reliable and efficient mobility, including offering mobility choices, are key to meeting current and future transportation demands and fostering a positive quality of life.

1.3 WHAT IS HIGH-CAPACITY TRANSIT?

A robust transit system serves different types of trips. High-capacity transit serves as the transit backbone, connecting major destinations regionally. This backbone is augmented by local bus service and "first mile/last mile" connections, which include appropriate and safe bicycle and pedestrian connections to transit facilities.

High-capacity transit carries larger numbers of passengers and provides more frequent and reliable service than a standard bus system, and often employing features to accommodate more passengers and reduced travel times. It can operate in exclusive right-of-way (out of traffic) or on existing streets. High-capacity transit service typically features modern vehicles and enhanced station areas and amenities, off vehicle fare collection to allow for faster boarding, and signal priority at intersections.

Figure 2 compares the three primary types of high-capacity transit: bus rapid transit (BRT), light rail transit (LRT), and commuter rail transit (CRT). For additional context, Figure 2 also describes local and express bus service.

	BUS RAPID TRANSIT	LIGHT RAIL TRANSIT	COMMUTER RAIL TRANSIT	EXPRESS BUS	LOCAL BUS
Trip Types	Local and regional	Local and regional	Regional	Regional	Local
Operating Environment	Exclusive right-of-way or mixed traffic along arterial streets or highways[a]	Exclusive right-of-way within arterial streets or in dedicated right-of-way separate from streets	Separate right-of-way	Utilizes existing travel lanes, often on interstates mixes with general traffic	Utilizes existing local streets, mixes with general traffict
Typical Spacing of Stops	1/2 - 1 mile	1 mile	4-5 miles	Varies, but tends to have longer stop spacing (>1 mile)	1/4 - 1/2 mile
Typical Peak Frequencies	5-10 minutes	15 minutes	30 minutes	30 minutes during AM/PM peak, little or none outside of that	15-30 minutes
Passenger Capacity per Vehicle	60-90 per bus	180-200 per car[b]	100-200 per car[b]	60-90 per bus	40-80 per bus
UTA Example					
	 UVX	 TRAX	 FrontRunner	 Route 805	 Route 822

a - BRT has the greatest flexibility in operating environment. In addition to functioning in a typical street environment, it can also operate along highways, including in high-occupancy vehicle (HOV) lanes.

b - Multiple LRT and CRT vehicles can be linked to create a longer train, moving a higher capacity of passengers per trip.

Figure 2. Transit Mode Options

1.4 STUDY AREA

Figure 3 illustrates the general study area for this effort. It spans from Provo to Santaquin in a north-south manner, generally following I-15 and the rail corridors east of I-15. This is a narrow area of study, located at the southern edge of Utah Lake and along the Wasatch Mountains, which form a natural area of constraint, particularly near Springville. This is important to note, as this constricts transportation connectivity options in this region of Utah County, forcing trips onto a limited number of routes. The primary communities of focus in this memo are Provo, Springville, Spanish Fork, Payson, and Santaquin. The communities of Mapleton and Salem are also discussed as adjacent communities that would be served by a future high-capacity transit investment.

1.5 MEMO PURPOSE

The purpose of this memo is to document the findings that describe the existing and future conditions in the study area. The findings are not intended to document conditions in detail; however, they will emphasize describing conditions that directly support the development of Purpose and Need and yield information specific to defining and evaluating alternatives in future steps of this study. The intent is that data collection will be ongoing as the study evolves and is warranted, and this memo may be updated as needed.

The study area includes a variety of choices for travel including some local bus service, freeways, and other facilities. The communities across southern Utah County have been preparing for additional transit through policies, development, and engagement. As the population grows, demand on existing transportation facilities will increase and contribute to congestion, increased travel times, and unreliable travel.

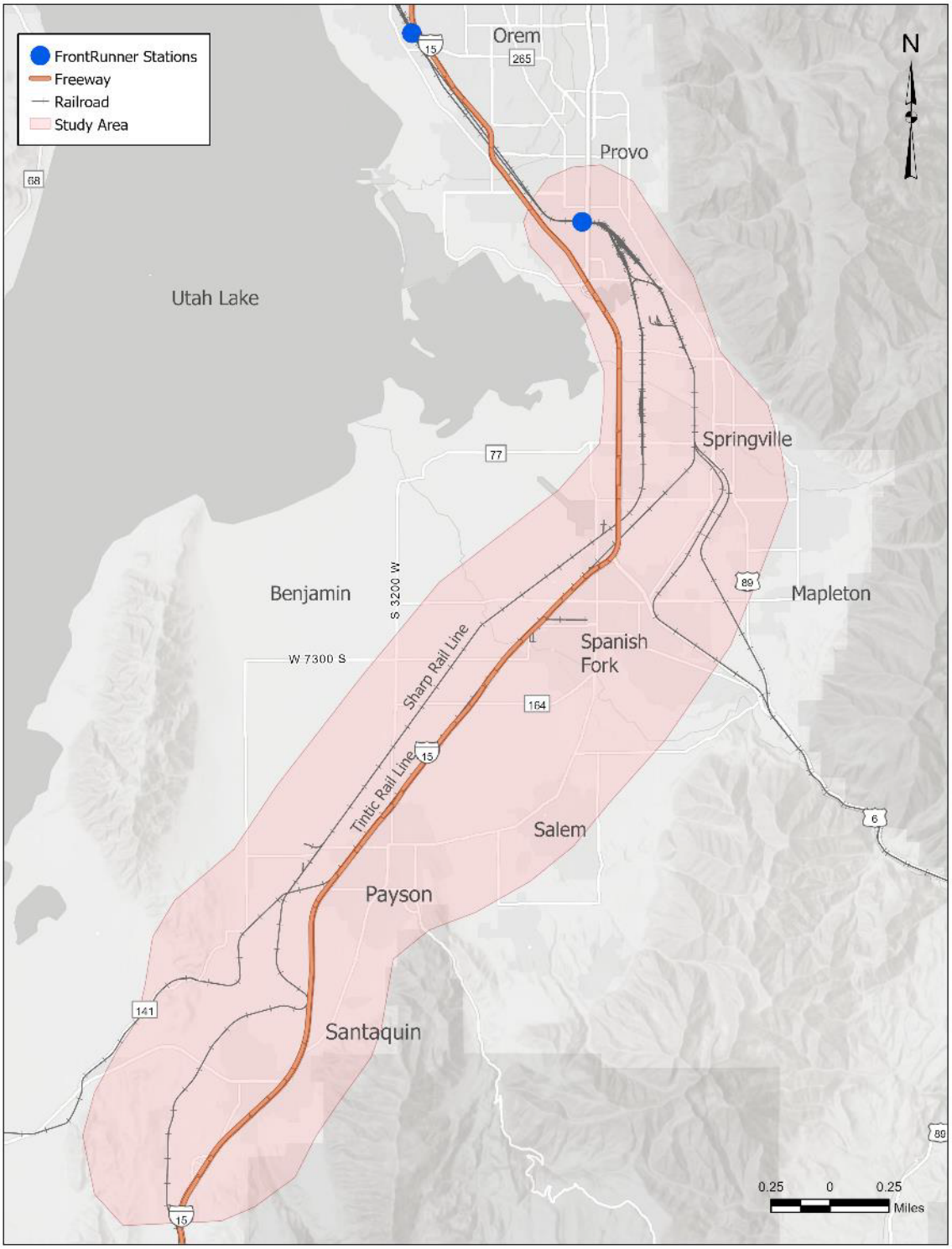


Figure 3. Study Area

2. TRANSPORTATION CONDITIONS

This section includes a discussion of travel demand as well as existing conditions and planned improvements in the South Valley study area for roadway, transit, multimodal, and freight rail facilities.

Only readily available transportation data was collected and reviewed. More detailed information will be analyzed in support of Purpose and Need development and during the alternatives evaluation process. At this point in time, this inventory does not include any field surveys, modeling, or otherwise extensive data collection methods. Transportation characteristic information reflects major roadways likely to be considered in the alternatives analysis.

2.1 TRAVEL DEMAND

The WFRC/MAG Travel Demand Model base year 2019 and 2050 Regional Transportation Plan models were used to produce a summary of travel patterns for trips originating in south Utah County. Destination areas were aggregated based on county boundaries outside of Utah County and split by south, north and west areas within Utah County. Travel from south Utah County to areas north of Salt Lake County and to west Utah County made up less than 1 percent of overall trips in both the base and future year so they have been excluded from analysis below. Data summarizing travel to Utah County (split geographically between north and south) and Salt Lake County from the WFRC/MAG Travel Demand Model are summarized in Table 1. For purposes of making observations of travel in south Utah County, the geographic split between north and south Utah County was made at the southern boundary of Provo. Observations from this data reveal:

- Total trips more than double between 2019 and 2050, likely due to expected rapid growth and subsequent socioeconomic changes that reflect this in the model.
- Majority of all South Utah County trips (over 75%) in both 2019 and 2050 start and end in south Utah County.
- Approximately half of home-based work trips in both 2019 and 2050 (49% and 53% respectively) also have both trip ends in south Utah County. A larger share of work-based trips have a trip end in north Utah County and Salt Lake County compared to all trips. This pattern is similar in 2019 and 2050, with the notable difference of a higher share of home-based work trips with a trip end in Salt Lake County in 2050 compared to 2019.
- Existing transit trips are limited in 2019, however the largest share of transit trips that originate in South Utah County are going to north Utah County (62%) and the remaining trips are split between south Utah County and Salt Lake County (15% and 21%, respectively).
- Transit trips increase over six-fold from 2019 to 2050. This is likely due to the substantive increase in transit service envisioned in the MAG RTP.
- 74% of all transit trips in 2050 are leaving south Utah County and are destined to north Utah County (55%) or Salt Lake County (19%).

- In 2050 a greater percentage of transit trips stay in south Utah County (23%) compared to 2019 (15%). Similar to the overall increase in transit trips this is likely due to the substantive increase in transit service envisioned in the MAG RTP.

Trip lengths were also evaluated and summarized in Table 2 for 2019 and 2050 from the WFRC/MAG Travel Demand Model. Trip lengths from 2019 to 2050 are similar for all trips as a whole. Home-based work trips increase in length slightly as do transit trip length.

Table 1. Travel Demand Summary

	Trips to South Utah County		Trips to North Utah County		Trips to Salt Lake County		Total
	# of trips	% of total	# of trips	% of total	# of trips	% of total	
2019							
All Trips	480,399	75%	135,466	21%	15,747	2%	636,423
Home Based Work Trips	48,244	49%	43,141	44%	7,000	7%	98,916
Transit Trips	233	15%	976	62%	337	21%	1,578
2050							
All Trips	1,342,253	81%	241,019	15%	50,953	3%	1,659,980
Home Based Work Trips	144,722	53%	91,602	33%	30,589	11%	274,887
Transit Trips	2,375	23%	5,765	55%	1,995	19%	10,233

Table 2. Trip Length (miles)

	Trips to South Utah County	Trips to North Utah County	Trips to Salt Lake County	All Trips
2019				
All Average Trip Length	3.20	16.99	50.08	7.72
Home Based Work Average Trip Length	5.36	15.80	49.98	13.29
Average Transit Trip Length[1]	3.82	14.27	54.12	22.42
2050				
All Average Trip Length	3.63	15.46	49.12	7.35

Home Based Work Average Trip Length	5.70	17.55	49.07	15.39
Average Transit Trip Length[1]	3.93	14.04	49.83	19.55

[1] Transit distance used the same distance matrix as all trips so it does not exactly match routing people might have taken for their trips but maintains a consistent metric across scenarios since a comparable transit distance matrix is not available.

2.2 EXISTING AND FUTURE ROADWAY CONDITIONS

2.2.1 EXISTING ROADWAY CONDITIONS

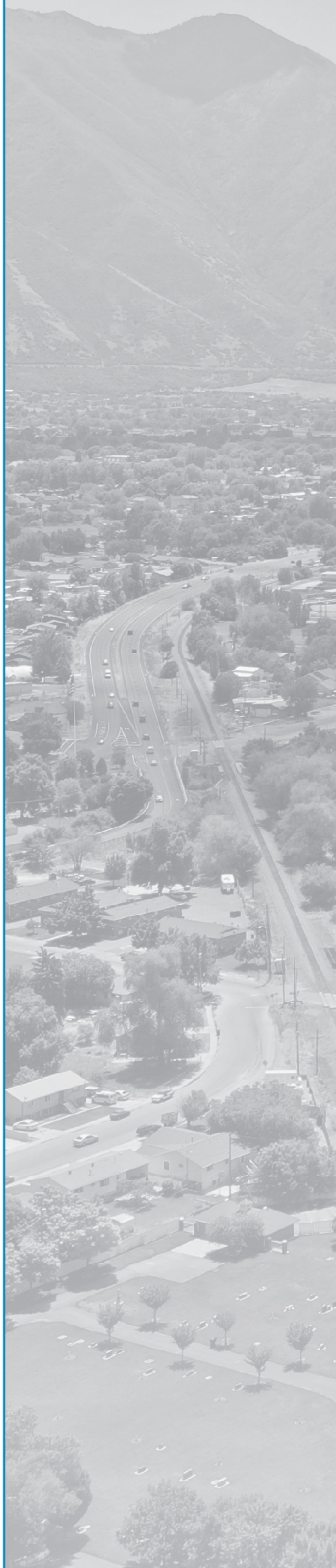
This study area, unique due to its narrow geographic constraints, has one major north-south connection, I-15, that moves most traffic at a regional scale. That corridor is supplemented by US-89 (which also doubles as Springville's Main Street and Mapleton's 1600 West) from Provo through Springville, to Mapleton. SR 198 serves as a key arterial through Spanish Fork and Payson. No other major north-south facilities exist currently, solidifying the need for a parallel transit facility that compliments the existing north-south roadway network.

Of particular concern is the chokepoint in Springville. MAG's TransPlan50 notes that traffic volumes in this area are forecast to increase from 134,000 vehicles per day in 2015 to 318,000 vehicles per day in 2050. Transportation solutions are limited in this area due to Provo Bay, wetlands, and the Wasatch Mountains. A planned crossing of Provo Bay helps alleviate some congestion along this chokepoint; however, both the Provo Bay crossing and I-15 in this area are constrained and near capacity in the PM peak (Figure 4).

In addition to the limited north-south corridors, as Utah County has grown and towns began adjoining one another, the proper sizing and spacing of regional highway connections did not occur. Therefore, the local street network is not complemented by a regional grid (Source: MAG TransPlan50). In cooperation with the local government jurisdictions, MAG is planning to expand Utah County's grid network with an additional 1,000 miles of new lanes. Creating these connections can remove localized trips from I-15 and US-89. A *Utah County Grid Study* is currently underway, and improvements to the roadway network will continue to be developed (described further in Section 5.2.2).

In the MAG RTP, travel demand modeling was conducted to understand level of service on roadways in the future both with and without implementation of planned projects. By 2050 with no additional roadway improvements in place, severe congestion will occur on I-15 and State Street/US-89. Arterial-to-arterial intersections will also be constrained. Even with buildout of the underlying arterial grid network and planned improvements, congestion is projected to still remain on I-15, US-89, and Hwy 6, as freeways reach capacity (Figure 4).

Thus, additional travel options are warranted. Modeling was conducted on new facilities (e.g., various interchange improvements, I-15 widening between Payson and Santaquin, a grade separated Hwy 6 at Spanish Fork), with the greatest need identified for additional north-south travel choices, east and south of the lake.



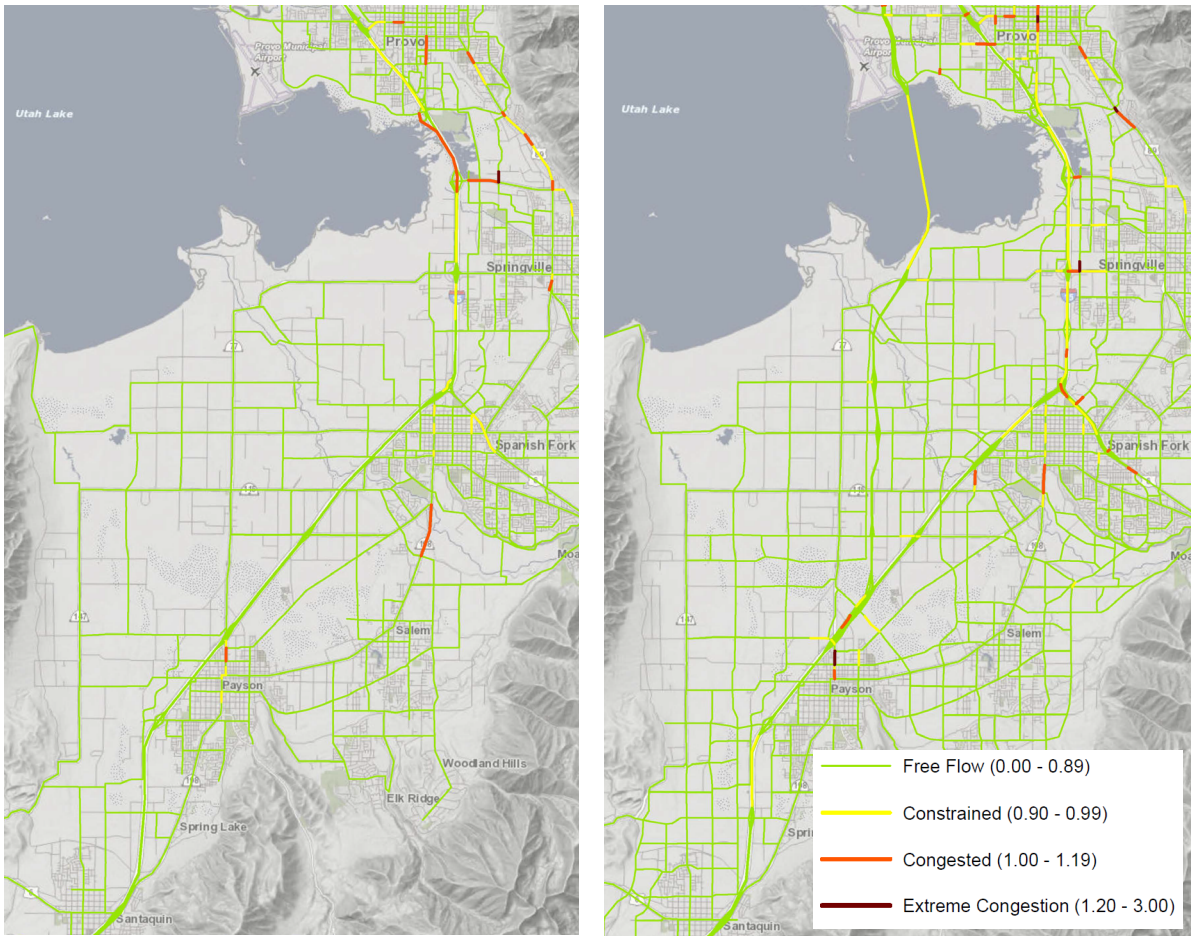


Figure 4. 2015 Congestion (left); 2050 Congestion (Source: WFRC/MAG Travel Demand Model 8.3.1 [May 2020]

2.2.2 PLANNED TRANSPORTATION IMPROVEMENTS

Future planned and programmed roadway projects in the southern portion of Utah County are aimed to improve capacity and connectivity and are planned in a way that reinforces the projected travel demand and geographic constraints in this area (Figure 5). For example, today there is more traffic entering and exiting I-15 at US-6 at freeway volumes than there is continuing south on I-15 toward Payson. Some of the improvements intended to address the travel demand (shown in Figure 5) include:

- **New interchanges**, notably at I-15/1600 South/2700 North in Springville/Spanish Fork, I-15/Center Street in Spanish Fork, I-15/Main Street in Payson, and at 12400 South in Utah County between Payson and Santaquin)
- **Additional east-west connections** like a grade-separated Hwy 6 in Spanish Fork, and a new Nebo Belt Road in Payson
- **Widening of I-15** in some areas
- **Additional lanes** added to existing east-west facilities

An interactive map depicting details information about planned roadways improvements can be found here.

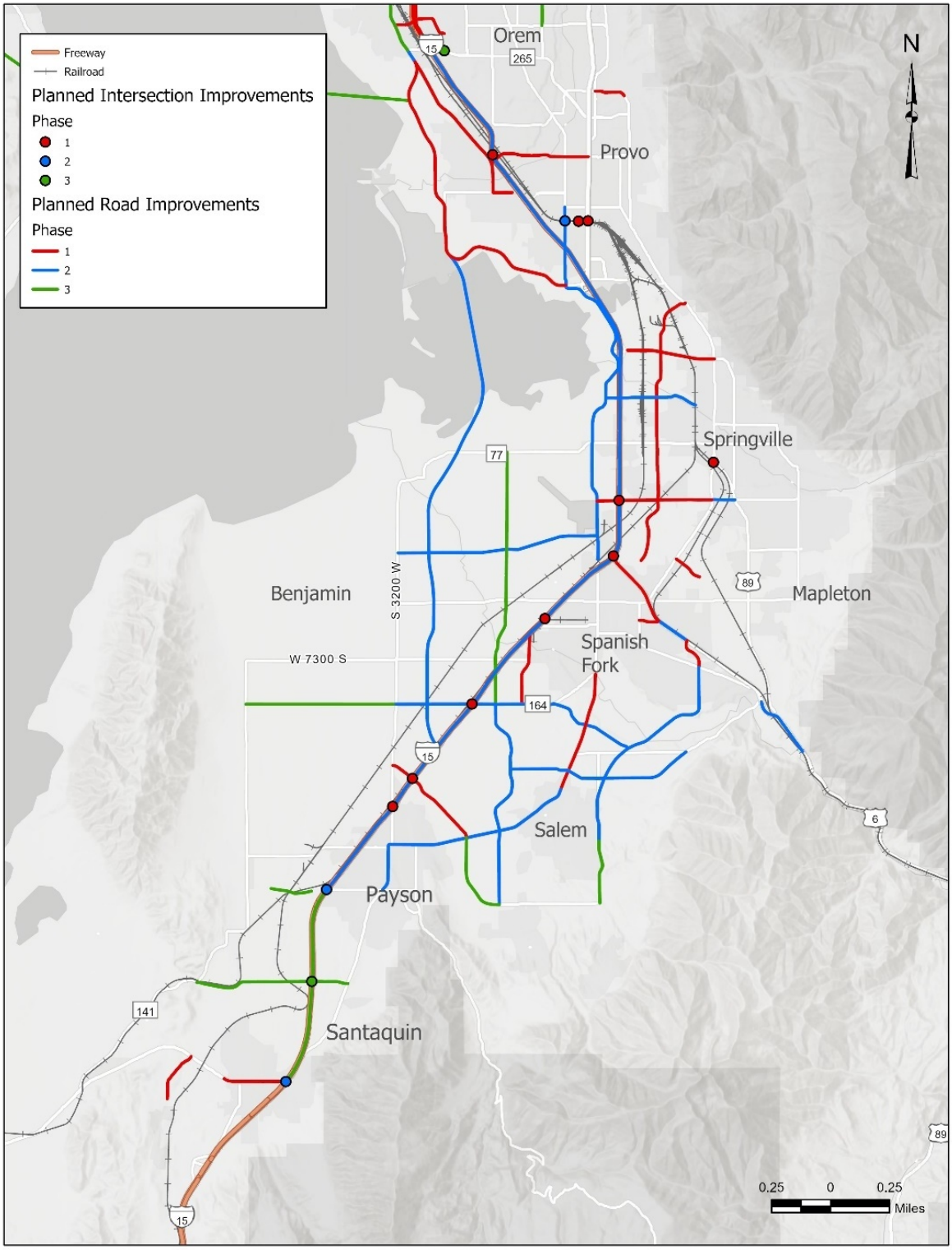


Figure 5. Planned and Programmed Roadway Improvements

2.3 EXISTING AND FUTURE TRANSIT SERVICES AND FACILITIES

2.3.1 EXISTING TRANSIT CONDITIONS

Figure 6 illustrates the existing transit network in the study area. More robust transit service exists in the northern part of the County between Lehi and Provo, than exists between Provo and Santaquin.

FrontRunner commuter rail, paralleling I-15, has 30-minute headways (frequencies) during the morning and afternoon peak travel periods and 60-minute headways during off-peak times, terminating in Provo. This service sees approximately 20,000 boardings per day. Daily boardings at the stations in the study area range from approximately 900 to 2,200 depending on location.

UVX is the only bus rapid transit route partially within the study area, and maintains frequent service between Orem and the Provo FrontRunner station throughout most of the day (6-minute headways), with 10- to 30-minute headways in the early morning and late evening. Service on this route is currently free through the end of 2021, with fares covered by a Congestion Mitigation and Air Quality (CMAQ) grant. BYU and UVU have separate contract agreements to provide subsidized fairs for students across the UTA system. UVX typically sees approximately 12,000 boardings per day. Daily boardings at the stations in the study area range from under 100 to approximately 800.

Implementation of the UVX BRT service increased ridership by six times what the existing bus routes 830 and 383 were experiencing.

(UTA)

Three bus routes currently link the southern portion of the County with the Provo area and broader region. The 805 bus route links the cities adjacent to I-15, (Spanish Fork, Payson, and Santaquin) to Utah Valley University in Provo, with the option to transfer to access Brigham Young University. It offers 1-hour headways from the southern part of the valley northbound-only in the morning, and 1-hour headways southbound-only in the afternoon. This service averages 167 boardings per day. The other two routes, 821 and 822 connect the communities east of I-15 (Salem, Spanish Fork, Springville) north with Provo and Brigham Young University with the option to transfer to access Utah Valley University. These services offer similar headways and average 590 boardings per day and 172 boardings per day, respectively.

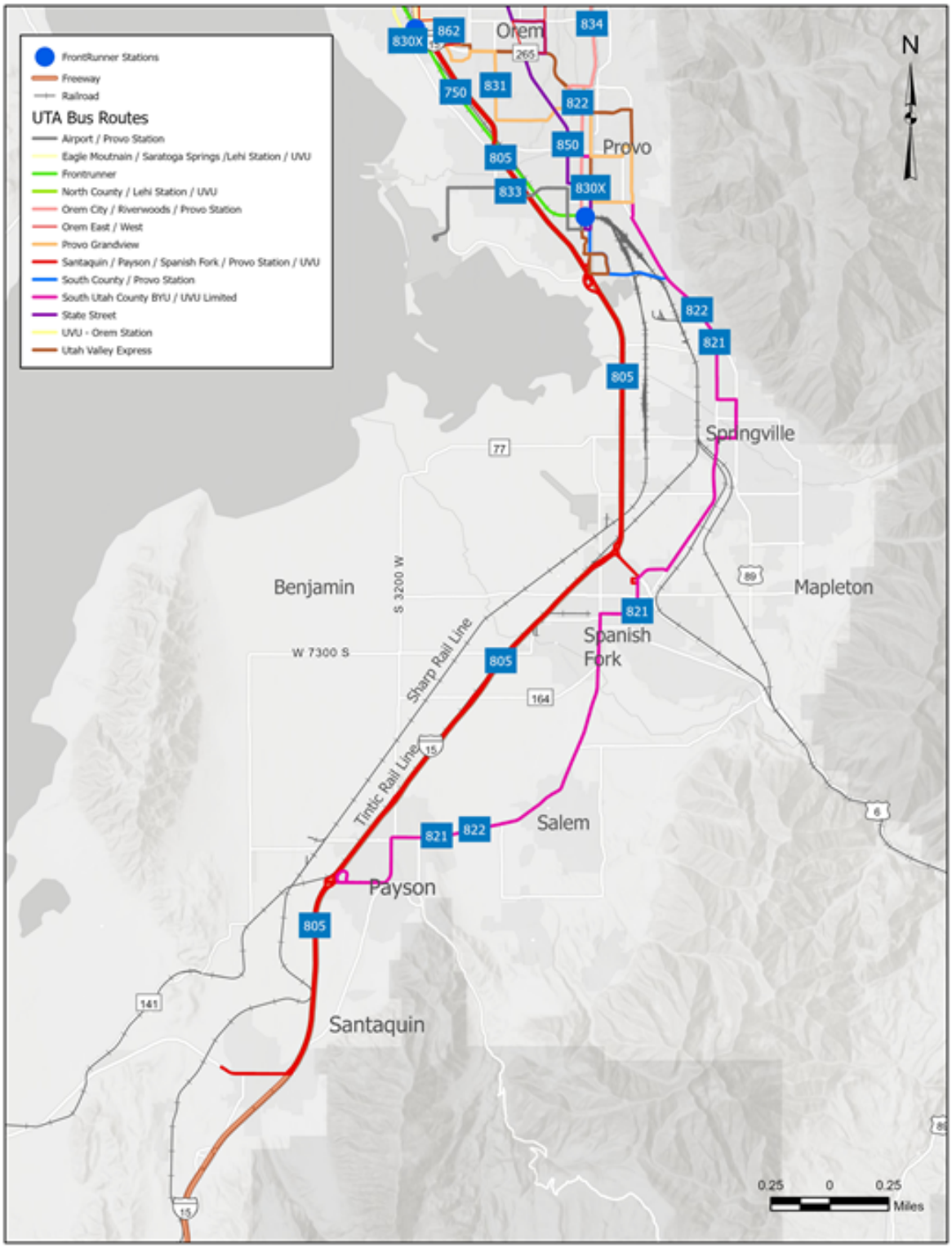


Figure 6. Existing Transit Service

Current study area transit options include:

- Local bus (Routes 821, 822)
- Express bus (Route 805)

Most high frequency transit options are on the north end of the study area, and include FrontRunner and UVX (bus rapid transit).

The FrontRunner terminus in Provo is one of the top five highest boarding stations system-wide.

2.3.2 PLANNED TRANSIT IMPROVEMENTS

Proposed transit improvements programmed in the MAG TransPlan 2050 RTP within the study area include the following, also illustrated on Figure 7:

- **South Commuter Rail** – extension of FrontRunner from Provo to Payson.
- **Maple Core Bus Route** – bus service between Spanish Fork and Provo, creating a new connection serving those east of I-15.
- **Nebo Core Bus Route** – bus service between Payson and Provo.
- **Sharp – Tintic Railroad Realignment** – realignment and construction of rail track to accommodate a future FrontRunner extension through Springville.
- **North Commuter Rail Electrification and Double Track** – this effort would electrify FrontRunner service, moving away from diesel-powered engines, and create double track from Provo to Salt Lake City to allow for more frequent headways.
- **South Light Rail Line** – extending light rail service from Provo to Spanish Fork, and ultimately on to Payson.
- **South Bus Rapid Transit** – new bus rapid transit connecting Payson to Spanish Fork, east of I-15.

An interactive map depicting details information about planned transit improvements can be found here.

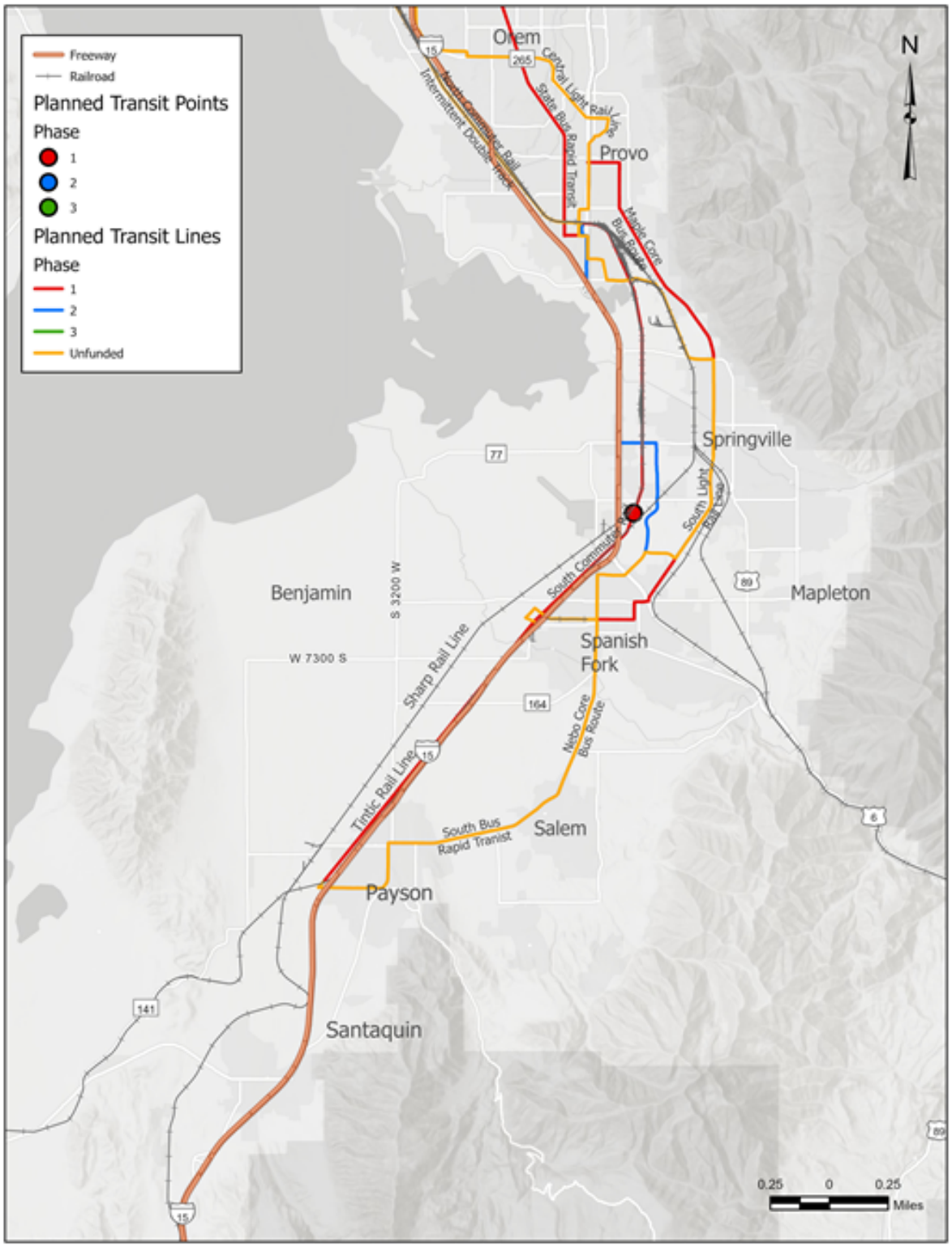


Figure 7. Planned Transit Improvements

A summary of existing and future transit boardings from the WFRC/MAG model for both the FrontRunner system as well as all transit boardings in south Utah County are displayed in Table 3.

Table 3. WFRC/MAG Model Average Weekday Total Boardings, by Station

FrontRunner Station Boardings[1]	2019	2050
Provo FrontRunner Station		
Bus[2]	1,520	3,738
FrontRunner	1,602	5,694
Total	3,123	9,433
Springville FrontRunner Station		
Bus	-	434
FrontRunner	-	1,562
Total	-	1,996
Spanish Fork FrontRunner Station		
Bus	-	300
FrontRunner	-	1,452
Total	-	1,752
Payson FrontRunner Station		
Bus	-	163
FrontRunner	-	495
Total	-	658
All Stations		
Bus	1,520	4,635
FrontRunner	1,602	9,203
Total FrontRunner Station	3,123	13,838
South Utah County Total Transit Boardings	**2019**	**2050**
Bus serving FrontRunner station areas	4,017	4,635
All other bus	2,497	7,701
FrontRunner	1,602	9,203
Total	5,619	21,539

Notes:

[1] Service frequency assumptions for both 2015 and 2050 FrontRunner are 30 minute peak and 60 minute off-peak service

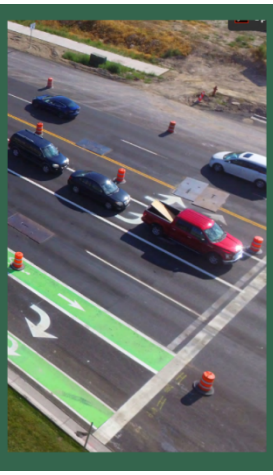
[2] Bus includes both BRT and local bus, as applicable

As shown in Table 3, with planned projects envisioned in the MAG RTP, as well as expanded local transit service, transit boardings increase across the FrontRunner system as well as total boardings in south Utah County. In 2050, FrontRunner sees approximately 9,200 total boardings in south Utah County, with 5,700 boardings in Provo, and 3,500 boardings at the proposed future Springville, Spanish Fork, and Payson FrontRunner stations. For all transit boardings at FrontRunner stations, a little less than 15% of are drive access in both 2019 and 2050. An additional approximately 12,000 local bus trips brings the total transit boardings in south Utah County to 21,500 in 2050.

2.4 NON-MOTORIZED TRAVEL

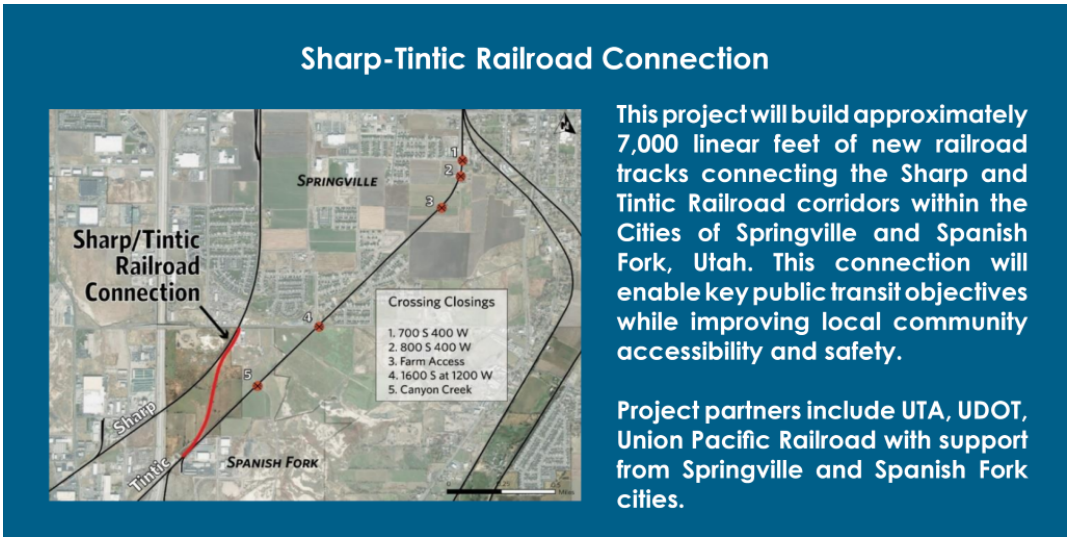
Non-motorized transportation is an integral part of improving air quality, reducing congestion, and lowering travel costs. Non-motorized travel, also known as active transportation, includes sidewalks, multi-use paths, trails, and on-street bike lanes.

As urbanized areas continue to grow, providing active transportation connections to transit are often low-cost and low-impact (particularly if included in other roadway construction/resurfacing projects), and provide safe connections for community members. These options are great for shorter trips, typically under two miles, and support transit well as options for "first/last mile connections" – how a traveler gets to/from their final destination from a high-capacity transit route. MAG facilitated the development of a *South Utah County Active Transportation Plan* in 2016.



MAG has developed a South Utah County Active Transportation Plan that connects population and employment centers based on projected densities through 2050. The goal of adding and improving on the active transportation network in Utah County is to help reduce short vehicle trips and mitigate traffic congestion.

2.5 FREIGHT RAIL



This study area is unique in that some locations along the existing Union Pacific Railroad corridor are still serviced by freight rail. While the frequencies are generally low, transit plans and schedules need to accommodate the movements of goods along this corridor.

As shown in Figure 3, two rail corridors of note in the study area include the Tintic Industrial Lead (hereafter referred to as the Tintic Line) and the Sharp Subdivision (hereafter referred to as the Sharp Line). UTA currently operates FrontRunner through Provo on the Sharp Line, which terminates at the Provo Intermodal Hub. The Sharp Line continues to the south on the east side of I-15 to Springville and points south. The Tintic Line parallels the Sharp Line leaving the Provo Intermodal Hub and heads south on a trajectory that is east of the Sharp Line.

UTA owns the Sharp Line right-of-way through Springville. UTA ownership on the Tintic Line begins in Springville and terminates in Payson where the two rail lines intersect. The Sharp Line services freight customers through Springville with higher freight volumes and daily service. The Tintic Line has active freight users through Spanish Fork with lower freight volumes and freight service up to two times a week.

Tintic Rail Line in Springville

3. LAND USE AND SOCIOECONOMIC CONDITIONS

This section provides a high-level overview of existing and planned land uses within the study area, as well as describes socioeconomic conditions. Additional and more detailed land use analysis of potential transit station locations will accompany future tasks as part of this study.

3.1 EXISTING LAND USE

The existing land use throughout the study area varies between each community (Figure 8). Overall, the primary land uses within each community are low density, single-family residential development. Many schools, churches, and parks are dispersed through each community, with commercial, mixed use, and industrial land uses focused along major arterial streets and along the I-15 corridor. This land use pattern is typical of suburban development patterns. Land uses becomes more rural and agricultural in the south and east portions of the county. Many of the cities within the study area have strong agricultural roots and have grown quickly from smaller rural communities.

More specifically, at the north end of the study area, Provo has a higher density of both commercial and residential development, compared to cities farther south. Provo has existing FrontRunner service in the transit-oriented district south of Downtown Provo, where the City expects continued investment to expand transit-oriented housing and employment.

Moving south, almost half of all developed land in Springville City is for residential use. Spanish Fork, Payson, and Santaquin are similarly residential in character. Commercial and mixed-use development is focused along major arterials and interchanges with I-15 Mapleton is predominantly residential, mostly comprised of large-lot single family with a rural character.

Many destinations for south Utah County residents exist in north and central Utah County, including Utah Valley University and Brigham Young University, as well as several large-scale hospitals and medical centers.

3.1.1 TRANSIT-ORIENTED DEVELOPMENT ZONING

Zoning categories in most study area communities are consistent, allowing for careful organization and development of land uses in a compatible manner. Planning ahead for potential transit implementation, most communities include a transit-oriented development (TOD) zoning district or overlay, allowing for more compact and pedestrian friendly development along transit corridors and/or in planned station areas with the intent to create a cohesive mix of transit-supportive land uses. These TOD overlays are summarized as follows. For reference, locations of future FrontRunner stations that have been identified previously are shown on Figure 8.

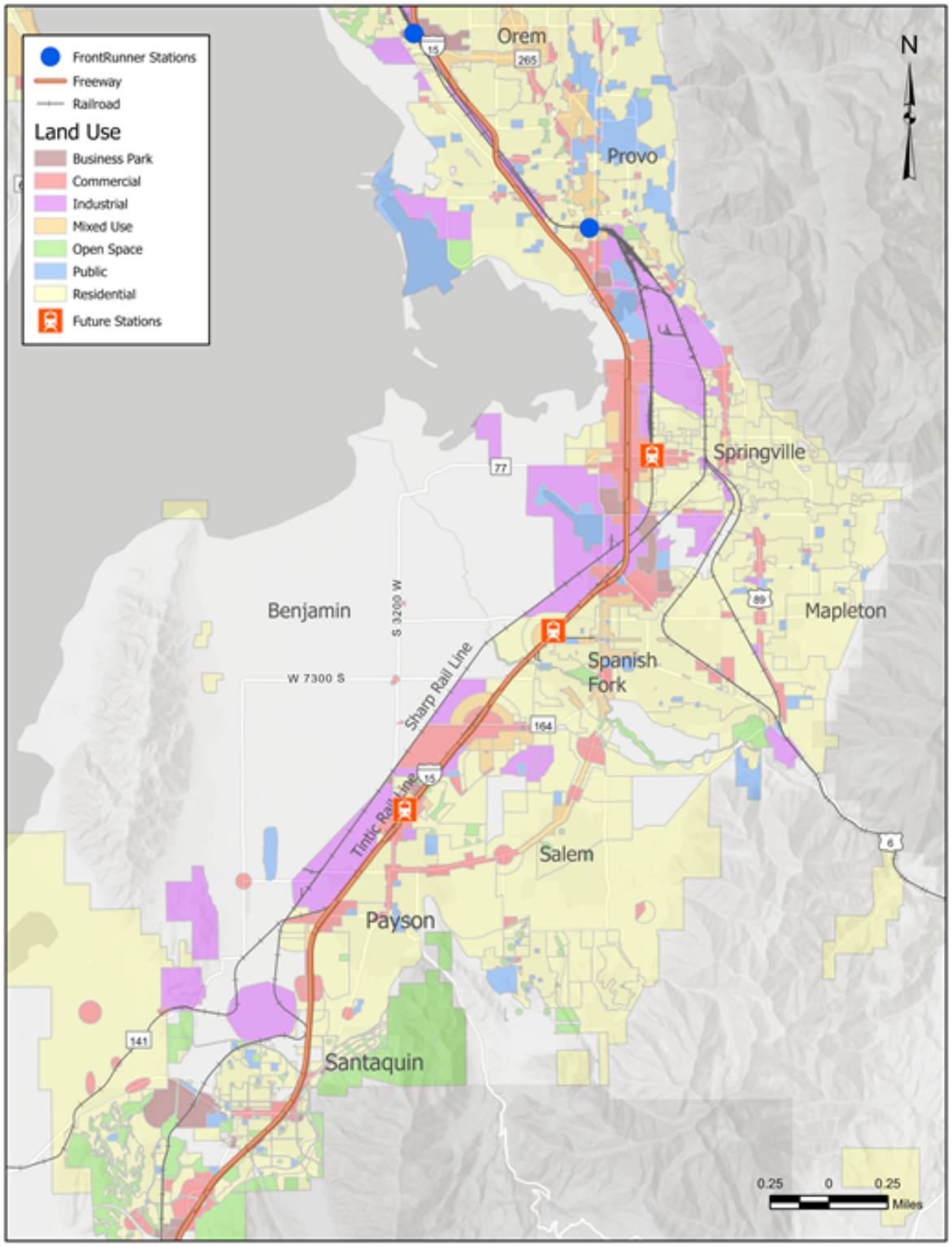
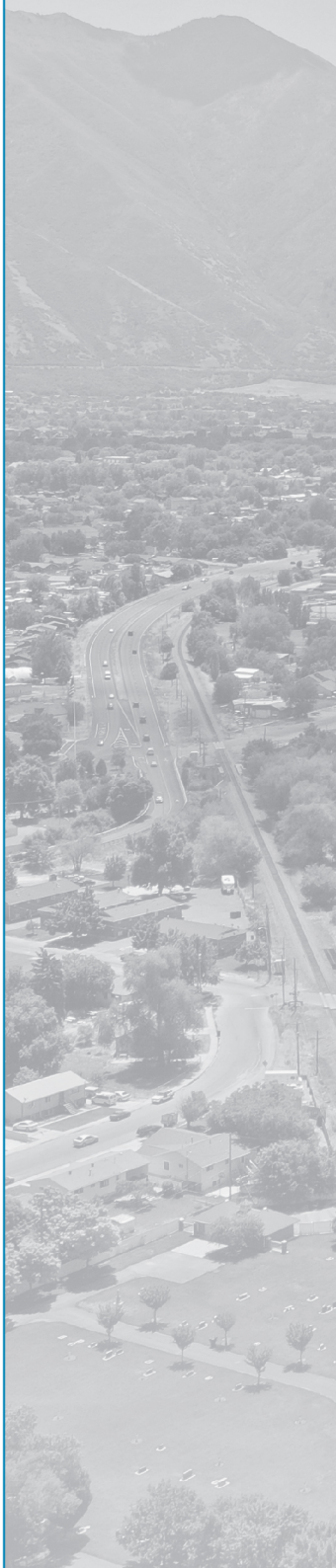


Figure 8. Existing Land Use



Provo: An interim transit-oriented development (ITOD) overlay zone is included in Provo's zoning code while more comprehensive planning for TOD is formulated, located around the existing FrontRunner station. The General Plan identifies the TOD district located immediately south of downtown for higher density residential and commercial development, served by commuter rail (existing FrontRunner service) and Bus Rapid Transit in the future.

Springville: Springville City has two "Center" zoning districts, Village Center and Town Center, both intended to provide locations for pedestrian-oriented, vertical mixed-use development throughout the City. The Village Center located near 1500 West and 400 South is intended for the future FrontRunner station.

Mapleton: The City does not have transit-oriented zoning, and the updated General Plan focuses on continued low-density residential growth.

Spanish Fork: Areas identified in the General Plan for the future FrontRunner transit center is outside current city limits, so the area will be given a zoning designation when it is annexed. The City intends to implement form-based code, which could be applied to this new area.

Salem: The City's zoning code does not include a transit-oriented district but does include a mixed-use zone that allows for medium density residential neighborhoods mixed with commercial properties. This zoning designation requires a Master Planned Development, which considers land uses, circulation, and access, as well as open space, landscaping, design standards, and other urban amenities. Maximum residential density is 10 dwelling units per acre (for the residential areas), and heights are allowed up to 6 stories. The mixed-use zone is not currently applied to the growth area identified as "New Salem" along the 1-15 corridor.

Payson: The Payson City zoning code includes a Transit Station Overlay, whose purpose is to establish and promote transit-oriented development within ½ mile of high-capacity or rapid transit stations. Development should be walkable and include a diverse mix of uses, including higher densities and flexible arrangements. Urban design and land use should serve transit and pedestrian access and activity. Transit Station Overlays are identified in proximity to the Main Street and 800 South interchanges.

Santaquin: Santaquin zoning does not establish transit-oriented or mixed-use districts or overlays; however, mixed-use development is an allowed use in the two commercial zones, C-1 (Interchange Commercial) and PO (Professional Office).

3.2 PLANNED LAND USE AND EMERGING GROWTH AREAS

This section describes city-level planning for future land use and areas identified by the Cities for higher intensity growth. South Utah County is experiencing remarkable growth, and each of the Cities in the study area expect significant growth in housing, and many will see employment growth as well. Provo is expected to see the largest share of employment growth, and Spanish Fork will see a secondary node of employment growth, with smaller centers in Springville and Payson.

Provo: The Provo area has four opportunity zones within the study area, designated by the Governor's Office of Economic Development. These zones are designated for an

incentive program to encourage investors to re-invest their unrealized capital gains into dedicated Opportunity Funds and provide tax incentives to do so. Provo has continued to develop steadily, and with limited areas for new growth, the City is looking to redevelopment and infill to meet demand for housing and employment.

Provo has identified two districts for the highest intensity mixed-use development: Downtown and the TOD district just south of Downtown (Figure 9). The City is looking to increase redevelopment and infill to meet demand, as the City has limited open land for greenfield development.

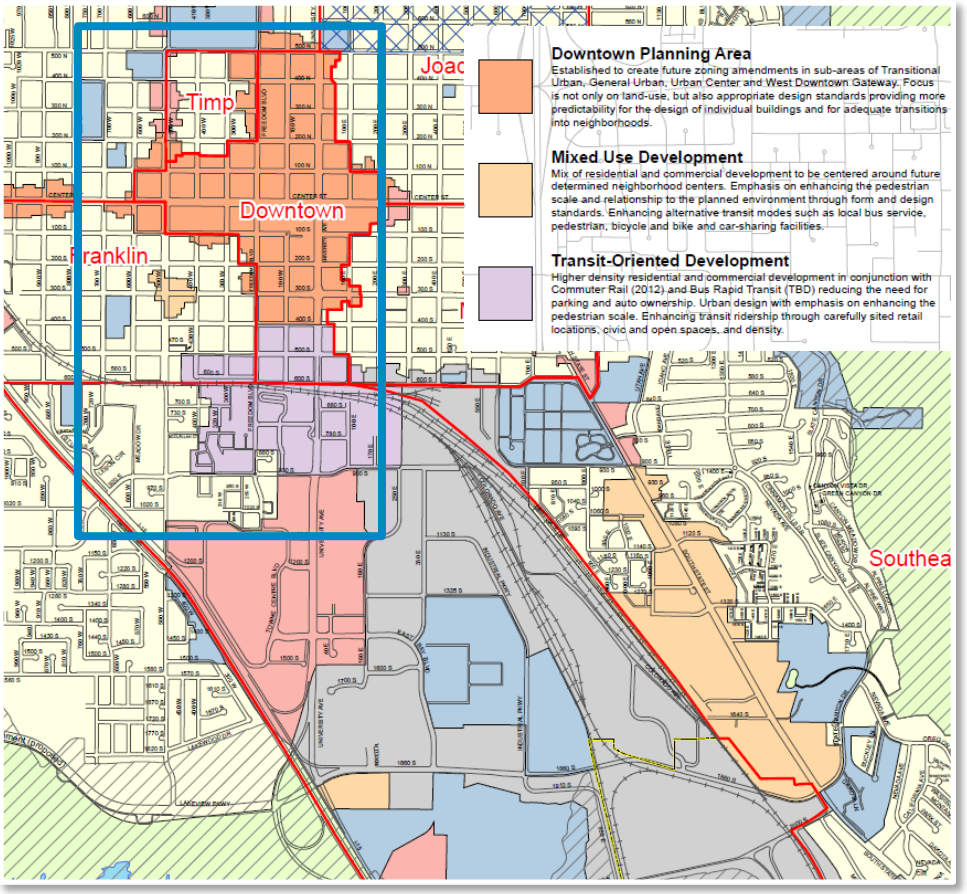


Figure 9. Provo General Plan Land Uses (Downtown and TOD area highlighted)

The Cities of Provo and Springville each have a Redevelopment Agency (RDA), separate from the municipality, to encourage private investment in areas of the community with a demonstrated need for economic development, or in blighted areas.

Springville: The Springville General Plan prioritizes redevelopment and infill growth in the City's downtown, which will continue to be a walkable, mixed use district including employment, retail, high-density residential and civic uses. The City's annexation plans show a major growth area at the western edge of the City, extending north and south of Hwy 77. Additional smaller annexation areas are located along the edges of the City's current boundary.

The Westfields Community Plan (2002) envisions transit-oriented uses and a transit center along the Tintic Rail Line, just west of the Village Center Figure 10).

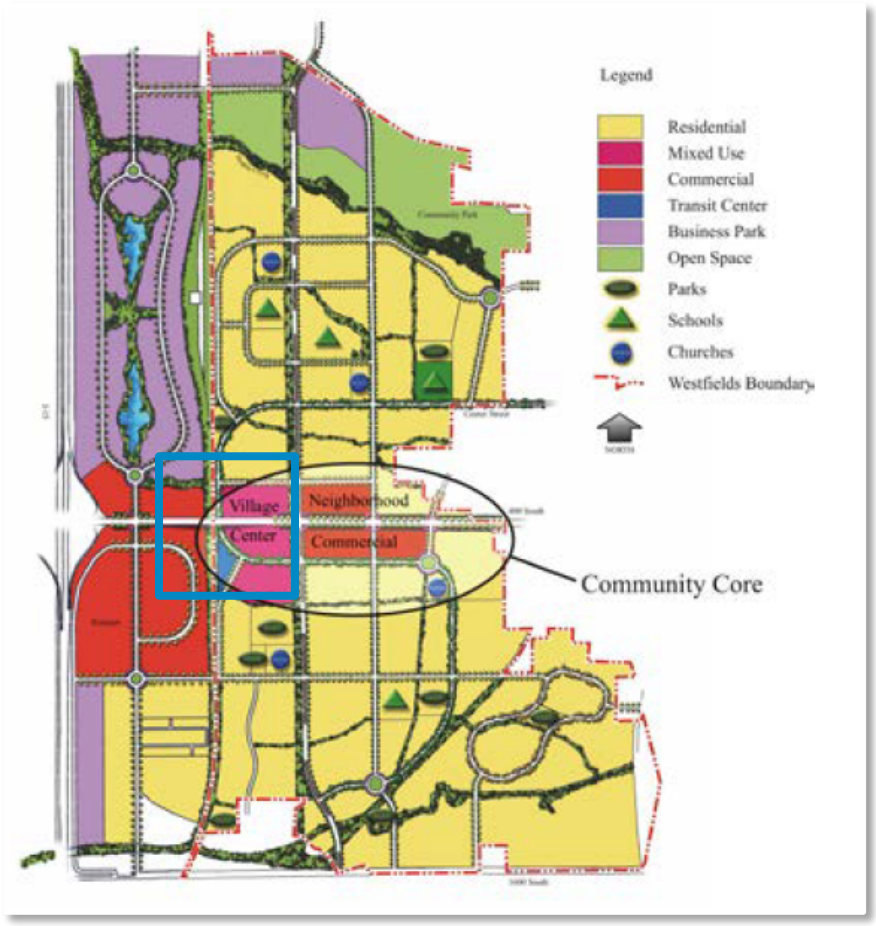


Figure 10. Springville General Plan Land Uses (Village Center/Community Core highlighted)

Mapleton: Mapleton's future land use continues the City's trend of low density single-family residential growth. Mapleton recently completed their General Plan update, and the City plans to continue a focus on low-density residential growth, including conservation subdivisions. Higher density residential growth, which the City defines as lots up to one-third acre, is expected in areas west of US-89. The City has no plans for transit-oriented development or transit districts currently.

Spanish Fork: The Spanish Fork General Plan (2018) has broadly applied mixed use development across the City's major east-west corridors and Main Street, the north-south central spine. Additionally, the General Plan also identifies a priority to implement form-based zoning to more effectively integrate commercial uses near residential areas.

The Spanish Fork General Plan identifies an area just west of the I-15 corridor at Center Street where the City expects mixed use development in conjunction with urban density residential, and the City intends to create an area plan to promote the development of a transit-oriented development district surrounding the planned Center Street I-15

interchange (Figure 11). Similarly, the General Plan identifies another new center, with mixed use, commercial, and urban density residential uses, located at the southwest corner of the City, along both sides of the I-15 corridor.

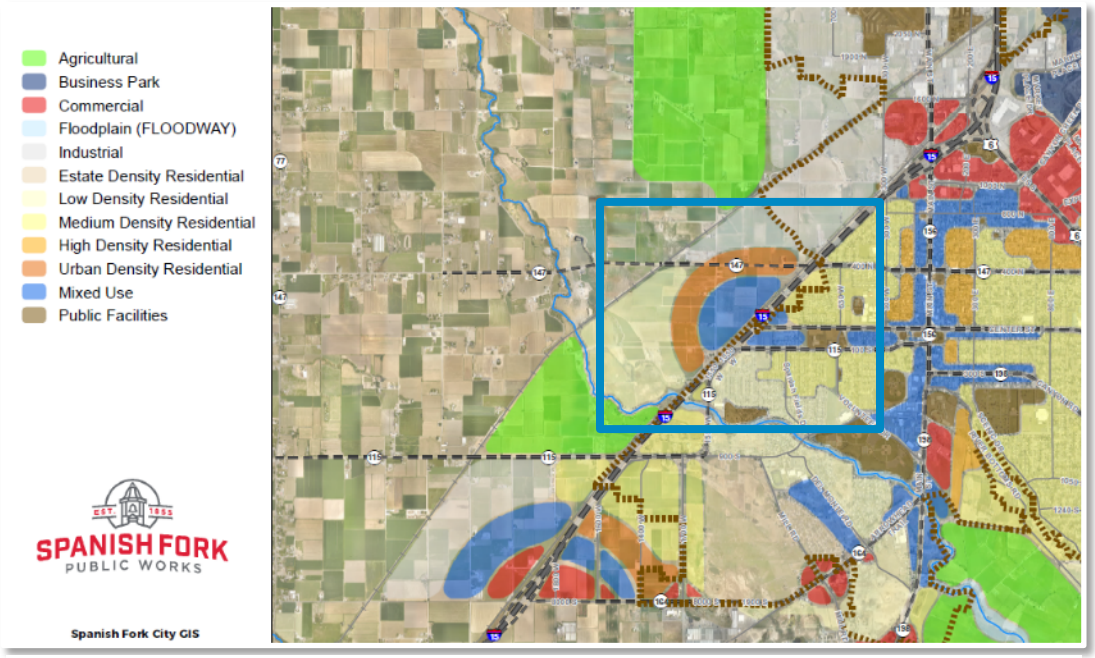


Figure 11. Spanish Fork General Plan Land Uses (future Center Street Interchange area highlighted)

Salem: Salem City updated the General Plan in 2019, which guides growth for the next 20 years and prioritizes new higher-density residential and the need for local and regional commercial nodes. The Plan identifies the "New Salem" area along the 1-15 corridor as an area of substantial future growth, which is currently undeveloped. Plans for this northwest corner of the City include higher-density and mixed-use development, which will include a wider range of building types.

Payson: Payson City's recently updated General Plan map (2020) anticipates much of the City's growth will be single family residential, expanding and annexing to the west of I-15. The plan also identifies two major transit-oriented development nodes along the 1-15 corridor, as well as two major mixed-use development districts, one at the southern end of the I-15 corridor, and one at the City's eastern edge along Hwy 198.

Payson's General Plan update includes two Transit Oriented Development Nodes along the 1-15 corridor, positioning the City for increased mixed-use development in these future station areas (Figure 12). The Northern TOD district is along 1-15 at a future interchange north of Bamberger Road. This node of expected to include the MTECH and UVU campuses. The Southern TOD district is along 1-15 at the W 800 S interchange.

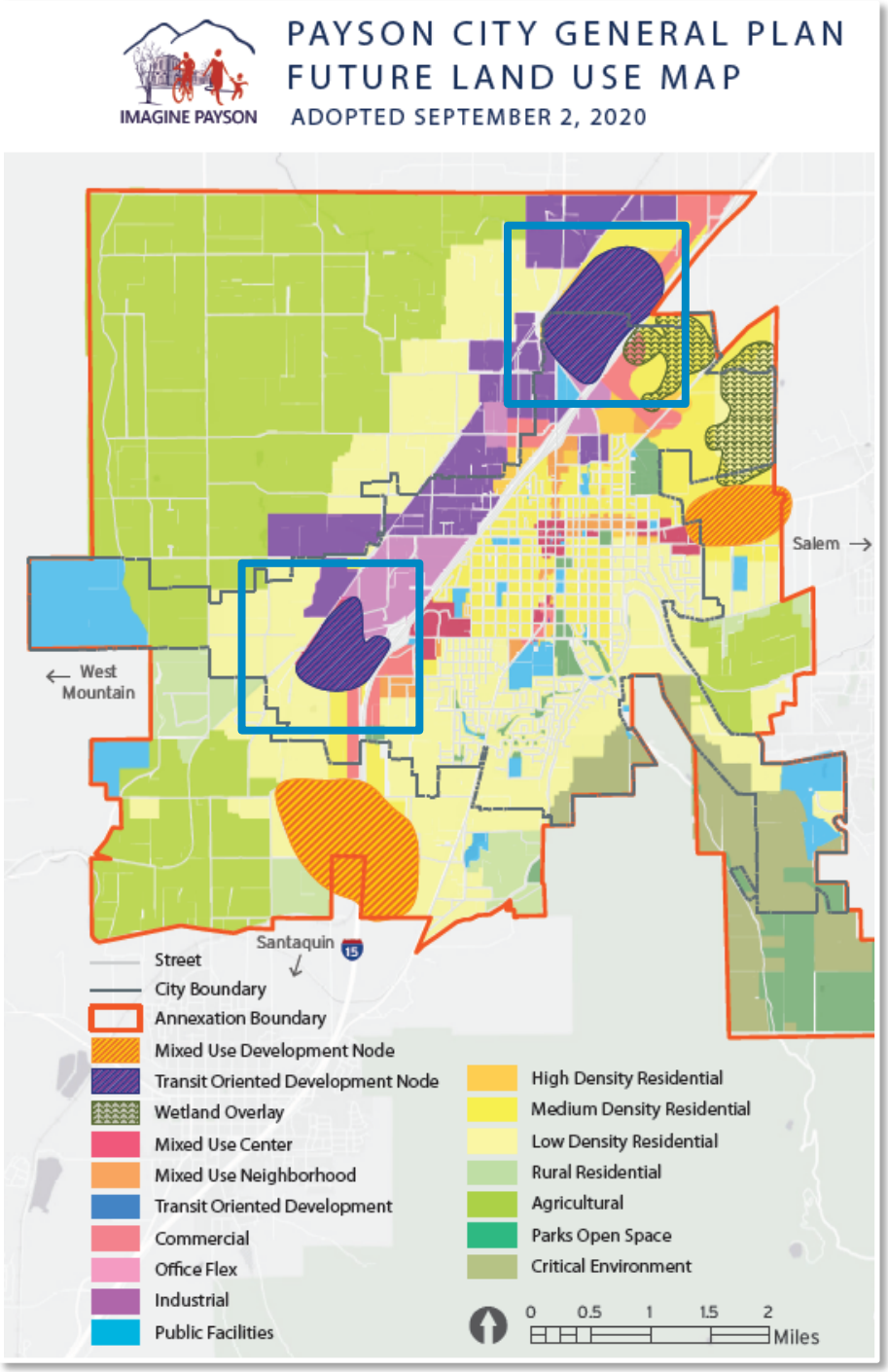


Figure 12. Payson General Plan Land Uses (with TOD nodes highlighted)

Santaquin: Santaquin expects a full range of uses for future growth. Residential growth will be significant, and the City prioritizes infill and contiguous growth to make best use of existing infrastructure and avoid leap-frog developments. The General Plan anticipates a mix of uses to serve the city, including commercial, business parks, agriculture, and mixed-use residential and mixed-use commercial. Compact, mixed use development is planned for the central downtown corridor and for a large area in the southwest portion of the City (Figure 13).

Santaquin owns a 35-acre site adjacent to I-15 at exit 242 with plans for a transit-served district. The location could serve as a park and ride facility for commuters from as far south as Fillmore. The City is interested in this area developing with destinations for agricultural tourism and high-tech agricultural opportunities.

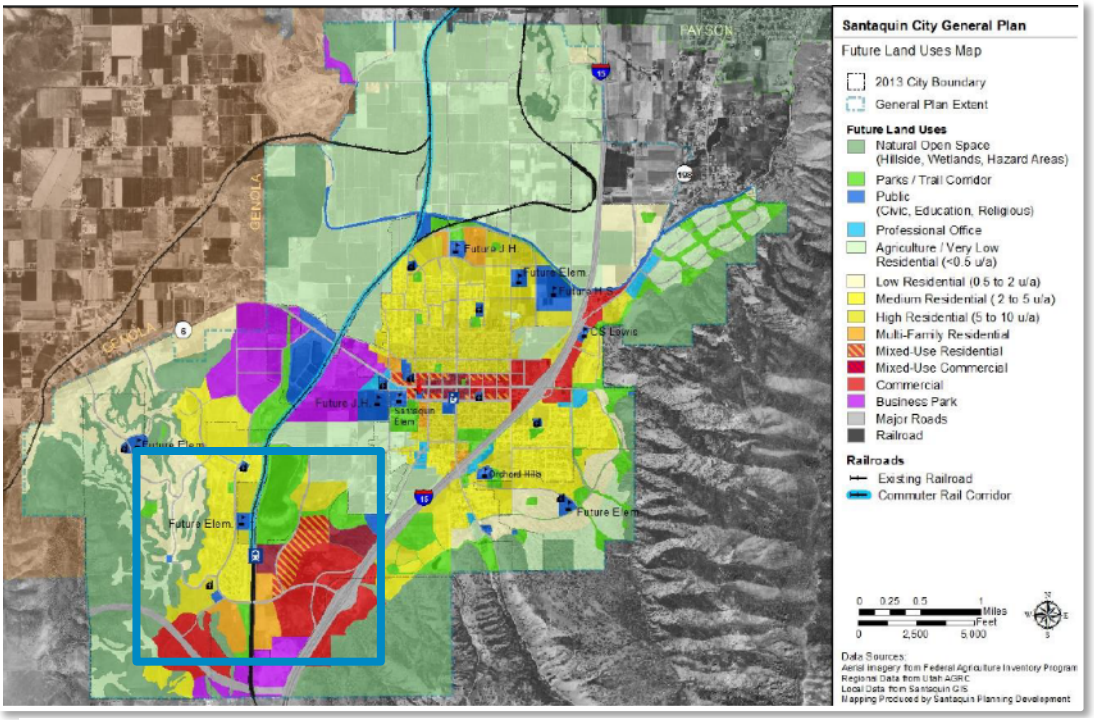


Figure 13. Santaquin General Plan Land Use (with transit supportive zoning areas highlighted)

3.3 SOCIOECONOMIC ANALYSIS

The following sections describe a series of socioeconomic characteristics to gain an understanding of the expected population and employment growth and potential transit-dependent population in the study area. This includes an overview of general population and employment characteristics and projections, as well as recent census data pertaining to underserved populations. Additional detailed analysis of socioeconomic conditions will be performed during alternative evaluation.

3.3.1 POPULATION AND EMPLOYMENT GROWTH

Population and employment are forecast to grow significantly in Utah County over the next few decades, which will create additional transportation demand in the geographically constrained area.

Historically, population growth in Utah County has been steadily increasing, rising by 40 percent each of the last two decades. By 2050, Utah County will double in population, rivaling the population of Salt Lake County. The southern portion of Utah County is the largest area geographically, and densities today are mostly considered rural, but is forecasted to grow from 161,000 people to nearly 382,000 people in 2050. Current and

projected population and employment are presented in Table 4 for the state, Salt Lake and Utah counties, and within the study area.

Employment patterns generally mirror population trends, and that holds true for all counties along the Wasatch Front. Overall, Utah County's employment growth is expected to nearly double from 375,000 jobs to 690,000 jobs by 2050. Utah County's significance in the region will continue to grow, as a new job growth will continue to attract additional residents. The Cities south of Provo will continue to densify with housing and suburban characteristics, spreading from the historic centers.

Figure 14 illustrates the geographic distribution of population and employment density for 2019 and 2050. In 2050, population densities in the study area (excluding the Provo area which shows the largest growth) are highest east of I-15 and clustered around the city centers of Springville, Spanish Fork, and Payson. Employment is more focused along the I-15 corridor; north of Spanish Fork, in Spanish Fork, and near the 800 South interchange in Payson.

Table 4. Population and Employment Growth

	Population			Employment		
	2020	2050	% change	2020	2050	% change
State of Utah[1]	3,325,425	5,017,232	**51%**	2,163,867	3,214,743	**49%**
Salt Lake County[1]	1,181,471	1,531,282	**30%**	970,805	1,341,790	**38%**
Davis County[1]	364,813	493,263	**35%**	197,304	289,191	**47%**
Utah County[1]	679,188	1,297,515	**91%**	375,334	689,992	**84%**
Study Area[2]	**161,174**	**381,917**	**136%**	**77,600**	**164,069**	**111%**

[1]Kem C. Gardner Policy Institute;[2] WFRC MAG Travel Demand Model

3.3.2 UNDERSERVED POPULATIONS

Certain demographic statistics are helpful to gain an understanding of the potential transit-dependent population in the study area as well understand potential impacts and benefits to expanded transit service. Using demographic data from the U.S. Census Bureau's American Community Survey 5-Year Estimates, the following findings may help inform locations and needs for a high-capacity transit investment:

Minority: Percent minority is a fraction of population, where minority is defined as all but Non-Hispanic White Alone. Compared to the national average, most of the study area has a minority population below 50 percent. The population densities for minorities in Utah County tend to cluster in Orem and Provo. However, the southern portion of the County has above the county average of minority populations in Spanish Fork and Payson.

Low Income: The prevalence of low-income households is assessed by the percent of households living in poverty. The U.S. Census Bureau measures poverty by total number of people in each household, with an average poverty threshold for a family of four at $25,926. Much of the study area has a range of 30 to 40 percent residents below poverty. While most cluster in Provo and Orem, Spanish for and Payson see a higher than average low-income population compared to Utah County as a whole.

People with Disabilities: People with disabilities are identified as persons with mobility limitations. The region-wide average indicates a 7.7% population of disabled. Spanish Fork and Provo see the highest concentrations of disabled persons compared to the region's average.

Elderly: Persons aged 65 years and older are considered elderly. The U.S. census bureau indicates that 7.4% of the population in Utah County is elderly as of the 2017 American Community Survey efforts. The elderly populations in the county are generally centered in Provo and Orem, however, pockets of elderly populations exist in Payson, Spanish Fork, and Springville as well.

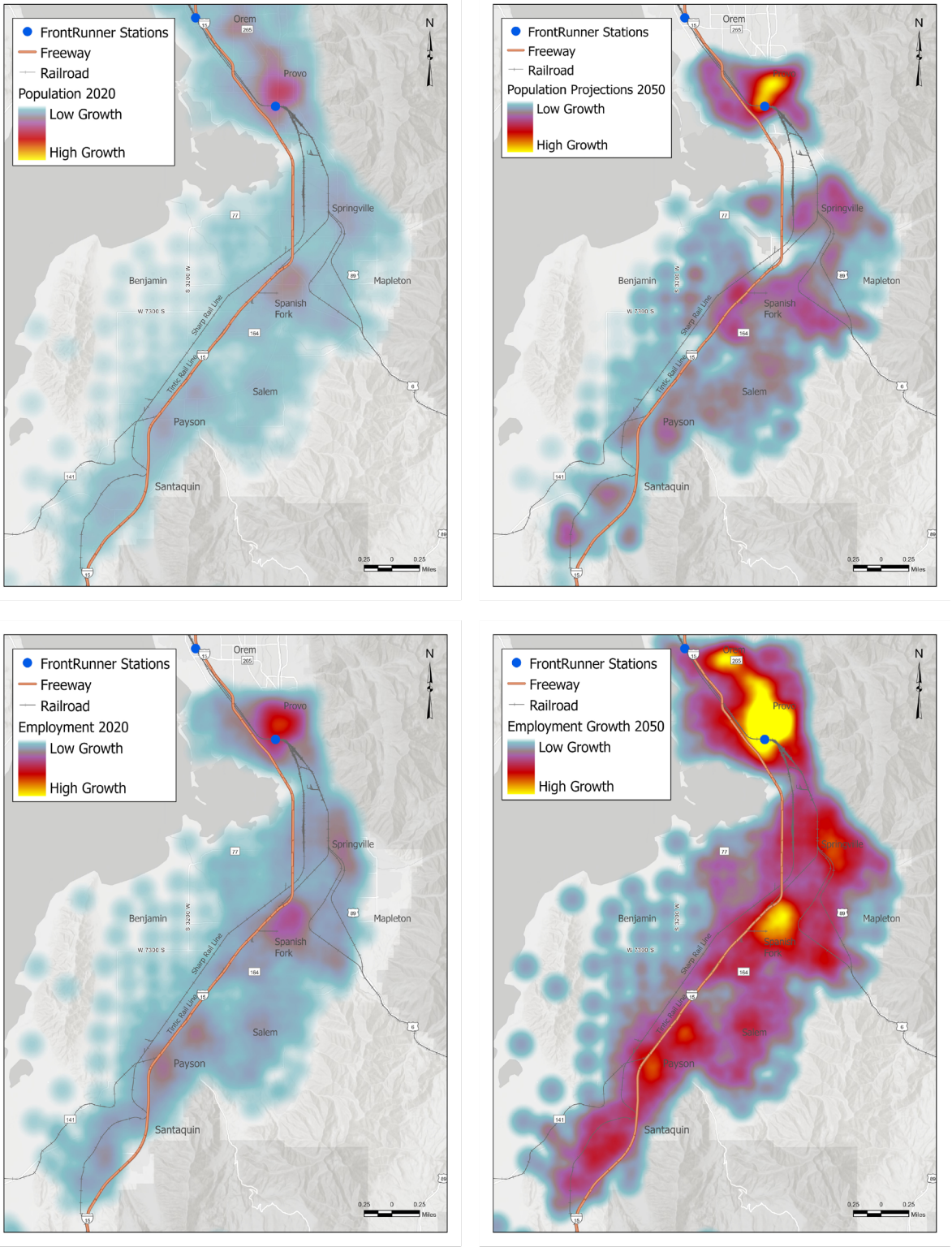


Figure 14. Existing and Future Population and Employment Densities

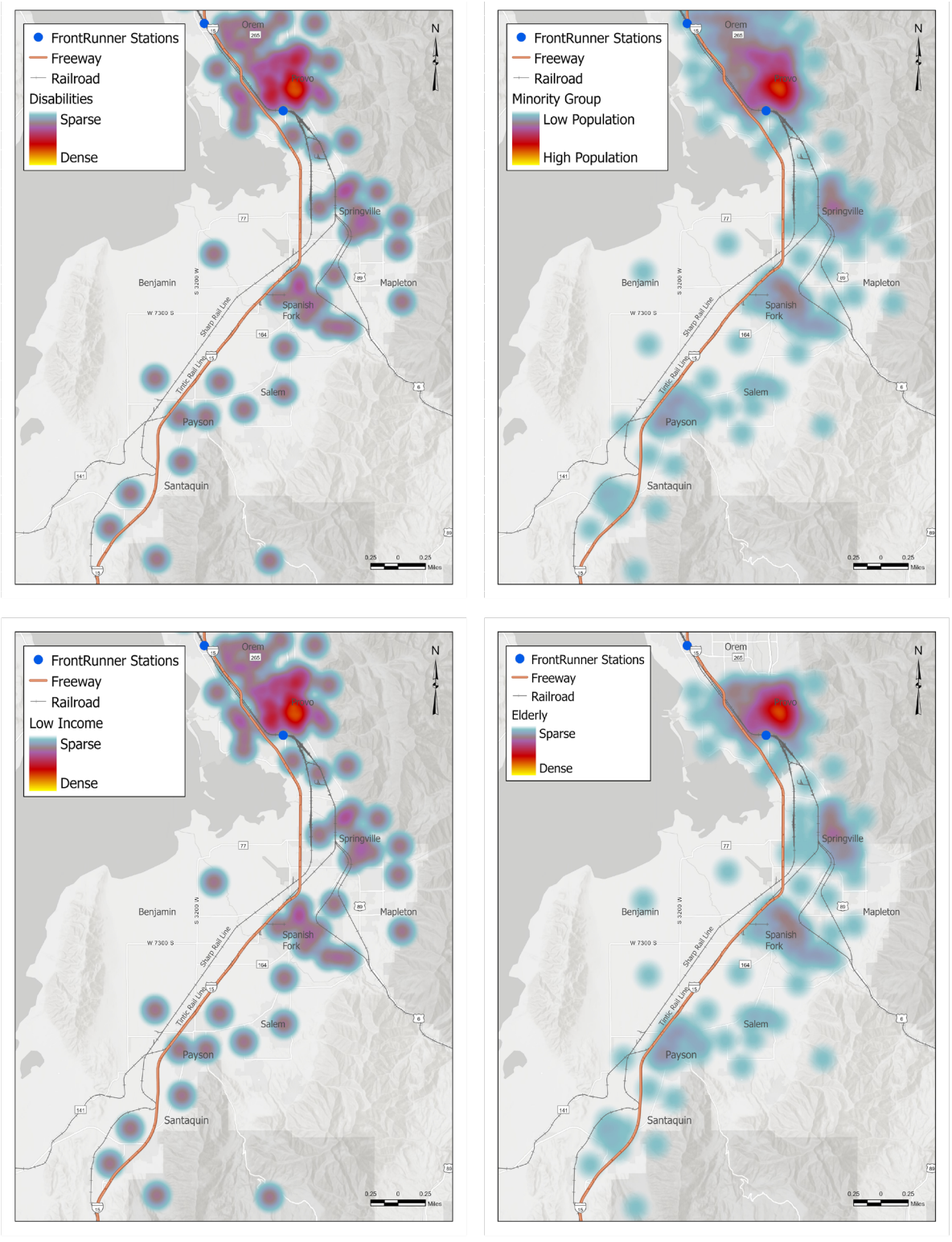


Figure 15. Underserved Populations

4. ENVIRONMENTAL CONSIDERATIONS

The following summary provides an overview of major environmental considerations. This review uses only readily available data to understand major constraints or fatal flaws that may impact the feasibility of broad corridor alternatives. A more detailed and exhaustive inventory of potential environmental resource impacts will be undertaken during future phases of project development, including a State Environmental Study or National Environmental Policy Act (NEPA) environmental document.

4.1 NATURAL AND WATER RESOURCES

Figure 16 shows basic topography and water resources as well as protected agricultural lands. As can be seen, Utah Lake is a large and constraining water feature to the north and west. The east edge of the study area contains large-scale mountain ranges – creating a valley and narrow strip of developable land in central Utah County. While the geographic constraints give way to the southern end of the County, additional geologic hazards including liquefaction in the event of a major earthquake exist in communities in the basin area. Because of the mountainous geography to the east, major drainage patterns form in a southwest nature, crossing the study area streets at diagonals. Many stream and wetland flows are funneled to a limited number of crossings beneath I-15 to manage drainage conditions on the freeway corridor.

Utah County has designated agricultural areas with legal protections. This study area includes a vast area of farmlands identified and mapped by United States Department of Agriculture as unique, important, and prime farmland areas with significance beyond local boundaries – even into national and international markets.

Agricultural Resources in the study area

4.2 COMMUNITY RESOURCES

The South Valley study area has a broad offering of community facilities, civic operations, medical facilities, and cultural/recreational facilities. Figure 16 shows a sampling of these facilities. In general, these features are dispersed throughout the entire study area with clusters near the historic city centers. There is a likelihood for historic features being located along State Street, which serves as the "main street" for the eastern communities, with a large concentration (a historic district hosting over two dozen properties) in Springville.

Further evaluation of potential property impacts will occur during subsequent NEPA studies, which will review Section 4(f) properties. Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits the Federal Transit Administration (FTA) and other USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and waterfowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use.

4.3 AIR QUALITY

The National Ambient Air Quality Standards (NAAQS) were first established in 1970 under the Clean Air Act (CAA). Six pollutants were placed under regulation and limits placed on acceptable ambient concentrations.

The Clean Air Act Amendments (CAAA) of 1990 authorized the Environmental Protection Agency (EPA) to designate those areas that have not met the NAAQS as nonattainment. The project area lies within nonattainment areas for PM10 and PM2.5 and is a maintenance area for carbon monoxide. Major sources of carbon monoxide and PM10/PM2.5 include vehicular emissions, service stations, and resuspension of dust.

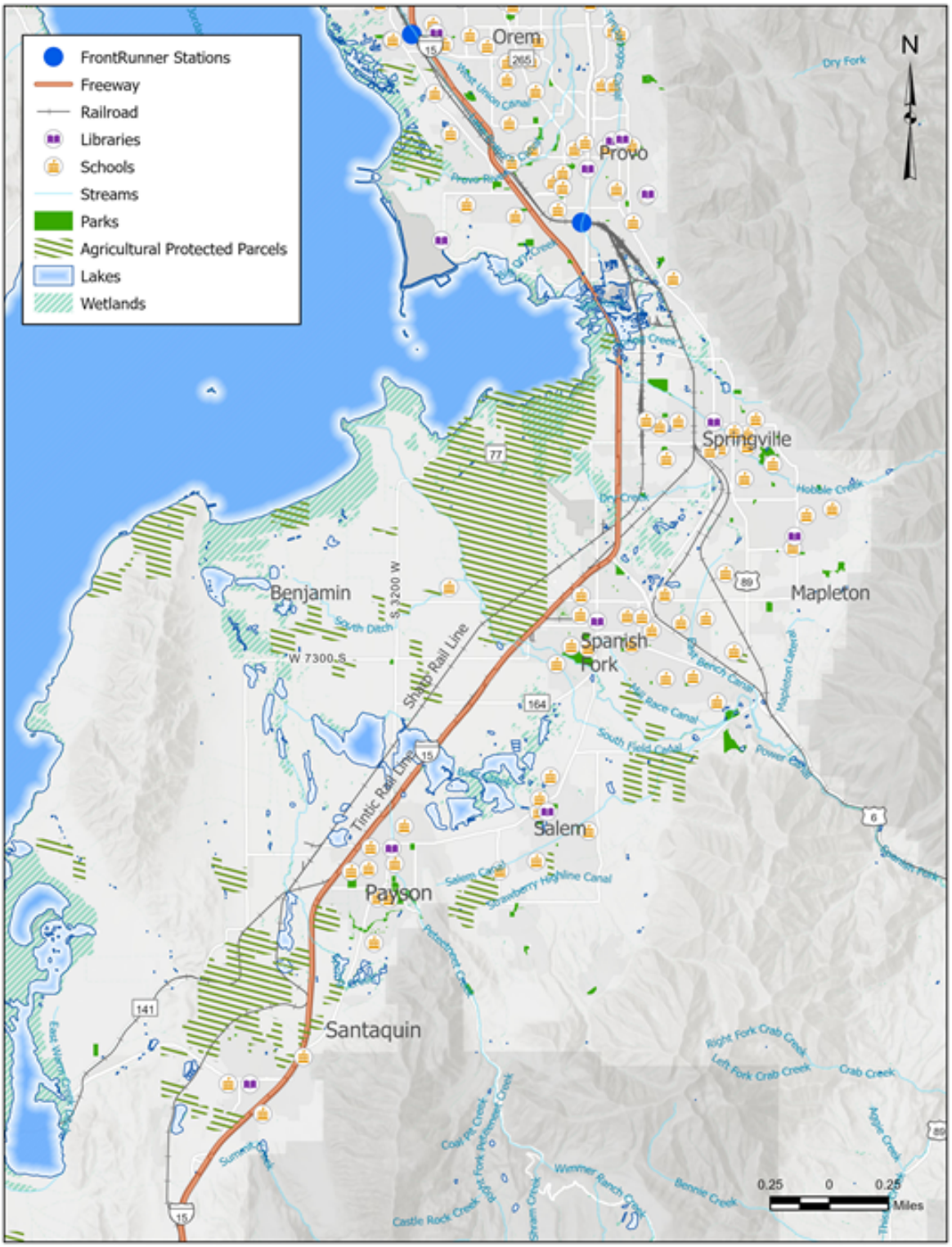


Figure 16. Topography, Water, Community, and Agricultural Resources

5. RELATED POLICIES AND PLANS

This section includes a review of related plans, reports, and studies that are pertinent to the South Valley Transit Study, including a discussion of relevant opportunities or recommendations to be considered in the alternatives development and analysis phase.

5.1 COMMUNITY PLANS AND POLICIES

The South Valley study includes seven communities in this transit analysis: Provo, Springville, Mapleton, Spanish Fork, Salem, Payson and Santaquin. The following tables present a review of these community's general plan documents, citing relevant policies related to land use, transportation, and economic development. Tables also include other related plans, as relevant.

5.1.1 PROVO

Provo General Plan (2020)	
Land Use	**Goal:** Prioritize areas within the city for economic development. **Action:** Consider amending zoning districts and regulations to encourage higher density uses in proximity to major transportation facilities. Discourage high-density development where transportation facilities cannot be developed to provide an acceptable level of service commensurate with the high-density development proposed.
Transportation and Mobility	**Goal:** Promote connectivity for all modes of transportation to key locations throughout the City. **Actions:** Focus mass transit options on commercial, business, health service, higher-education, and government destinations; cooperate with UTA, UDOT, MAG, and surrounding communities to implement regional transit connections. **Goal:** Augment and ensure proper maintenance of the current and future transportation opportunities in Provo. **Actions:** Design streets to favor mass-transit options; develop a congestion management plan that will encourage flex-time, rideshare programs, alternative methods of parking, and discourage driving to work and school.
Economic Development	**Goal:** Maintain well-functioning transportation routes throughout the city. **Action:** Ensure that all modes of transportation to, from, and within Provo are safe and efficient. **Goal:** Promote the Central Business District. **Actions:** Improve public transportation in the Central Business District; target land uses that bring more people to the downtown area.

5.1.2 SPRINGVILLE

Springville General Plan (Shaping Springville 2011)	
Land Use	**Goal:** To create a safe, functional, and attractive community that preserves the best of our past and shapes our future development in a way that benefits all people of our community.

	Actions: Create a vibrant and walkable town center, provide and maintain cohesive neighborhoods with broad housing types/densities, include appropriately located multi-family housing, provide convenient commercial and office nodes, provide land for manufacturing and industrial use, preserve open space.
Transportation and Mobility	**Goal:** To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community. **Actions:** Develop and maintain a connected circulation system, provide a circulation system for non-motorized travel, improve and expand public transportation operations and facilities, continue to improve maintenance for transportation facilities for all modes, promote and expand the Springville-Spanish Fork airport.
Economic Development	**Goal:** To encourage economic development that will focus on future growth while benefiting present and future residents; through an increased revenue base, employment opportunities, and business diversity. **Actions:** Promote jobs and quality of life, encourage economic development, continue to encourage commercial retail, and encourage compatible uses in development areas.
Lakeside Community Plan (2016)	
Transportation and Mobility	**Goal:** Create an interconnected system of streets and trails that serve all residents of the Community – bicyclists, pedestrians, and drivers – and prioritize keeping the Community safe, quiet, and walkable. **Action:** One strategy identified is to work with UTA to identify appropriate locations and accommodations for future bus stops in the Community, especially as population justifies such routes.
Westfields Community Plan (2002)	
Transportation and Mobility	**Goal:** Create a community that includes a core surrounded by residential neighborhoods and includes mixed housing types, open space, parks and public buildings **Action:** Develop and adopt a transit-oriented, mixed-use community core village center zone to accommodate development west of 1200 West in the village center. **Goal:** Provide transportation network and facilities that balance the needs of motorists, pedestrians, bicyclists, and transit users that is safe, efficient, environmentally responsible and attractive, while providing excellent internal circulation within the community and appropriate connection to the region. **Actions:** Utilize the Utah Power easement corridor, develop block size standards that support pedestrian and bicycle access, promote context sensitive design, include bus stops on collectors within ¼ mile of all residences, work with UTA and transit providers to develop an intermodal transit hub and focus traffic patterns there.

5.1.3 MAPLETON

Mapleton City General Plan (Land Use & Parks & Recreation 2020)	
Land Use	**Goals:** Encourage a diverse and appropriate amount of commercial uses along Highway 89 to meet the needs of the community and motorists. **Actions:** Focus commercial uses at key intersections and nodes, encourage appropriate land use transitions,
Mapleton City Master Transportation Plan (2011)	
Transportation and Mobility	**Goals:** Establish and maintain a safe transportation system and street designs. Actions: Provide pedestrian safety enhancements, require developers to provide adequate access, maintain streets, adopt design standards for roadway and street development, and enhance street connectivity and circulation.
Mapleton City Economic Development Strategic Plan (2015)	
Economic Development	**Goal:** Ensure existing and future land use plans promote economic objectives of the city. **Actions:** Evaluate existing land uses, community visioning, ensure Land Use Plan zones support commercial property, conduct an Affordable Housing Analysis, evaluate and establish review processes and design criteria.

5.1.4 SPANISH FORK

Spanish Fork General Plan (2011)	
Land Use	**Goal:** To provide a safe, convenient and efficient system for transportation both people and goods. **Actions:** Follow provisions provided in the City's Transportation Element (see below), develop a corridor access management plan for State Road 164 near Salem/Benjamin I-15 interchange. **Goal:** Provide pleasant, safe, and functional non-motorized transportation routes. **Actions:** Follow provisions provided in the City's Transportation Element, provide more detailed provisions to promote the development of trails and other routes for non-motorized vehicles.
Transportation and Mobility	**Goal:** Design transportation facilities to assure efficient traffic flow throughout the City with compatible connections to regional transportation systems. **Actions:** The circulation system shall be designed to accommodate regional transportation, the system shall include a hierarchy of vehicle usage, the streets should be compatible with adjacent land uses.
Economic Development	**Goal:** To provide conveniently located commercial areas to service the residents of Spanish Fork and to expand the City's sales tax base, that are visually attractive and create a distinct sense of place. **Actions:** Plan for new commercial nodes, limit points of access onto streets in commercial areas, require sidewalks, require developments to be developed as integrated projects with shared parking, common

	styling, and signage; adopt a set of design standards for non-residential development.

Spanish Fork Main Street Study (2019)	
Transportation and Mobility	**Goal:** Incorporate transportation alternatives that enhance traffic flow and improve safety **Actions:** Include transit shelters to plan for the new Center Street Intermodal Center, increased ridership with FrontRunner, and addition of local bus routes that phase to BRT. Include bike lanes, and pedestrian amenities and safety improvements.

5.1.5 SALEM

Salem General Plan & Land Use Update (2019)	
Land Use	**Goal:** Encourage a wider range of residential uses and mixed uses to help meet projected future population growth requirements. **Action:** Modify existing ordinances and codes to allow a wide range of higher density residential uses.
Transportation and Mobility	**Goal:** Guarantee that the Salem trail system meets the public needs and expectations. **Action:** Work with Salem transportation and engineering departments to ensure all trails, bike/pedestrian routes and bike lanes/ routes are implemented as envisioned.

5.1.6 PAYSON

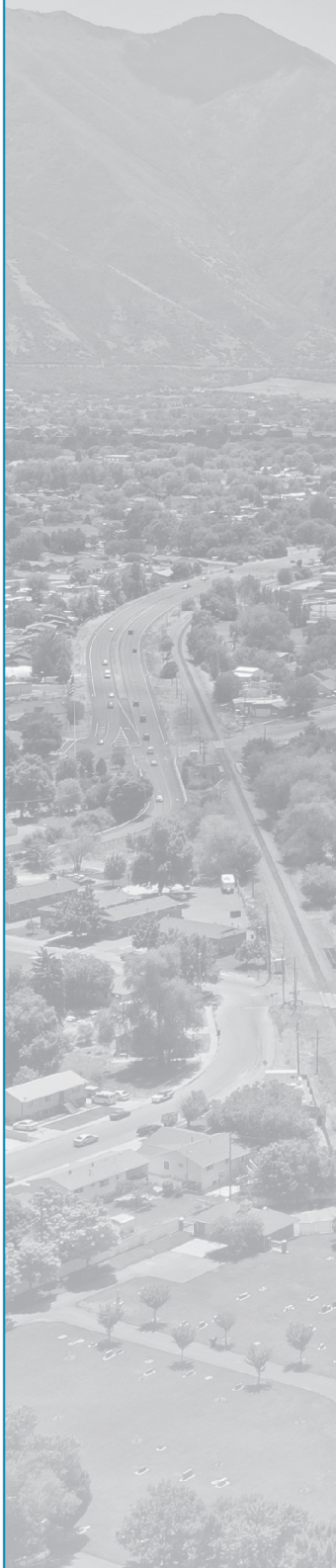
Payson City General Plan (2003)	
Land Use	**Goal:** To provide a safe, convenient and efficient system for transportation both people and goods. **Actions:** Follow provisions provided in the City's Transportation Element (see below), develop a corridor access management plan for State Road 164 near Salem/Benjamin I-15 interchange. **Goal:** Provide pleasant, safe, and functional non-motorized transportation routes. **Actions:** Follow provisions provided in the City's Transportation Element, provide more detailed provisions to promote the development of trails and other routes for non-motorized vehicles.
Transportation and Mobility	**Goal:** To build and maintain a safe and efficient system of transportation to meet the needs of Payson residents now and in the future. **Actions:** Work with other agencies to improve the transportation system in and around Payson, continue to develop alternative modes of transportation, maintain and develop Streets Plan and Sidewalk Plan.
Economic Development	**Goal:** Encourage efficient and appropriate land use while preserving agricultural pursuits.

	Actions: Avoid leapfrog development, minimize urban sprawl, encourage efficient land use patterns.
Bamberger Ranch P-C Zone Plan (2011)	
Land Use	**Goal:** Explore land use characteristics for this area to help the city prepare for a regionally significant center and job and population growth in the area. **Actions:** Create land use characteristics that include interconnected network of walkable blocks, connect with existing streets, provide people with multiple transportation routes, mix of land uses, design standards, open space, a new TOD, and shortened commute times.
Transportation and Mobility	**Goal:** Work closely with MAG, UDOT, UTA in designing a grid network and preparing for a future transportation environment. **Actions:** Properly design land use near a future commuter rail stop to increase ridership and increase density and the value to the community. Allow for higher density mixed-use development around potential transit stations.

5.1.7 SANTAQUIN

Santaquin City General Plan (2014)	
Land Use	**Goal:** To enable higher density residential developments which support local retail establishments, promote a walkable community, support transit development and provide housing options for varying income levels and lifestyles. **Actions:** Provide design standards, utilize TDR's to increase densities for TODs. **Goal:** To establish a regionally significant commercial area which will include mixed use and transit-oriented developments. **Actions:** Lands within ½ mile of proposed commuter rail station should utilize transit oriented and mixed-use development, it should accommodate multi-modal transportation, walkability, automobile and mass transit user needs should be incorporated.
Transportation and Mobility	**Goal:** To have a balanced circulation system which provides for safe and efficient movement of vehicles and pedestrians. **Actions:** Ensure roadways have properly designed surfaces, allow for pedestrian connectivity between blocks, provide safe and convenient bicycle and pedestrian movement, minimize non-local and commercial traffic in residential neighborhoods. **Goal:** To cooperate appropriately with other public and private agencies in the provision of convenient public transportation services within Santaquin, and between Santaquin and other nearby destinations. **Actions:** Coordinate with MAG for long range planning efforts, ensure goals and policies of this plan are incorporated with appropriate agencies, become part of regional transportation districts, support regional initiatives like commuter rail, bus rapid transit. etc., plan for commuter rail stations within Santaquin and work on ROW preservation with UTA.
Economic Development	**Goal:** To be a crossroads for southern Utah County characterized by its agricultural heritage, good parks and recreation facilities, and a strong business tax base.

	Actions: Support all efforts to bring the proposed commuter rail line to Santaquin, establish development criteria, discourage leapfrog development, encourage highway service land uses along I-15 interchanges.
North Orchards Neighborhood Plan (Appendix D of Santaquin General Plan 2013)	
Transportation and Mobility	**Goal:** Improve transportation safety and connectivity in the area. **Goal:** Require dedication of corridor necessary for commuter rail.
South Interchange Neighborhood Plan (Appendix E of Santaquin General Plan 2013)	
Transportation and Mobility	**Goal:** Facilitate commuter rail expansion into the area



5.2 OTHER RELATED TRANSPORTATION PLANS

5.2.1 CENTRAL CORRIDOR TRANSIT STUDY (ONGOING)

Seven cities in Utah County, in collaboration with UTA, UDOT, and MAG have conducted a study to evaluate options for faster and more frequent high-capacity transit service between Lehi and Provo. The participating cities are Lehi, American Fork, Pleasant Grove, Lindon, Orem, Vineyard, and Provo.

The study is building on the foundation of previous planning and is one of multiple efforts to enhance transportation and mobility in this area. The study has evaluated ridership, travel times, land use, economics and costs for a range of alternatives which has led to the development of a Preferred Alternative. The study has recommended a Preferred Alternative that includes BRT from Lehi to Provo, similar to the Utah Valley Express (UVX). The study will be completed in January 2021.

5.2.2 UTAH COUNTY GRID STUDY (ONGOING)

The recently launched Utah County Grid Study, led by MAG, will refine MAG's regional highway grid network model using standards, guidelines and recommendations from data, research, and modeling. An optimized roadway network that includes street classifications and lane requirements will be produced. An online mapping tool will demonstrate how connectivity and access will compare for walking, biking, transit, and vehicles, based on their location. The study will include robust stakeholder and community outreach, and help partnering cities understand the benefits of implementing a robust grid network for Utah County to reduce wear on existing roadways and alleviate the strain of congestion as the region continues to grow.

5.2.3 PAYSON 800 SOUTH CORRIDOR STUDY (ONGOING)

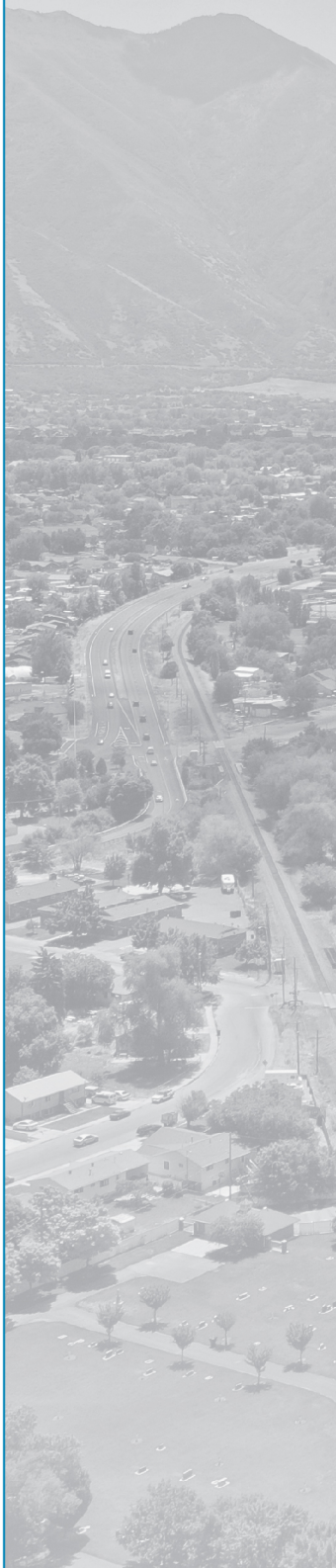
Payson City with support from MAG is launching (Fall/Winter 2020-2021) a corridor study to explore the feasibility of extending 800 South westward to better connect to 5600 West and West Mountain. This study will look at environmental impacts, roadway and creek crossing design, cross-section design, and the accommodation of transit and active transportation facilities. This project is slated to be completed in Summer 2021.

5.2.4 MAG TRANSPLAN50 RTP (2018)

The MAG RTP is a program of proposed projects that includes a series of capital-intensive roadway projects, transit improvements, and pedestrian/bicycle facilities needed over the next 30 years to serve the growing urban region of Utah County. Relevant projects are described in Chapter 2.

5.2.5 FUTURE OF FRONTRUNNER STUDY (2018)

The Future of FrontRunner Study is a long-range look at the UTA's FrontRunner commuter rail service. The study evaluated a broad range of FrontRunner improvement and expansion scenarios and used the results to identify the most effective scenario in terms of affordability, improved reliability, faster travel times, and additional service or a combination of incremental investments. Additional service includes improved



frequencies on the core systems between Provo, Salt Lake City, and Ogden as well as extension of service to Payson/Santaquin on the south end and Brigham City on the north end. The study analyzed five scenarios including a baseline scenario, a future low investment scenario, a future medium investment scenario, a future high investment scenario and a future high investment scenario with infill stations. Data on operating costs, diesel vs. electrification, travel time results, occupancy, double track feasibility, and other information was reported on.

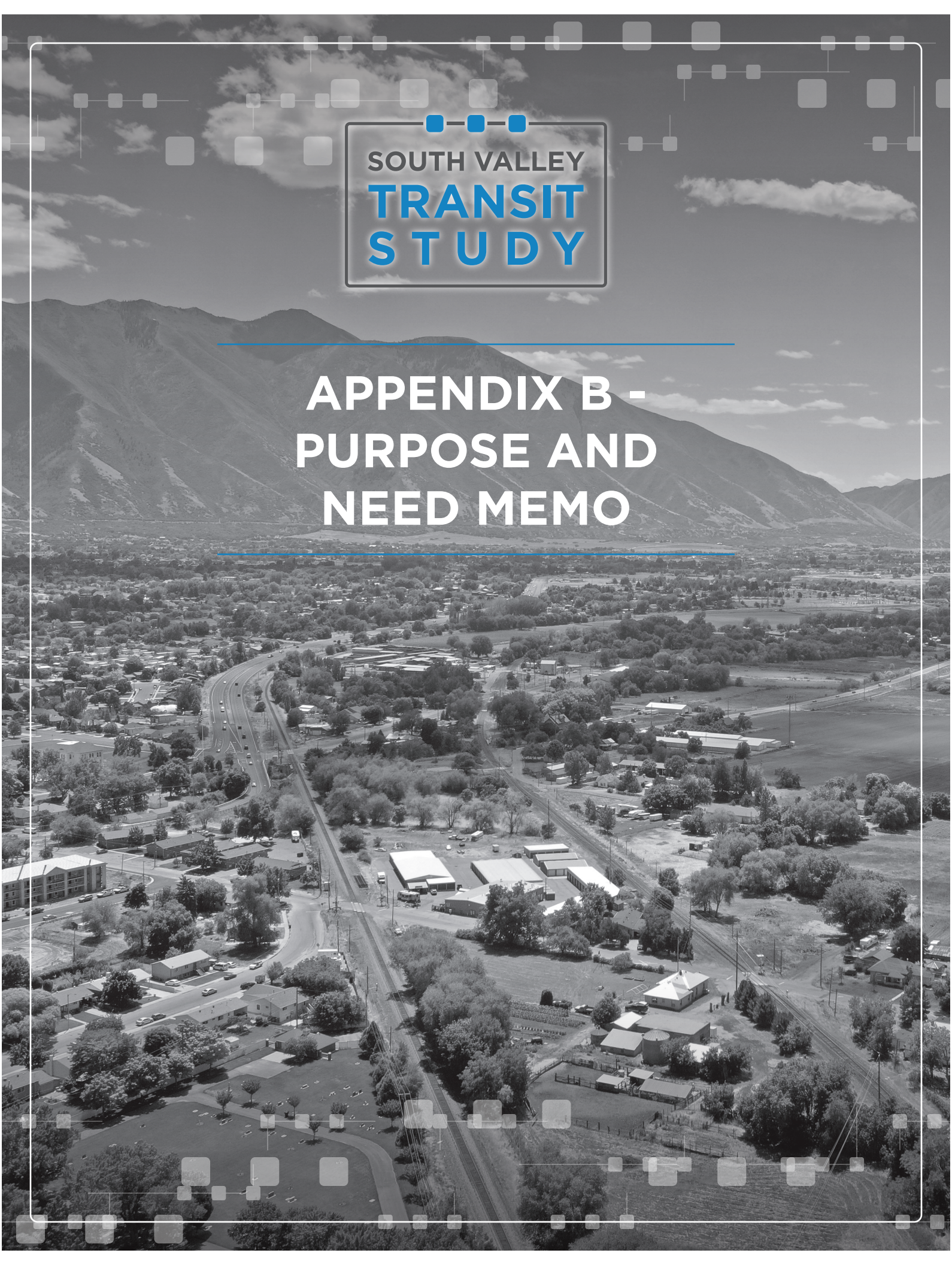
5.2.6 SANTAQUIN CORRIDOR TRAFFIC STUDY

The purpose of this project is to evaluate transportation needs in and around Santaquin, include:

- A review of the current and future interchanges and transportation network performance
- Update of the MAG regional travel demand model (TDM) to further understand how the rapid rate of development is impacting the timing of the transportation need.
- Alternatives analyses
- Improvement recommendations through 2050

SOUTH VALLEY
TRANSIT
STUDY

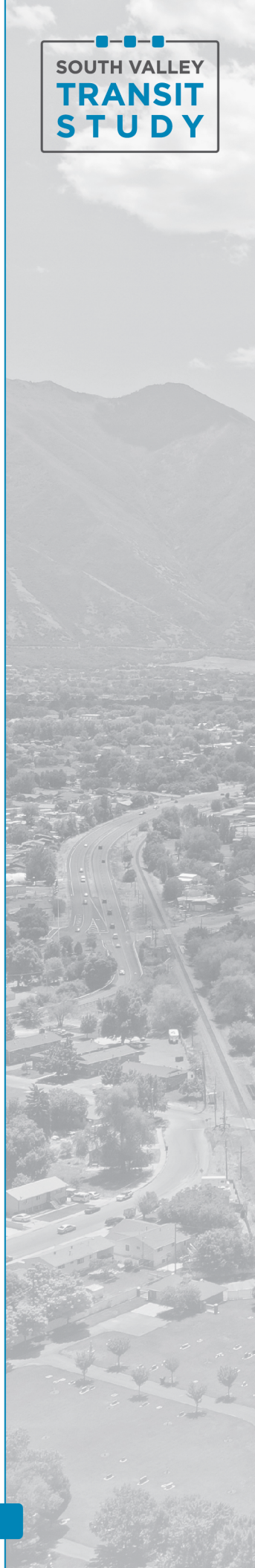
APPENDIX B - PURPOSE AND NEED MEMO



SOUTH VALLEY TRANSIT STUDY

Purpose and Need Memo

February 2021



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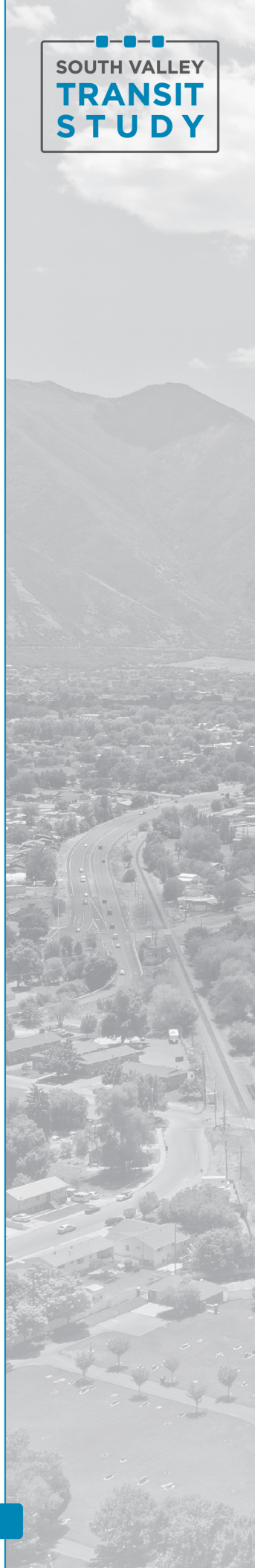
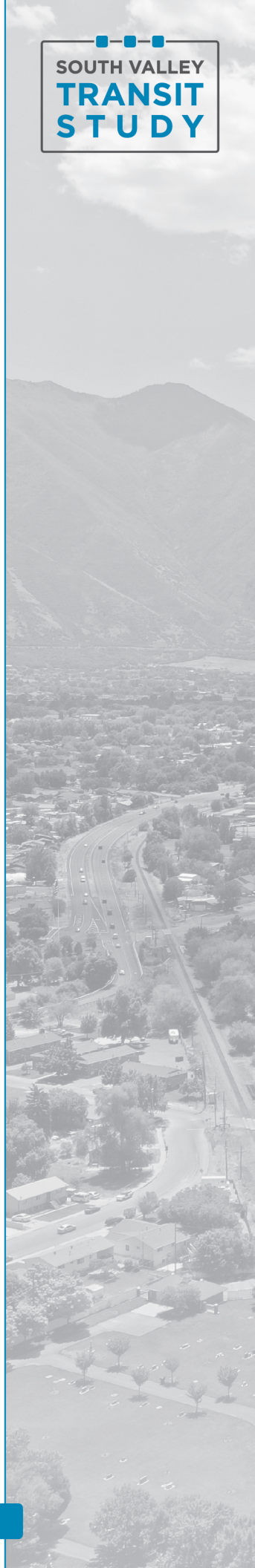


ACRONYMS AND ABBREVIATIONS

MAG	Mountainland Association of Governments
RTP	Regional Transportation Plan
UDOT	Utah Department of Transportation
UTA	Utah Transit Authority



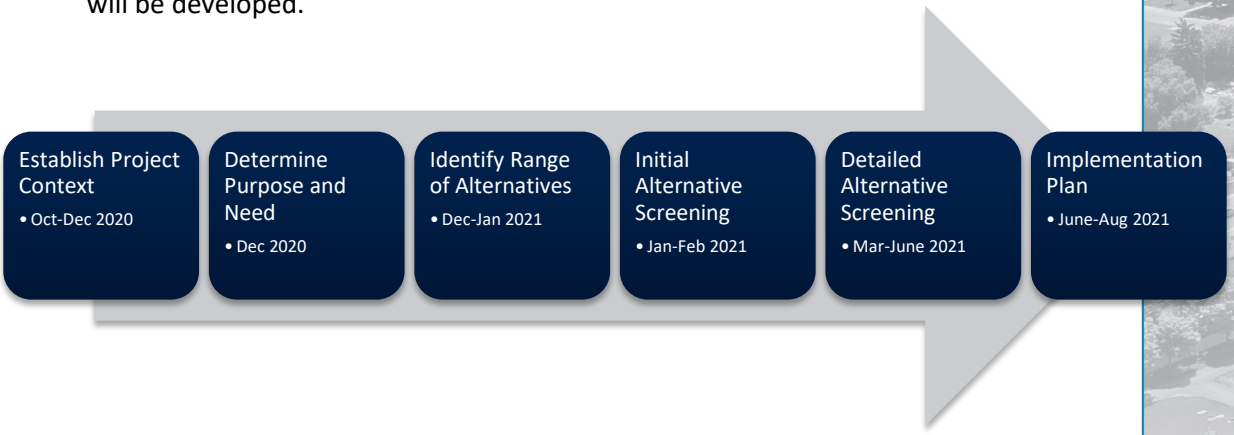
1. INTRODUCTION

1.1 Overview

The Cities of Provo, Springville, Mapleton, Spanish Fork, Salem, Payson, and Santaquin, in collaboration with Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), and Utah Department of Transportation (UDOT) have initiated a transit study to evaluate options for providing expanded regional transit service in the southern portion of Utah County, from Provo to Santaquin. The purpose of the study is to determine a Preferred Alternative that can be advanced into the next phase of project development – environmental study and preliminary engineering. The Preferred Alternative will identify the transit alignment (corridor and station locations to be served) and the transit mode (type of transit technology, e.g. commuter rail, bus rapid transit, etc.). Additional characteristics of the Preferred Alternative, including service frequency and other operating features will also be defined. In addition, near term investments and phased transit service options will be explored to bridge the gap between existing transit service and full implementation of the Preferred Alternative.

The study process consists of several distinct steps including (Figure 1):

- **Establish Project Context** – collecting data and documenting existing and future conditions within the study area.
- **Determine Purpose and Need** – investigating and documenting the Purpose and Need for the proposed project, i.e., why the project is being considered.
- **Identify Project Alternatives** – developing different ways the purpose and need for the project can be achieved.
- **Perform Initial Alternative Screening** – evaluating factors such as land use, economic development, transit ridership, capital and operating costs, community and environmental considerations, and public and stakeholder outreach to determine the best performing alternatives.
- **Conduct a Detailed Alternative Evaluation** – refining the remaining alternatives and evaluating in greater detail to inform the selection of the Preferred Alternative.
- **Develop Implementation Plan** – based on factors, such as ridership, cost, and funding strategies, potential phasing scenarios will be explored, and an implementation plan will be developed.



In addition to the steps outlined above, coordination and involvement with affected jurisdictions, stakeholders, and the public is an essential component of the study and will occur throughout the transit study process.

1.2 Regional Context

The Wasatch Front has experienced rapid urbanization and suburbanization in the last few decades as the area has grown. Topographical and other natural constraints limit the provision of regional north-south transportation corridors that serve the region. The major north-south regional transportation facilities include I-15 and FrontRunner commuter rail. I-15 in the primary north-south highway that links Utah County with the Wasatch Front and connects Utah to the surrounding intermountain region. FrontRunner runs roughly parallel to I-15 and serves regional destinations from Ogden in Weber County to Provo in Utah County.

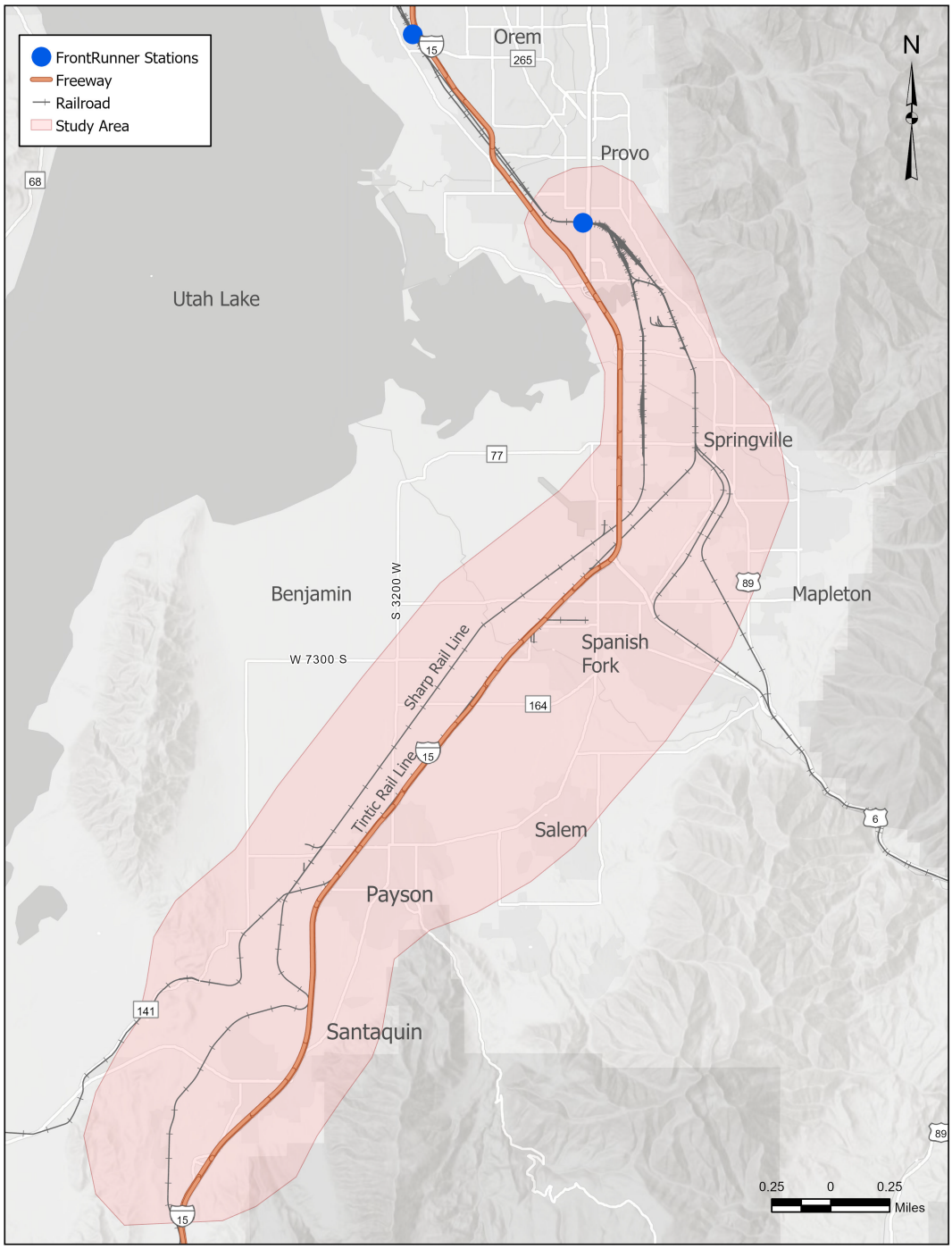
Robust growth is expected to continue along the Wasatch Front. Utah County, and in particular the southern portion of Utah County, is expected to grow more rapidly than other areas along the Wasatch Front. The southern portion of Utah County is connected regionally by I-15, the only freeway within Utah County. As is true for other areas along the Wasatch Front, expansion of transportation facilities to meet projected growth in south Utah County will be constrained due to topographical challenges due to mountains to the east and west, and Utah Lake, west of the study area as shown in Figure 2.

1.3 Study Area

Figure 2 illustrates the general study area for this effort. It spans from Provo to Santaquin in a north-south manner, generally following I-15 and the rail corridors east of I-15. This is a narrow area of study, located at the southern edge of Utah Lake and along the Wasatch Mountains, which form a natural area of constraint, particularly near Springville. This is important to note, as this constricts transportation connectivity options in this region of Utah County, forcing trips onto a limited number of routes. The primary communities of focus in this memo are Provo, Springville, Spanish Fork, Payson, and Santaquin. The communities of Mapleton and Salem are also discussed as adjacent communities that would be served by a future transit investment.

1.4 Memo Purpose

The purpose of this memorandum is to document the findings that support the definition of project Purpose and Need. The memo builds upon and highlights the review of existing and future conditions and coordination with project partners.


FrontRunner Stations
Freeway
Railroad
Study Area
N
Orem
Provo
Utah Lake
Springville
Benjamin
Mapleton
Spanish Fork
Sharp Rail Line
Tintic Rail Line
Salem
Payson
Santaquin
S 3200 W
W 7300 S
68
15
265
77
89
164
6
141
0.25 0 0.25
Miles

2. PURPOSE AND NEED DEVELOPMENT

A project's purpose statement defines the objectives to be achieved. A project's need describes the underlying problems or conditions that the project should address.

A project's Purpose and Need statement is the framework for identifying and evaluating alternatives.

If a major transit project seeks potential federal or state funding, a Purpose and Need statement is required under federal or state environmental regulations. The statement is used to help guide decisions about alternatives that should be considered and helps measure their performance.

The South Valley Transit Study Purpose and Need was developed through an iterative and collaborative process and informed by an understanding of the study area context (documented in the Existing and Future Conditions Memo) and ongoing agency coordination. A summary of the process is described in Figure 3, below.

Figure 3. Purpose and Need Development Process

3. PROJECT PURPOSE AND NEED

3.1 Project Need

3.1.1 Growth

Project need: Long-term population and employment growth in Utah County, and particularly south Utah County, is forecasted to be substantial, and as a result, will require additional and robust transit options to meet the forecasted travel demand.

Between now and 2020, population is forecasted to **more than double** from approximately 160,000 to 380,000, a 136 percent increase. Employment is also projected to grow rapidly from 77,000 to 165,000, a 111 percent increase. This percentage change in population and employment is larger than growth expected in Utah County as a whole, and substantially larger than other counties along the Wasatch Front.

Table 1 presents growth expectations. As is true for other areas along the Wasatch Front, expansion of transportation facilities to meet projected growth in south Utah County will be constrained due to topographical challenges due to mountains to the east and west, and Utah Lake, west of the study area.

Table 1. Population and Employment Growth

	Population			Employment		
	2020	2050	% change	2020	2050	% change
State of Utah[1]	3,325,425	5,017,232	**51%**	2,163,867	3,214,743	**49%**
Salt Lake County[1]	1,181,471	1,531,282	**30%**	970,805	1,341,790	**38%**
Davis County[1]	364,813	493,263	**35%**	197,304	289,191	**47%**
Utah County[1]	**679,188**	**1,297,515**	**91%**	**375,334**	**689,992**	**84%**
South Utah County Study Area[2]	**161,174**	**381,917**	**136%**	**77,600**	**164,069**	**111%**

[1]Kem C. Gardner Policy Institute;[2] WFRC MAG Travel Demand Model

3.1.2 Roadway and Congestion

Project need: Roadway congestion is increasing on I-15 and major arterials in south Utah County, affecting reliability for vehicles.

Total trips will more than double between now (approximately 640,000 total trips) and 2050 (approximately 1,660,000 trips) and will create additional travel demand. This is generally attributed to the high growth anticipated in south Utah County, combined with subsequent socioeconomic changes that will increase the working age population.

Even with buildout of the regional arterial network, new core bus service, and expansion of I-15, the roadway system will struggle to handle the increased travel needs (Figure 4). Planned projects, such as a crossing over Provo Bay, will help alleviate some congestion along the Springville chokepoint; however, roadways in the study area, particularly I-15, US-6, SR 198 in Spanish Fork, and Main Street in Payson, are constrained and approaching capacity in the 2050 PM peak.

Project need: Major roadways facilities that connect communities along the study area to each other and the region are limited. Physical constraints and topography limit opportunities to expand the existing roadway infrastructure.

Of particular concern is the chokepoint in Springville. MAG's TransPlan50 notes that traffic volumes in this area are forecast to increase from 134,000 vehicles per day in 2015 to 318,000 vehicles per day in 2050. Transportation solutions are limited in this area due to Provo Bay, wetlands, and the Wasatch Mountains. As mentioned above, a planned crossing of Provo Bay helps alleviate some congestion along this chokepoint; however, both the Provo Bay crossing and I-15 in this area are constrained and near capacity in the 2050 PM peak (Figure 4).

Thus, additional travel options are warranted. Modeling was conducted for the Regional Transportation Plan (RTP) on new facilities (e.g., various interchange improvements, I-15 widening between Payson and Santaquin, a grade separated Hwy 6 at Spanish Fork), with the greatest need identified for additional north-south travel choices, east and south of the lake.

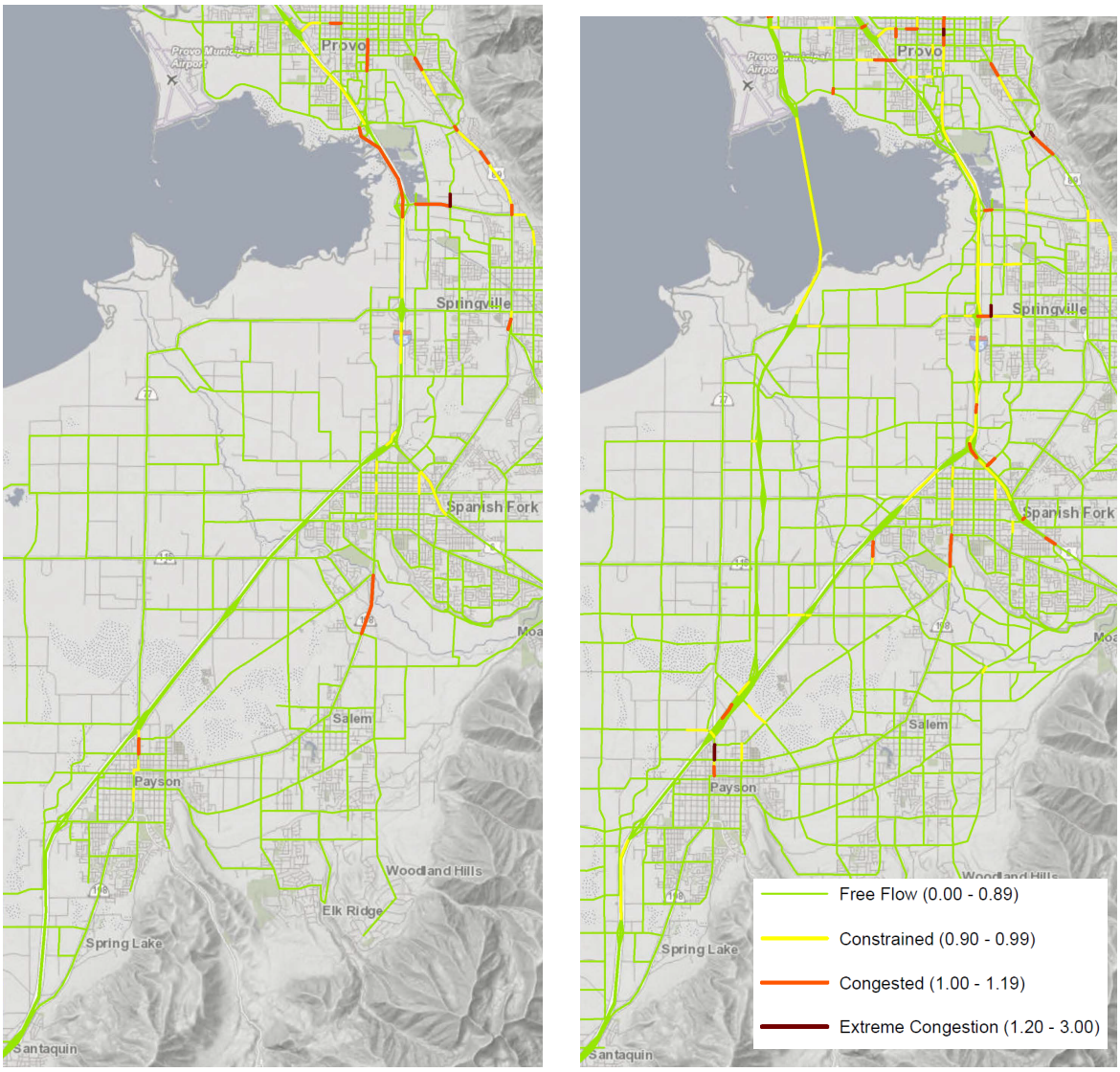


Figure 4. 2015 Congestion (left); 2050 Congestion (Source: WFRC/MAG Travel Demand Model 8.3.1 [May 2020]

3.1.3 Transit Options

Project need: Limited regional north-south high-capacity transit options exist to meet existing and future transportation travel demands, particularly for home-based work travel, in south Utah County.

Compared to travel patterns in north Utah County, travel patterns in south Utah County[1], especially those for commuting purposes, are more regional in nature and cover longer distances.

Approximately half of home-based work trips in both 2019 and 2050 (49% and 53% respectively) also have both trip ends in south Utah County (Table 2). However, a larger share of work-based trips have a trip end in north Utah County and Salt Lake County compared to all trips. This pattern is similar in 2019 and 2050, with the notable difference of a higher share of home-based work trips with a trip end in Salt Lake County in 2050 compared to 2019. In addition, 2018 American Community Survey (U.S. Census) data reveals that the largest shares of workers from south Utah County are employed in Provo (16%), Orem (12%), Lehi (8%), Salt Lake City (7%), and American Fork (5%).

Existing transit trips are limited in 2019, however the largest share of transit trips that originate in South Utah County are going to north Utah County (62%) and the remaining trips are split between south Utah County and Salt Lake County (15% and 21%, respectively).

Transit trips increase over six-fold from 2019 to 2050. This is likely due to the substantive increase in transit service envisioned in the MAG RTP. It is notable that **these transit trips are regional in nature**, with 74% of all transit trips in 2050 leaving south Utah County and ending in north Utah County (55%) or Salt Lake County (19%).

Project need: Transit trips, particularly for home-based work travel, now and forecasted for 2050, are *longer* than non-transit trips.

The average transit trip length for trips starting in south Utah County **is approximately 20 miles**, both now and also projected for 2050 (Table 3). More than half of the destinations for transit trips originating in south Utah County are in north Utah County, with the remaining transit trips split between Salt Lake County and south Utah County. This pattern remains similar for now and projected for 2050 and indicates the regional nature of these transit trips.

[1] For purposes of making observations of travel in south Utah County, the geographic split between north and south Utah County was made at the southern boundary of Provo.

Table 2. Travel Demand Summary

	Trips to South Utah County		Trips to North Utah County		Trips to Salt Lake County		Total
	# of trips	% of total	# of trips	% of total	# of trips	% of total	
2019							
All Trips	480,399	75%	135,466	21%	15,747	2%	636,423
Home Based Work Trips	48,244	49%	43,141	44%	7,000	7%	98,916
Transit Trips	233	15%	976	62%	337	21%	1,578
2050							
All Trips	1,342,253	81%	241,019	15%	50,953	3%	1,659,980
Home Based Work Trips	144,722	53%	91,602	33%	30,589	11%	274,887
Transit Trips	2,375	23%	5,765	55%	1,995	19%	10,233

Table 3. Trip Length (miles)

	Trips to South Utah County	Trips to North Utah County	Trips to Salt Lake County	All Trips
2019				
All Average Trip Length	3.20	16.99	50.08	7.72
Home Based Work Average Trip Length	5.36	15.80	49.98	13.29
Average Transit Trip Length[1]	3.82	14.27	54.12	22.42
2050				
All Average Trip Length	3.63	15.46	49.12	7.35
Home Based Work Average Trip Length	5.70	17.55	49.07	15.39
Average Transit Trip Length[1]	3.93	14.04	49.83	19.55

[1] Transit distance used the same distance matrix as all trips so it does not exactly match routing people might have taken for their trips but maintains a consistent metric across scenarios since a comparable transit distance matrix is not available.

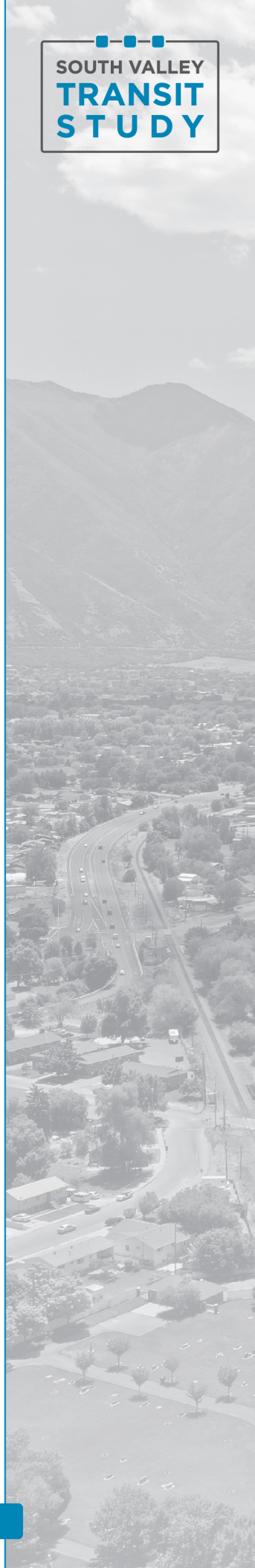
3.1.4 Local and Regional Planning

Project need: Local and regional plans call for increased residential, commercial, and employment center development located in nodes served by regional transit. Local and regional future land use plans would not be adequately served by the existing transit network.

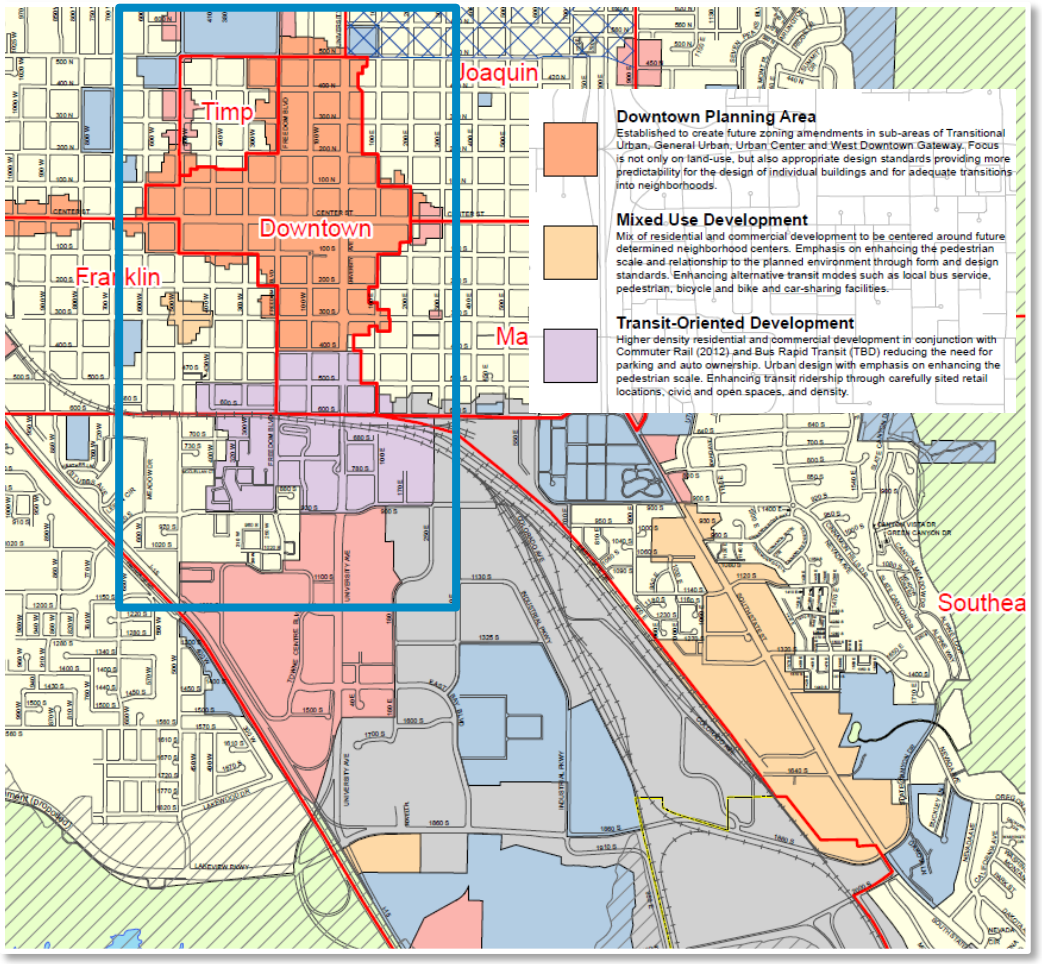
Each local community in Utah is required to develop a general plan, which provides the necessary direction to plan for and accommodate future development. The general plan outlines a community's goals and policies with relation to physical, social, economic, and environmental issues. It allows a community to evolve in the future in a way that supports and enhances the amenities and services of the community, its quality of life, and available opportunities for residents.

To that end, the major communities in south Utah County – Provo, Springville, Spanish Fork, Payson and Santaquin – have been planning future growth around the presence of a regional transit corridor to support commuter travel choices to points north, understanding the limitations of I-15 and other surface transportation options to accommodate future travel demand.

This is shown in each General Plan in various manners, many of which include proposed ideal regional transit station locations, surrounded by community core, mixed use, urban residential, and/or transit-oriented development land use/zoning designations.



Provo: The City has identified two districts for the highest intensity mixed-use development: Downtown and the TOD district just south of Downtown (Figure 5). The City is looking to increase redevelopment and infill to meet demand, as the City has limited open land for greenfield development.



Springville: The Springville General Plan prioritizes redevelopment and infill growth in the City's downtown, which will continue to be a walkable, mixed use district including employment, retail, high-density residential and civic uses. The Westfields Community Plan (2002) envisions transit-oriented uses and a transit center along the Tintic Rail Line, just west of the Village Center Figure 6).

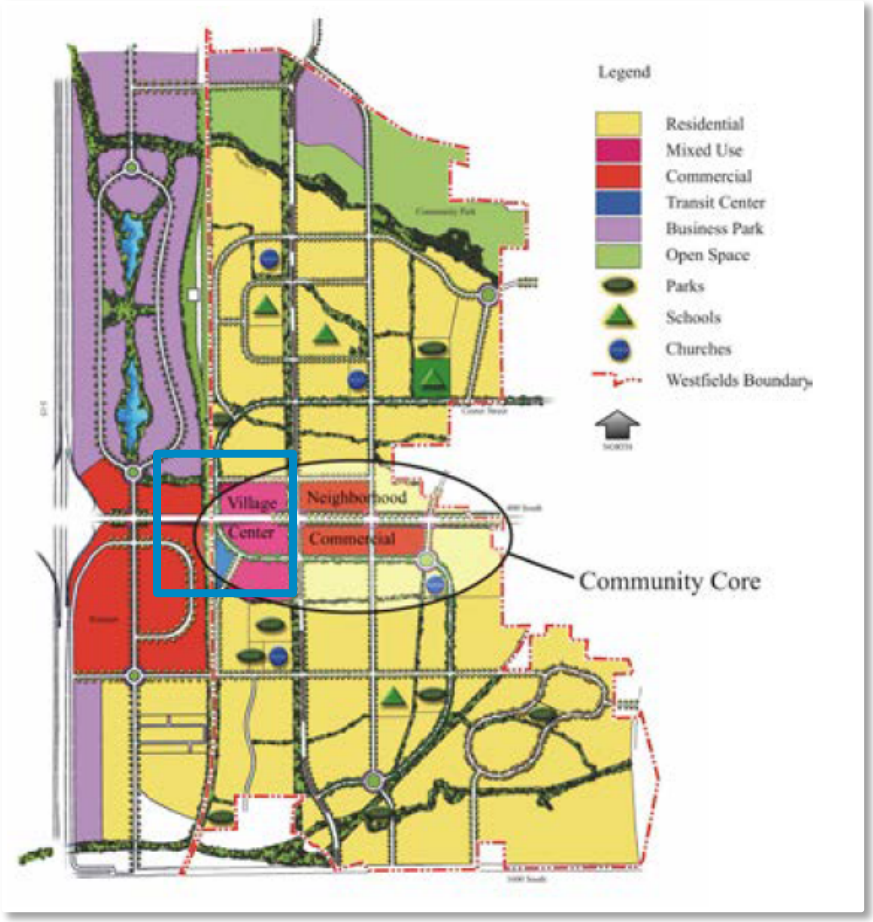
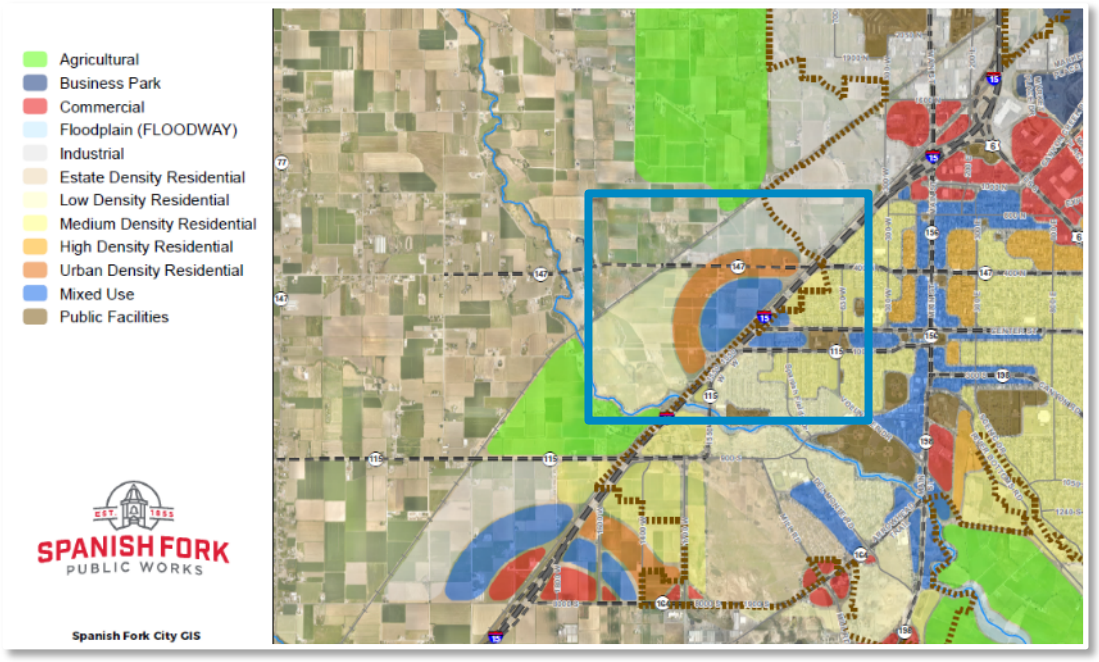


Figure 6. Springville General Plan Land Uses (Village Center/Community Core highlighted)

Spanish Fork: The Spanish Fork General Plan identifies an area just west of the I-15 corridor at Center Street where the City expects mixed use development in conjunction with urban density residential, and the City intends to create an area plan to promote the development of a transit-oriented development district surrounding the planned Center Street I-15 interchange (Figure 7). Similarly, the General Plan identifies another new center, with mixed use, commercial, and urban density residential uses, located at the southwest corner of the City, along both sides of the I-15 corridor.



Payson: Payson City's recently updated General Plan map (2020) anticipates much of the City's growth will be single family residential, expanding and annexing to the west of I-15. Payson's General Plan update includes two Transit Oriented Development Nodes along the 1-15 corridor, positioning the City for increased mixed-use development in these potential future station areas (Figure 8). The Northern TOD district is along 1-15 at a future interchange north of Bamberger Road. This node of expected to include the MTECH and UVU campuses. The Southern TOD district is along 1-15 at the W 800 S interchange.

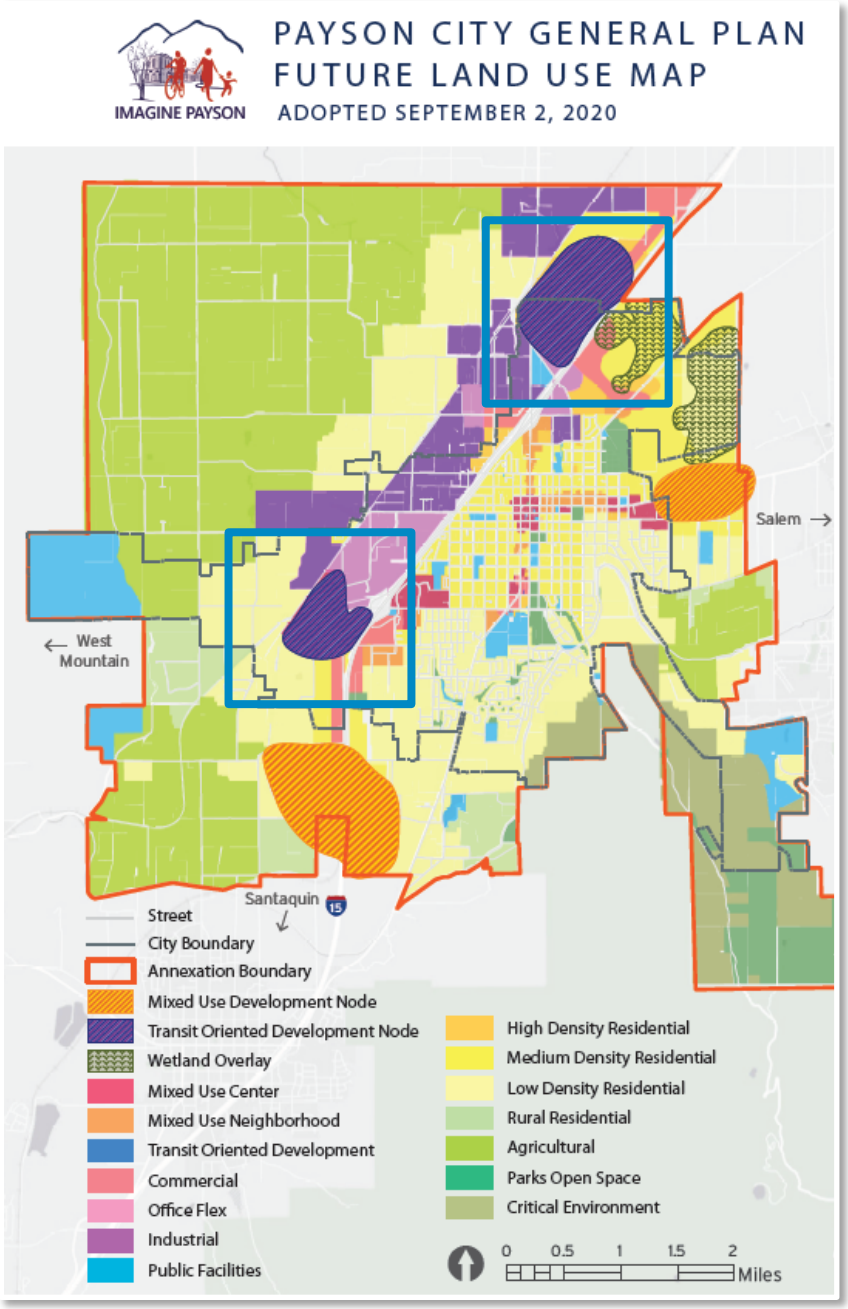
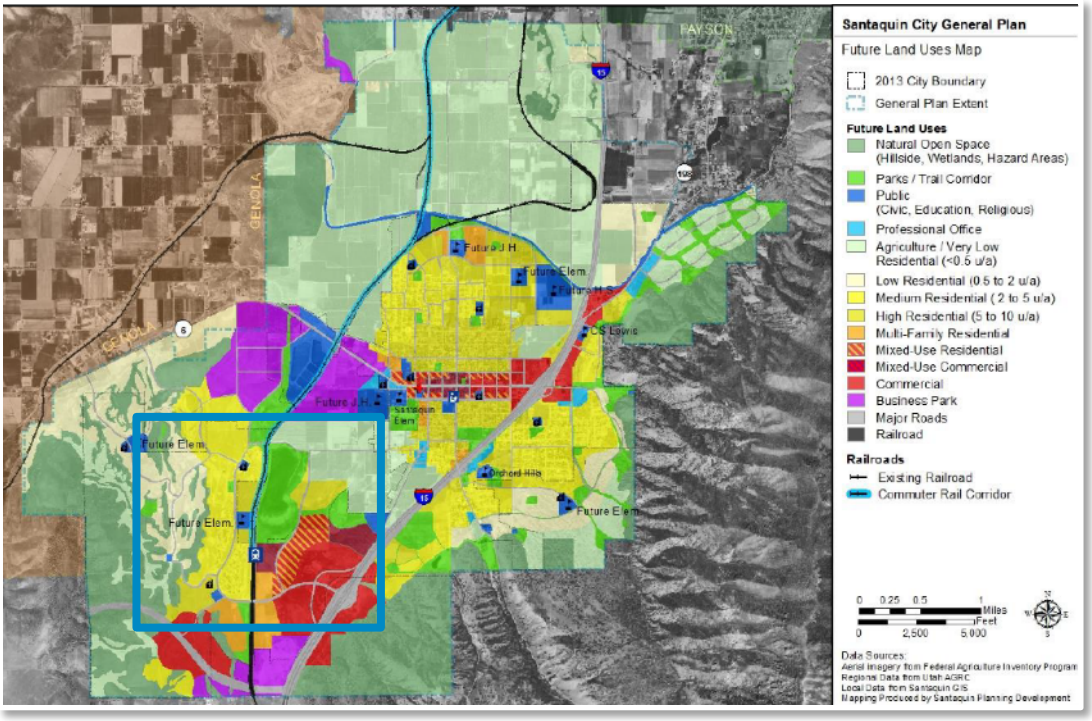


Figure 8. Payson General Plan Land Uses (with TOD nodes highlighted)

Santaquin: Santaquin expects a full range of uses for future growth. Residential growth will be significant, and the City prioritizes infill and contiguous growth to make best use of existing infrastructure and avoid leap-frog developments. The General Plan anticipates a mix of uses to serve the city, including commercial, business parks, agriculture, and mixed-use residential and mixed-use commercial. Compact, mixed use development is planned for the central downtown corridor and for a large area in the southwest portion of the City (Figure 9).

Santaquin owns a 35-acre site adjacent to I-15 at exit 242 with plans for a transit-served district. The location could serve as a park and ride facility for commuters from as far south as Fillmore. The City is interested in this area developing with destinations for agricultural tourism and high-tech agricultural opportunities.



Project need: Local plans have anticipated future transit service based on regional planning and have developed land use plans around these future transit investments to catalyze economic development and employment opportunities. Transit-supportive zoning and/or overlays have been established in nearly all communities in the study area.

In addition to organizing a land use plan around future land uses, most communities have also introduced more specific land use or zoning categories around future anticipated regional transit service locations to catalyze new and infill development that is compatible transit usage and may increase potential ridership.

3.1.5 Project Partner Interests

Project need: Communities in the study area are experiencing substantial development pressure and have expressed a unified interest in providing alternatives to driving (particularly for commuting trips), reducing trips on I-15, and providing a transit investment that also spurs transit-oriented land uses and economic development.

Obtaining widespread community consensus and support is critical for the success of any major transportation investment. Listening to what each community wants, and understanding their transportation needs to meet future mobility problems is important. This project seeks to be proactive in planning for the best solution for the problems presented in the corridor.

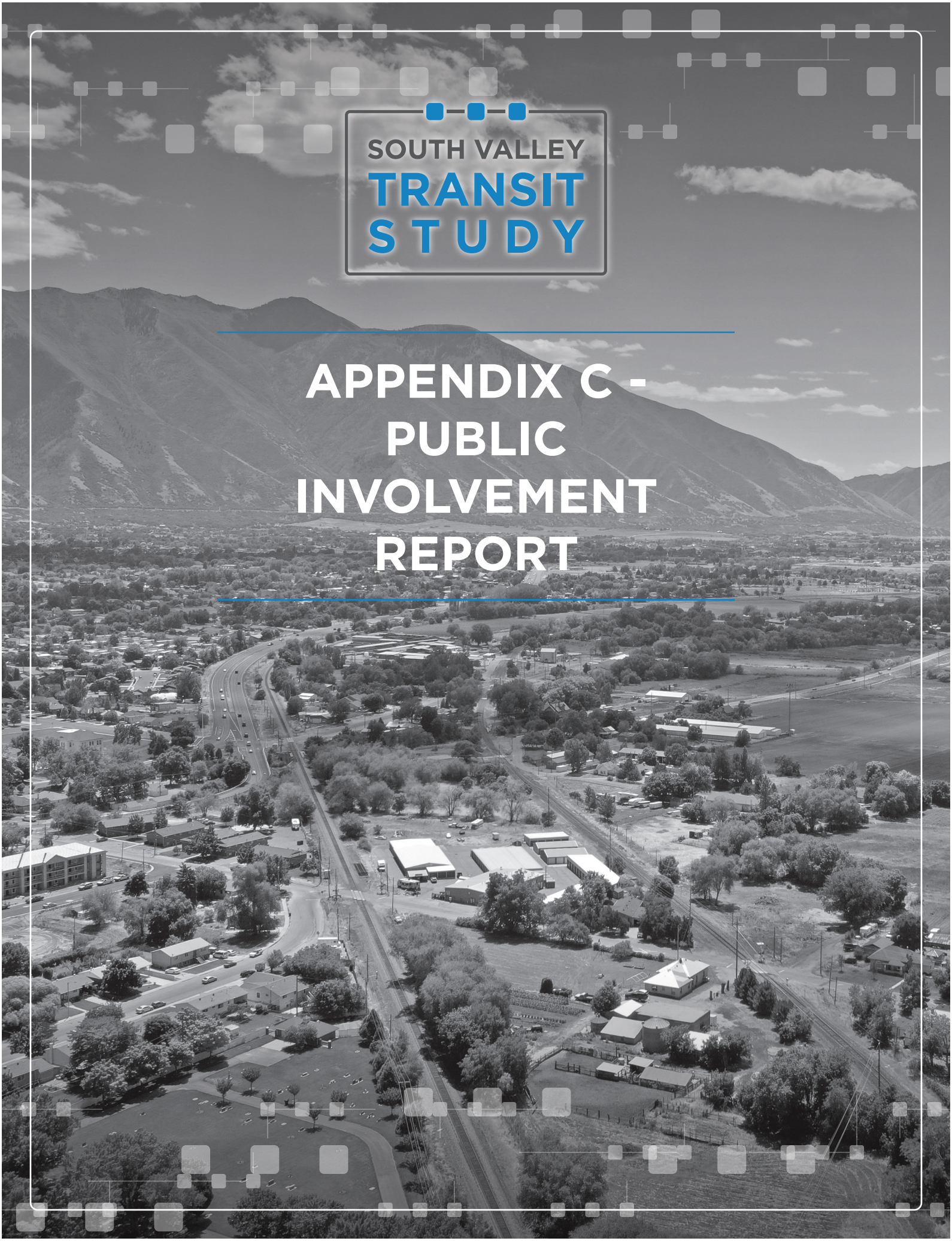
3.2 Project Purpose

Based on the identification of needs in the study area, and the iterative process described in Figure 3, the following purpose statements describe the objectives to be achieved by this project.

The project purpose is to:

- **Support the transportation demands of population and employment growth in southern Utah County.**
- **Provide efficient regional transit service in the project corridor between Provo and Santaquin.**
- **Support adopted regional plans and local plans and policies.**
- **Enhance economic development in the corridor by improving access to and connections between existing and planned employment and key activity centers.**

In addition, and while not fundamental to the purpose, project partners seek a project that is a fiscally responsible capital and operations investment.



APPENDIX C - PUBLIC INVOLVEMENT REPORT

SOUTH VALLEY TRANSIT STUDY

PUBLIC INVOLVEMENT REPORT

PREPARED BY HORROCKS ENGINEERS

DECEMBER 2021

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Public Involvement Summary

The following report highlights all outreach and public engagement efforts from the beginning of the South Valley Transit Study in January 2021 through November 2021. Public comments, feedback, dialogue, and outreach data help provide context, drive strategic thinking, and center community needs in the planning process.

Public engagement occurred around three key study milestones: purpose and need, alternative analysis and draft Locally Preferred Alternative. A variety of engagement tools were utilized to ensure a representative and broad spectrum of stakeholder feedback.

Objectives

The engagement objectives determined at the start of the study were:

- Inform the public about the study; provide education on transit and options
- Gather input to better understand the public's priorities for public transit
- Gather public recommendations for incorporation into the alternatives and implementation plan

Stakeholder Outreach

COLLATERAL

(See Appendix A: Collateral)

The following collateral materials were created to support the study effort: event contact cards, study maps, giveaway signage, punchboard stickers, alternative boards, posters for UTA busses, and outdoor signage for key UTA bus stops.

ENGAGEMENT EVENTS

The public engagement team found great success in attending community events. At each of the events the public was provided study information and asked to provide feedback on the current phase of the study. Engagement activities included:

- Provo Bike to Work Day
- Springville Art City Days
- Provo Freedom Festival
- Spanish Fork Fiesta Days
- Utah County Fair
- Santaquin Orchard Days
- Provo Farmers Market
- Festival Latino Americano

SOCIAL MEDIA

(See Appendix B: Social Media)

To advertise and drive stakeholder engagement and comments, social media packages were provided to study partners and participating cities. In total, 27 posts were shared via Facebook, Instagram and Twitter from all seven participating cities as well as from UTA.

UTA Posts

- Total UTA posts: 8
- Number of Comments: 39
- Number of Shares/Retweets: 59
- Number of Likes: 262

Stakeholder Posts

- Total Stakeholder Posts: 19
- Number of Comments: 102
- Number of Shares/Retweets: 103
- Number of Likes: 495

HOTLINE

(See Appendix C: Hotline Log)

A dedicated project hotline was created to allow stakeholders the opportunity to reach out to a member of the study team via phone with any questions or concerns. This hotline was included on all outreach materials, including collateral, website, event materials, etc. Twenty-four inbound and outbound calls were documented.

EMAIL

(See Appendix D: Email Summary)

The study team coordinated the creation of a UTA based email account. Forty-seven inbound and outbound messages were received. Most email comments were supportive of expanding FrontRunner to south Utah County. Many mentioned the growth happening in the area and the need to expand mobility options to meet that demand. A few comments mentioned dissatisfaction with only extending FrontRunner to Payson and not completely to Santaquin.

PUBLIC MEETING

(See Appendix E: Public Meeting Report)

An online public meeting was held via Zoom on Thursday, Oct. 21, from 6 to 7 p.m. The meeting was used to provide an overview of the study and allow the public to ask questions and receive answers from the project team in “real-time.” Forty-seven people attended the online public meeting.

WEBSITE

(See Appendix F: Google Analytics)

A project website was built to create an online information source for the project. During the study, the website was used to:

- Describe the study and share findings as alternatives were identified and advanced
- Collect stakeholder comments through interactive comment maps and surveys
- Provide public access to study reports and presentations
- Advertise communication channels the public could use to connect with the study team

During the study, the website received 13,146 pageviews and averaged about1,200 pageviews per month. The site received its highest number of views in October. Other noteworthy website analytics include:

- 5,599 users
- 6,930 sessions
- 1.90 pages per session

Stakeholder Feedback

PURPOSE AND NEED SURVEY

(See Appendix G: Purpose and Need Survey Results)

There were 130 surveys completed related to the study purpose and need. The survey was available on the study website between February and June. Notable findings from survey respondents are below.

- 60 percent of respondents strongly agreed with the Purpose and Need statement.
- 28 percent of respondents agreed with the Purpose and Need statement.
- 53 percent of respondents strongly agreed with the initial range of transit options.
- 33 percent of respondents agreed with the initial range of transit options.
- 81 percent of respondents learned about the study through social media.
- Survey respondents were mostly white (84%), male (60%) and had an annual household income of $100,000 and $149,9999 (27%).

DETAILED ALTERNATIVE SURVEY

(See Appendix H: Detailed Alternative Survey Results)

There were 411 surveys completed related to the Detailed Alternatives presented. A link to the survey was provided on outreach materials provided at public events and embedded on the study website. A breakdown of survey responses is provided below:

- Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service.

- Want to see high quality development at station areas, including business and commercial opportunities, in addition to housing.
- Strong support for FrontRunner to serve the coming growth and commuting needs; support for all stations (Springville, Payson, Spanish Fork, and Santaquin).
- Need more localized service (providing more frequent service to existing development on the east side of I-15) via local bus, express bus, or BRT to serve additional destinations and connect to future FrontRunner service.
- Support for BRT/express bus/local use to complement FrontRunner.
- Opposition for transit in south Utah County was expressed (small percentage of overall comments). Primarily that it isn't needed, no one will use it, waste of money, etc.

GIS COMMENT MAP

(See Appendix I: GIS Comment Report)

There were 464 comments received from March to November using a GIS based comment map on the study website. The map and content were updated during each phase of the study and comments have been categorized as relating to purpose and need, initial evaluation, detailed evaluation and locally preferred alternative.

Purpose and Need

Comments received showed strong support for rail or bus rapid transit as the preferred modes. Many comments provided route and stop suggestions along Main Street in Springville, near Market Place Drive in Spanish Fork, at the School for the Deaf and Blind and 800 South in Payson. Preference was shown for transit operating in exclusive corridors. Suggestions were made for incorporating multimodal improvements at stop locations and rail crossings.

Initial Evaluation

Many comments received voiced support for the expansion of transit to Santaquin. There were mentions made of a need to develop transit connections to Eagle Mountain, Saratoga Springs and Vineyard. Comments also made requests for facilities and vehicles that are ADA accessible.

Detailed Evaluation

Comments received during the detailed evaluation were strongly supportive of the expansion of FrontRunner to south Utah County and beyond. Several comments called out expanding FrontRunner to St. George specifically. Concerns were raised regarding speed and frequency with suggestions to double track the expansion.

Locally Preferred Alternative

Station design and location were the focus of many comments received during the Locally Preferred Alternative phase. Many comments mentioned modeling the Springville Station in the style of the Springville Depot. There were several comments in support of a station at 800 South in Payson. Additional suggestions were provided to include capacity upgrades to nearby streets to address increased traffic demand in the area. Requests were made to consider how pedestrians and bicyclists

would access stop locations that are far from city centers. There were several suggestions to tie stop locations to already established TOD's.

Advisory Groups

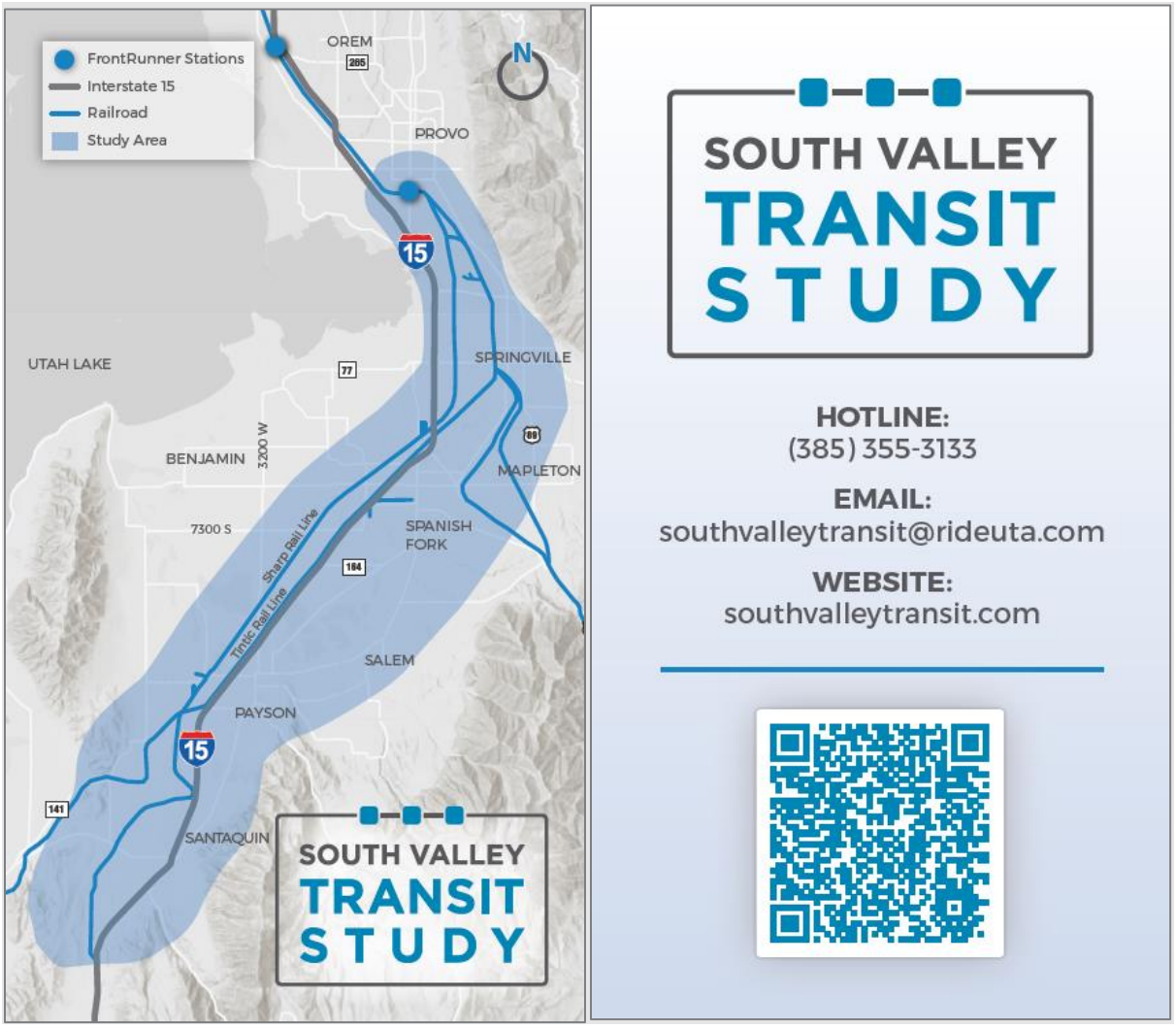
Project partners and cities in the study area were engaged throughout the study process through the formation of an Executive Committee and Technical Advisory Committee (TAC). The TAC was composed of technical planning and/or engineering staff from each agency and the Executive Committee were comprised of Mayor/Policymakers and/or City Managers who provided guidance throughout the process and made decisions at key milestones. The following agencies were engaged:

- UDOT
- UTA
- MAG
- Provo City
- Springville City
- Spanish Fork City
- Payson City
- Santaquin City
- Mapleton City
- Salem City

The following meetings were held throughout the study:

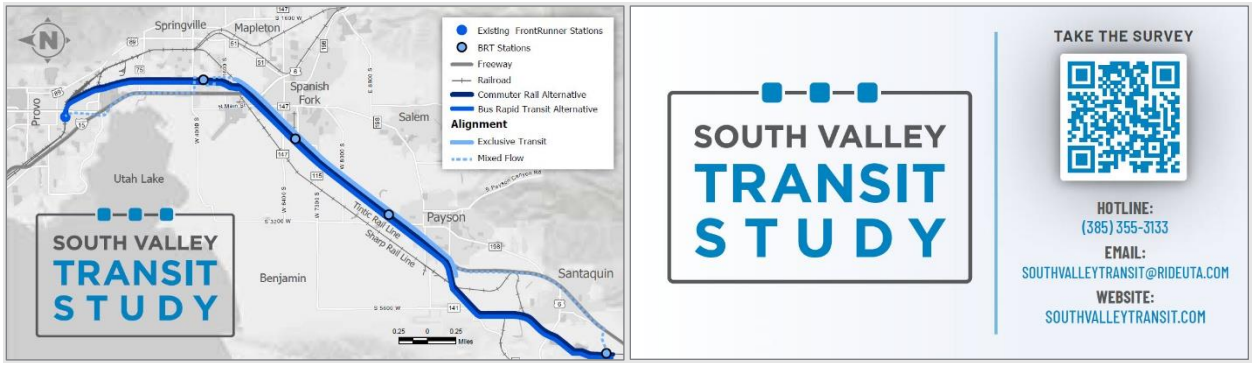
- Transit Study Kickoff (Meeting #1) – Combined Executive Committee and TAC meeting held November 17, 2020
- Purpose and Need and Evaluation Process (Meeting #2) – Combined Executive Committee and TAC meeting held January 12, 2021
- Initial Alternative Evaluation (Meeting #3) – TAC held meeting on March 3, 2021 and Executive Committee held meeting on March 11, 2021
- Detailed Alternative Evaluation and Locally Preferred Alternative Recommendation (Meeting #4) – Combined Executive Committee and TAC meeting held September 14, 2021
- Study Wrap Up and Implementation Next Steps (Meeting #5) – Combined Executive Committee and TAC meeting held November 9, 2021

Appendix A: Collateral

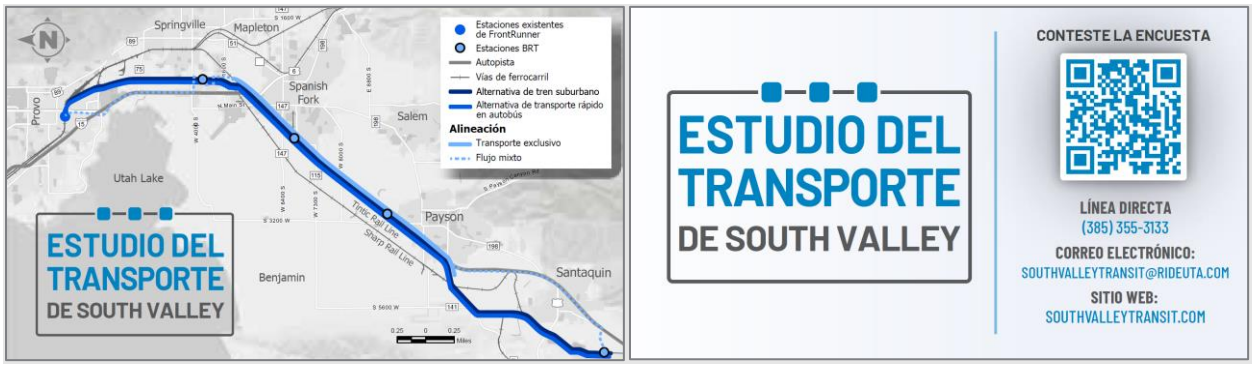


EVENT CONTACT CARD

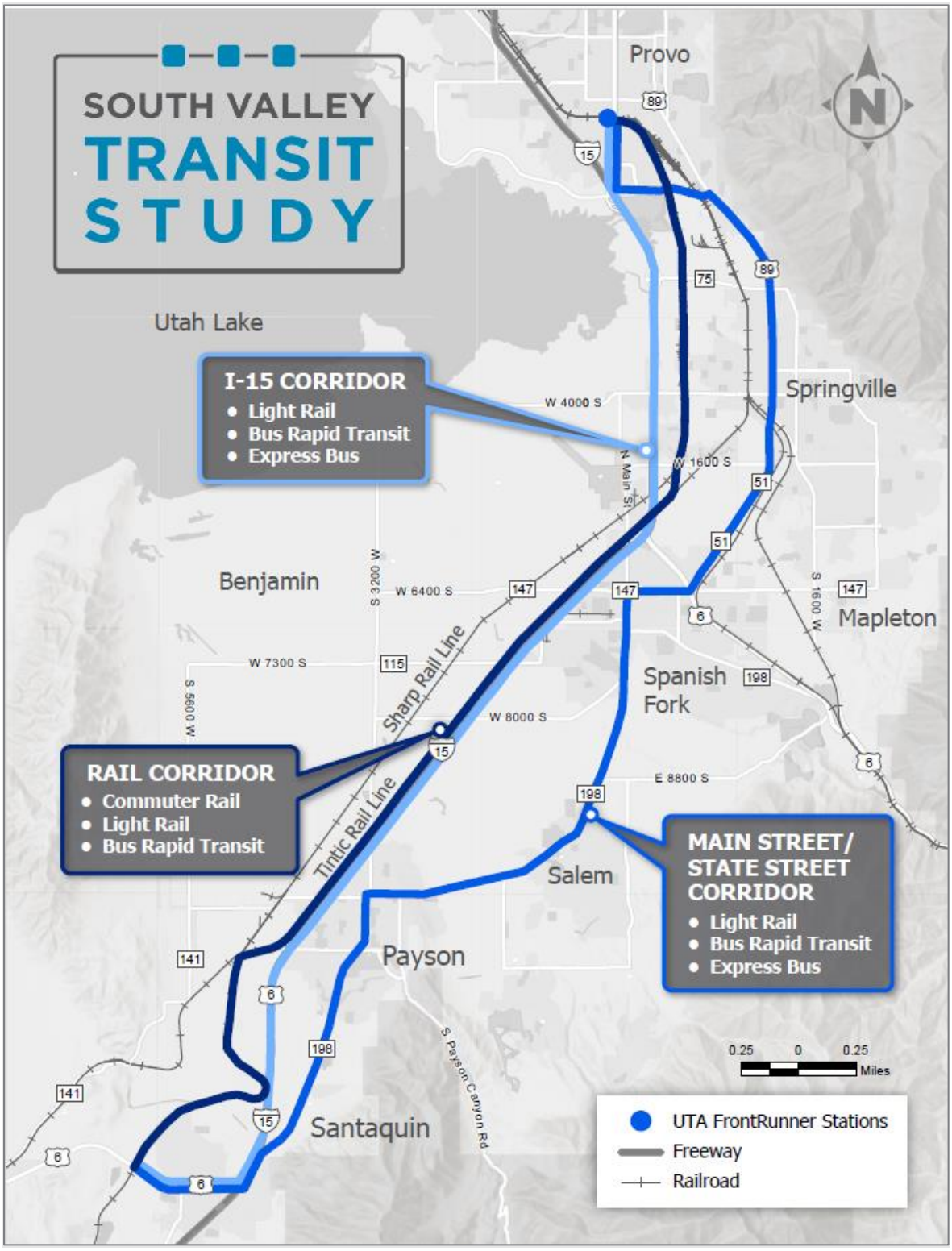
English



Spanish



STUDY MAPS


SOUTH VALLEY
TRANSIT
STUDY
Provo
Utah Lake
Springville
Benjamin
Spanish Fork
Mapleton
Salem
Payson
Santaquin
I-15 CORRIDOR
• Light Rail
• Bus Rapid Transit
• Express Bus
RAIL CORRIDOR
• Commuter Rail
• Light Rail
• Bus Rapid Transit
MAIN STREET/ STATE STREET CORRIDOR
• Light Rail
• Bus Rapid Transit
• Express Bus
Sharp Rail Line
Tintic Rail Line
W 4000 S
W 1600 S
W 6400 S
W 7300 S
W 8000 S
E 8800 S
S 3200 W
S 5600 W
S 1600 W
N Main St
S Payson Canyon Rd
0.25 0 0.25
Miles
UTA FrontRunner Stations
Freeway
Railroad


Commuter rail
Express bus
Provo
Springville
Utah Lake
Benjamin
Spanish Fork
Salem
Payson
Santaquin
N

COMMUNITY EVENT SIGNAGE


SOUTH VALLEY
TRANSIT
STUDY
GIVEAWAY
WIN $50 TO MAGLEBY'S
How To Enter
Participants must submit a response to the Purpose and Need survey or leave a comment on the interactive map at southvalleytransit.com.
SCAN ME
southvalleytransit.com
In order to qualify, all survey responses and comments need to be submitted by June 13, 2021.


SOUTH VALLEY
TRANSIT
STUDY
GIVEAWAY
at
America's Freedom Festival at Provo
HOW TO ENTER
Scan the QR code below to leave a comment and your contact information on the interactive map.
SCAN ME
You could win a prize from any of the following companies!
UTA
taste.
Sodalicious
chip
MOZZ
WAFFLE LOVE
Hruska's HOLACHES
Guru's

SOUTH VALLEY TRANSIT STUDY

GIVEAWAY

at

Spanish Fork Fiesta Days

Share your input for a chance to win a $50 gift card to Two Jack's Pizza in Spanish Fork.

SCAN ME

TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.

*Participants must provide contact information along with their comment. The giveaway will close **Sunday, July 25** and the winner will be notified via email on **Monday, July 26**. Only one entry per individual.*

UTA

SOUTH VALLEY TRANSIT STUDY

GIVEAWAY

at

Santaquin Orchard Days

Share your input for a prize and a chance to win a $50 gift card to Maracas Mexican Grill.

SCAN ME

TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.

*Participants must provide contact information along with their comment. The giveaway will close **Sunday, Aug. 8**, and the winner will be notified via email on **Monday, Aug. 9**. Only one entry per individual.*

UTA

SOUTH VALLEY TRANSIT STUDY

GIVEAWAY

at the

Utah County Fair

Share your input for a prize and a chance to win a $50 gift card to Glade's Drive Inn.

SCAN ME

TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.

*Participants must provide contact information along with their comment. The giveaway will close **Saturday, Aug. 7**, and the winner will be notified via email on **Monday, Aug. 9**. Only one entry per individual.*

UTA

SOUTH VALLEY TRANSIT STUDY

GIVEAWAY

at

the Provo Farmer's Market

Share your input for a chance to win a $50 voucher to the Provo Farmer's Market.

SCAN ME

TO PARTICIPATE:

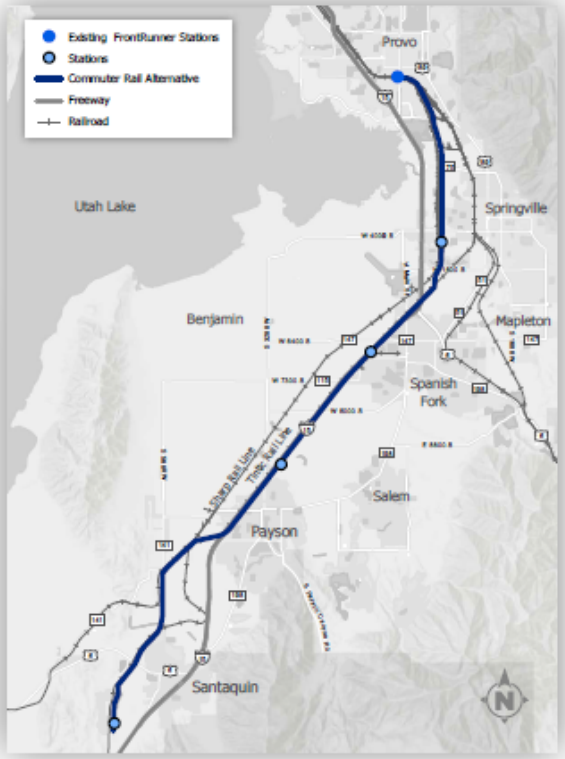
Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map. If you use SNAP benefits, indicate this on your feedback and your entry will count twice!

*Participants must provide contact information along with their comment. The giveaway will close **Sunday, Aug. 22,** and the winner will be notified via email on **Monday, Aug. 23**. Only one entry per individual.*

UTA

SOUTH VALLEY TRANSIT STUDY

COMMUTER RAIL



SCAN ME TO TAKE THE SURVEY:

COMMUTER RAIL ALTERNATIVE STATISTICS

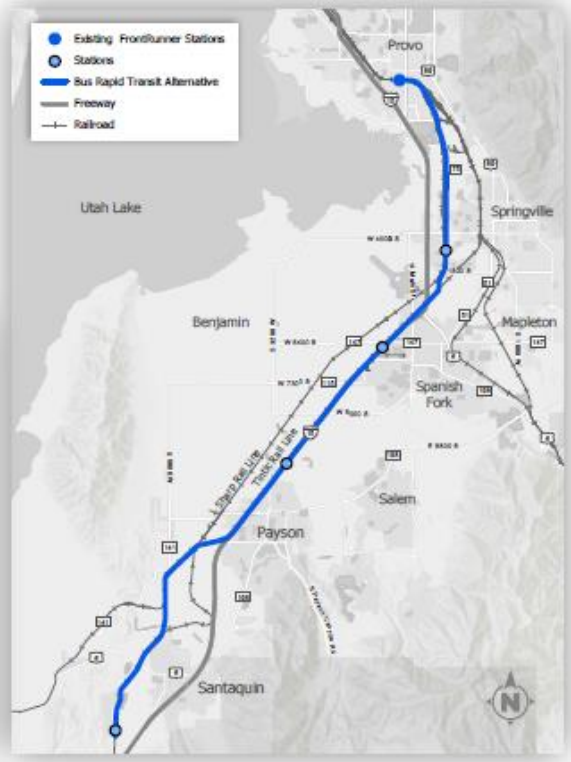
TRANSIT TRAVEL TIMES	TRANSIT RELIABILITY	TRANSIT RIDERSHIP	CAPITAL COST (2026 DOLLARS)	YEARLY OPERATION AND MAINTENANCE COSTS (2026 DOLLARS)	RETURN ON INVESTMENT (COST/RIDER)
	✓✓✓		$$		

CONTACT US

385-355-3133 southvalleytransit@rideuta.com southvalleytransit.com

SOUTH VALLEY TRANSIT STUDY

BUS RAPID TRANSIT (BRT)



SCAN ME TO TAKE THE SURVEY:

BRT ALTERNATIVE STATISTICS

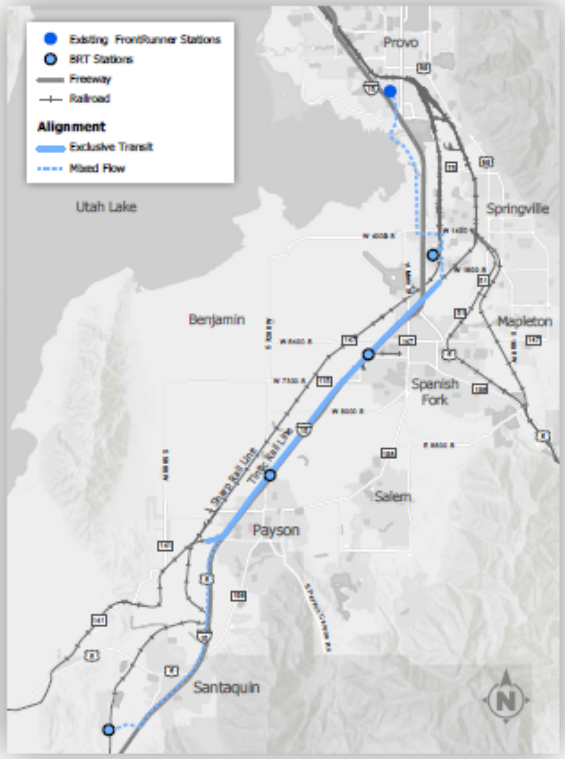
TRANSIT TRAVEL TIMES	TRANSIT RELIABILITY	TRANSIT RIDERSHIP	CAPITAL COST (2026 DOLLARS)	YEARLY OPERATION AND MAINTENANCE COSTS (2026 DOLLARS)	RETURN ON INVESTMENT (COST/RIDER)
	✓✓✓		$$$		

CONTACT US

385-355-3133 southvalleytransit@rideuta.com southvalleytransit.com

SOUTH VALLEY TRANSIT STUDY

BUS RAPID TRANSIT (BRT) MIXED FLOW



SCAN ME TO TAKE THE SURVEY:

BRT OPTIONAL ALTERNATIVE STATISTICS

TRANSIT TRAVEL TIMES	TRANSIT RELIABILITY	TRANSIT RIDERSHIP	CAPITAL COST (2026 DOLLARS)	YEARLY OPERATION AND MAINTENANCE COSTS (2026 DOLLARS)	RETURN ON INVESTMENT (COST/RIDER)

CONTACT US

385-355-3133 southvalleytransit@rideuta.com southvalleytransit.com

On-board Signage

ESTUDIO DEL TRANSPORTE DE SOUTH VALLEY

SE SOLICITA LA OPINIÓN DEL PÚBLICO

Su opinión importa. El estudio del transporte de South Valley ha identificado una alternativa preferida en la región, que incluye ampliar el tren suburbano de Provo a Payson y agregar un servicio de autobús exprés de Payson a Santaquin.

Participe en la reunión virtual pública el **martes, 19 de octubre, de 6 p. m. a 7 p. m.**, para obtener más información sobre la alternativa preferida en la región, e interactúe en una sesión en vivo de preguntas y respuestas. Visite el sitio web de South Valley para conocer los detalles de la reunión.

COMUNÍQUESE CON NOSOTROS

ESCANEE
PARA MÁS INFORMACIÓN:

385-355-3133

southvalleytransit@rideuta.com

www.southvalleytransit.com

SOUTH VALLEY TRANSIT STUDY

PUBLIC INPUT NEEDED

Your opinion matters. The South Valley Transit Study team has identified a Locally Preferred Alternative that includes extending commuter rail from Provo to Payson and adding express bus service from Payson to Santaquin.

CONTACT US

SCAN FOR MORE INFO

385-355-3133

southvalleytransit@rideuta.com

www.southvalleytransit.com

UTA

PUNCH BOARD STICKERS

SOUTH VALLEY TRANSIT STUDY

GIVEAWAY

at

Festival Latinoamericano in Provo

Share your input for a chance to win prizes from UTA and other great Utah County businesses.

SCAN ME TO TAKE THE SURVEY

WAYS TO PARTICIPATE:

1. Scan the QR Code and complete the survey for the study. Take a screenshot of the confirmation and share the photo with a study representative.
2. Fill out a written survey at the booth and give it to a study representative.

Participants must provide contact information along with their comment. Only one prize per person.

ESTUDIO DEL TRANSPORTE DE SOUTH VALLEY

SORTEO

en el

Festival Latinoamericano in Provo

Comparta su opinión para tener la oportunidad de ganar premios de UTA y de otras grandes empresas del condado de Utah.

ESCANEE PARA CONTESTAR LA ENCUESTA

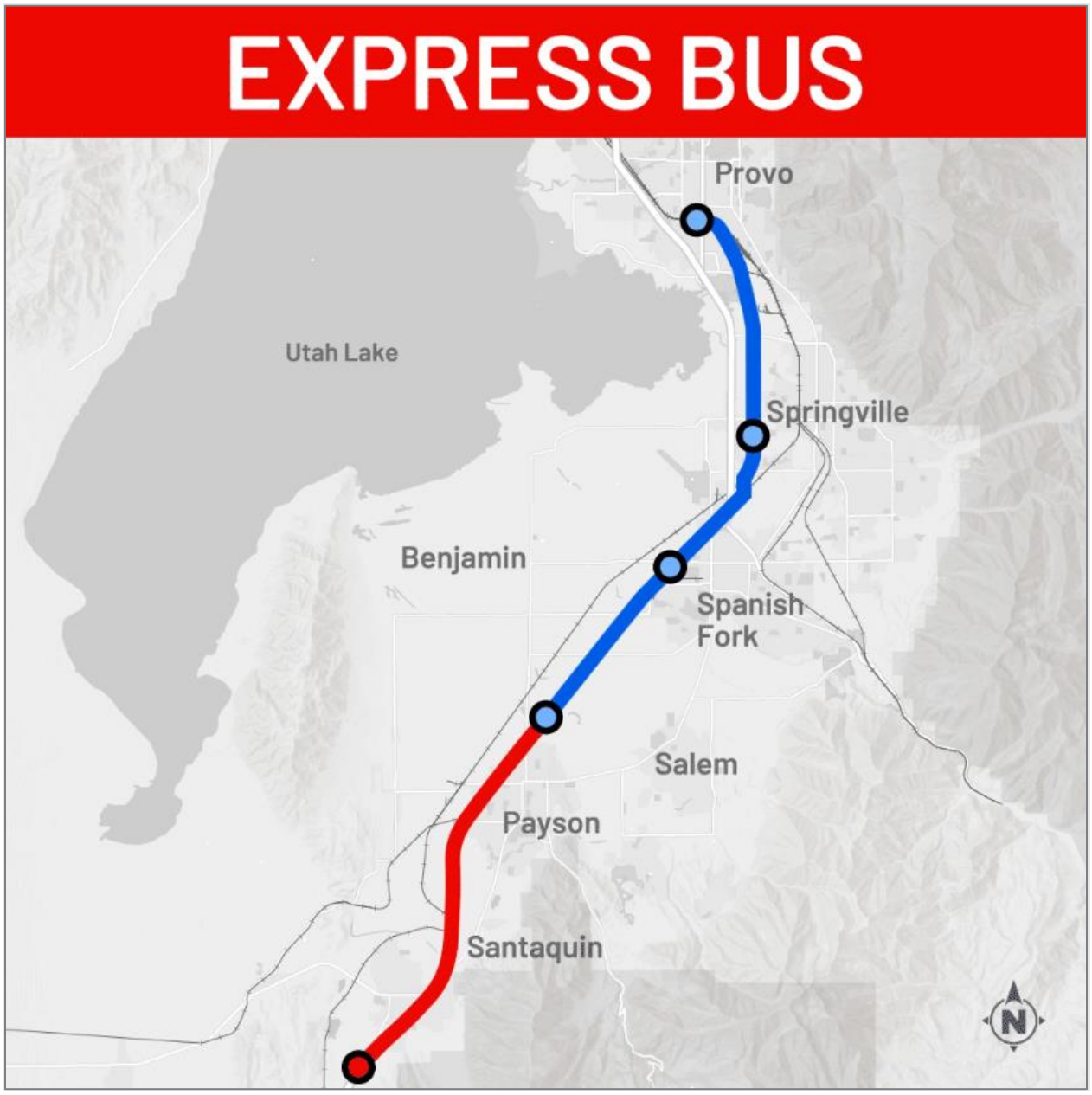
FORMAS DE PARTICIPAR:

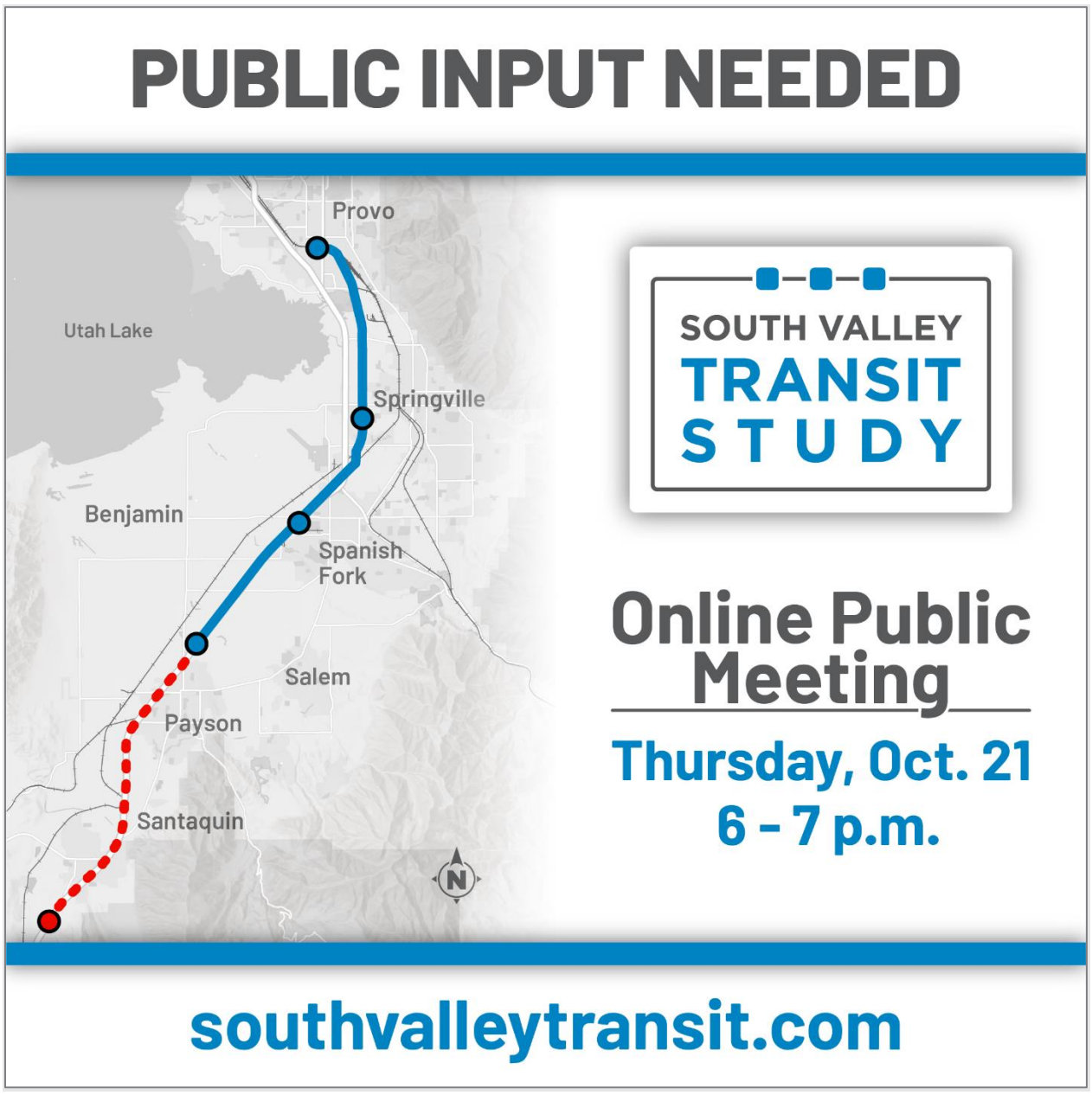
1. Escanee el código QR y conteste la encuesta del estudio. Haga una captura de pantalla de la confirmación y comparta la imagen con un representante del estudio.
2. Conteste una encuesta escrita en el quiosco y entréguelo a un representante del estudio.

Los participantes deben proporcionar información de contacto junto con su comentario. Un solo premio por persona.

UTA

SOCIAL MEDIA VISUALS




PUBLIC INPUT NEEDED
Provo
Utah Lake
Springville
Benjamin
Spanish Fork
Salem
Payson
Santaquin
N
SOUTH VALLEY
TRANSIT
STUDY
Online Public Meeting
Thursday, Oct. 21
6 - 7 p.m.
southvalleytransit.com

Appendix B: Social Media

UTA Social Media

Social Channel	Date Posted	Visual & Topic	Number of Comments (Facebook and Twitter)	Number of Shares/Retweets	Number of Likes
UTA Facebook	4/20/2021	Google Maps Image - Take a survey link attached	1	1	3
UTA Facebook	10/14/2021	Public Input Needed flyer - public meeting	37	46	81
UTA Twitter	10/14/2021	Public Input Needed flyer - public meeting	1	7	18
UTA Instagram	10/14/2021	Map - public meeting			150
UTA Twitter (Retweet fr	10/18/2021	Public Input Needed flyer - public meeting			
UTA Twitter	10/21/2021	Public Input Needed flyer - public meeting	0	5	10
UTA Twitter (Retweet fr	10/20/2021	Public Input Needed flyer - public meeting			
UTA Twitter (Retweet fr	10/27/2021	Logo - Comment period			
		Total UTA posts	Total	Total	Total
		8	39	59	262

Stakeholder Social Media

Stakeholder Name	Date Posted	Visual & Topic	Social Platform	Number of Comments (Facebook and Twitter)	Number of Shares/Retweets	Number of Likes
Springville City	3/18/2021	Study Cover Page - Share your feedback	Facebook	8	2	35
Santaquin City	4/5/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	4	11
Payson, Utah	4/14/2021	Study Cover Page - Share Feedback	Facebook	3	4	9
Santaquin City	4/16/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	2	1	14
Santaquin City	4/22/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	8	6
Santaquin City	4/29/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	0	5
Santaquin City	5/6/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	1	2
Payson, Utah	5/6/2021	Study Cover Page - Share Feedback	Facebook	0	3	7
Santaquin City	5/18/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	1	0	1
Provo City, Utah	10/14/2021	Public Input Needed flyer - public meeting	Facebook	6	12	39
Springville City	10/18/2021	Public Input Needed flyer with map - public meeting	Facebook	11	23	65
Provo City, Utah	10/18/2021	Public Input Needed flyer - public meeting	Twitter	0	4	11
Santaquin City	10/18/2021	Public Input Needed flyer - public meeting	Facebook	0	3	4
Santaquin City	10/18/2021	Public Input Needed flyer - public meeting	Instagram			9
Provo City, Utah	10/18/2021	Public Input Needed flyer with map - public meeting	Facebook	0	9	6
Payson, Utah	10/19/2021	Public Input Needed flyer with map - public meeting	Facebook	0	3	14
Provo City, Utah	10/20/2021	Public Input Needed flyer with map - public meeting reminder	Facebook	0	0	4
Provo City, Utah	10/20/2021	Public Input Needed flyer - public meeting	Twitter	0	4	7
Santaquin City	10/20/2021	Public Input Needed flyer - public meeting	Facebook	0	0	0
Santaquin City	10/20/2021	Public Input Needed flyer - public meeting	Instagram			13
Spanish Fork City	10/20/2021	Map- public meeting	Facebook	56	30	188
Santaquin City	10/21/2021	Map - public comments	Facebook	0	0	0
Santaquin City	10/21/2021	Map - public meeting	Instagram			19
Santaquin City	10/26/2021	Map - public comments	Facebook	0	1	0
Santaquin City	10/26/2021	Map- public comments	Instagram			9
Provo City, Utah	10/27/2021	Map image - Provide feedback information	Facebook	28	11	102
Provo City, Utah	10/27/2021	Logo - Comment period	Twitter	0	3	4
			Total Stakeholder Posts	Total	Total	Total
			19	102	103	495

Appendix C: Hotline Log

Date	Inbound/Outbound	Comment
3/16/2021	Inbound	Katie W. received a hotline call on March 16 at 3:46 p.m. from a transit user calling about the possibility of extending transit to Nephi. Katie explained the study constraints to the caller.
4/16/2021	Inbound	Katie W. received a hotline call on April 16 from a member of the Santaquin Planning Commission. She said she had seen materials the city sent out regarding the study but it only provided a phone number for contact and no web address. She was interested in seeing the details of the study and wanted to know overall project timeline. Katie W. gave her the project website address.
11/14/2021	Inbound	Missed call from 801-225-1516.
11/15/2021	Outbound	Macey called back 801-225-1516 and left a message for the caller asking them to call back the hotline or visit the study website.
10/14/2021	Inbound	Liz took the call while working on the line. The caller was calling in response to a recent survey. She wanted to voice her desire for the Front Runner line to extend to Payson. She believes it will be efficient and economically beneficial for the Wasatch Front to connect end to end with the Front Runner; the sooner the better to keep up with the current rapid growth.
10/15/2021	Outbound	10/15/2021 9:30 a.m. Macey called back the number. The man had called because he was curious about what time the buses run but he got it worked out. Macey explained that his hotline number is for a transit study that is taking place to extend FrontRunner and express bus further south. The man said he was kicked off the bus for having an e-cigarette along with another passenger. He said he is worried they will not let him back on the bus anymore. Macey explained again that she is not with UTA but encouraged him to contact a UTA representative who would be able to help him. Macey gave him the UTA customer service line (801-743-3882).
10/15/2021	Inbound	Katie W. received a hotline call on Oct. 15, at 10:45 a.m. from a man wanting to know the details of the online public meeting. Katie provided him with the web URL and let him know he could register online and receive more study information there.
10/15/2021	Inbound	Katie W. received a hotline call on Oct. 15, from Paul Shuman who was calling in support of extending FrontRunner to Payson. He lives in Santaquin and FrontRunner would be a huge benefit to him.
10/15/2021	Inbound	Blaine Murray called the hotline on Oct. 15 at 3:24 p.m. and left a voicemail. He was calling in reference to the expansion of FrontRunner to Payson. He was wondering why it has taken so long. He said he felt the trains would be full everyday. His suggestion was to get it done and get it done fast.

10/16/2021	Outbound	Katie W. returned the hotline call on Oct. 16 at 9:31 a.m. Blaine answered and Katie let him know that his call and support had been documented
10/18/2021	Inbound	Katie W. received a hotline call on Oct. 18, at 7:43 a.m. from Jeff Boyak. He called to express his support of the study and extension of FrontRunner. He said that he has no access to vehicle transportation and the extension to Springville would be helpful in his mobility. He wanted to know where the stops would be and Katie let him know that hadn't been determined yet.
10/21/2021	Inbound	Missed call no voicemail.
10/21/2021	Outbound	Macey called and left a voicemail asking them to call back the study hotline.
10/21/2021	Inbound	A man called and asked how to log onto the public meeting at 7 p.m. tonight. Macey explained that the public meeting was going on right now and it began at 6 p.m. The man said he was sad he misread the information. Macey explained that a recording of the meeting would be posted on the website at southvalleytransit.com. The man went to the website. Macey said that there were ways to comment that were outlined on the website as well. He said that was great.
10/23/2021	Inbound	An anonymous caller to ask what time the bus comes. Macey explained that this was a phone number for a transit study taking place. The caller apologized and said he would look up the times online.
10/28/2021	Inbound	Missed call: Hi, my name is Bradley court and I don't think I left any specific comments on the website. I really like the South Valley transit area, even though I live in Sandy Utah. I have lived in Provo just earlier this year and I am interested in seeing a rail go all the way to Pace and I think that would be nice on I have for example, I have friends and Spring Ville that would I'm sure benefit from having the commuter rail they're use it once in a while. And paste it would be nice and I don't think I I left any you you don't remember leaving any comments on form...
10/29/2021	Outbound	Macey called back the phone number (208-346-1849) and a recording stated, "this number cannot receive calls at this time."
10/28/2021	Inbound	Katie W. received a hotline call on Oct. 28, at 4:02 p.m. from Karina Rabadan (801-762-7897). She lives in Pleasant Grove and is supportive of the study and the planned extension of Front Runner and Express Bus from Provo to Santaquin. She uses transit and thinks that it would be easier to get to Spanish Fork by train. She thinks the decision to extend the train to Payson is good because up until Payson is populated.
11/2/2021	Inbound	Debbie called the hotline at 9:15 am on 11/02/21 and left the following voicemail: Hi, I think that they should um extend the commuter rail and uh my name is Debbie.

11/6/2021	Inbound	Katie W. received a hotline call on Nov. 6 at 1:28 p.m. from Serge St. Felix. He is a resident of Springville and is supportive of extending FrontRunner in south Utah County.
11/9/2021	Inbound	Linda called the hotline on Nov. 9 at 3:30 p.m. and left a message. She is in favor of FrontRunner extending to Payson.
11/9/2021	Inbound	Blake Anderson called the hotline on Nov. 9 at 5:09 p.m. and left a message. He said that they watched the recorded webinar and wanted to provide feedback. He said he is excited and supportive of the study.
11/10/2021	Inbound	Robert called the study hotline on Nov. 10 at 3:57 p.m. He wanted to know when they would start rail service from Provo to Santaquin. He mentioned he has a job opportunity in Santaquin and wanted to see what the possibility would be of using this service. He mentioned he was excited to read about study.
11/11/2021	Outbound	Katie returned Robert's call on Nov. 11 at 10:02 a.m. There was no answer and she left a message letting him know that construction was dependent upon further study, design and funding and could be anywhere from 10 to 25 years away. She left the study hotline number as a return number.

Appendix D: Email Summary

Date	Inbound/ Outbound	Comment
8/1/2021	Inbound	Hello, I was wondering if I could come in and speak with someone concerning some questions I have about the plans for the future frontrunner lines? Thank you so much! Mary Grey
8/11/2021	Outbound	Hi Mary, I apologize for my delay in responding. I would be happy to have a phone call with you to learn more about your questions and see if we can get you some answers. When would work for you for a phone call? Thank you, Megan
8/11/2021	Inbound	Yes, thank you. Would tomorrow work? My schedule is fairly open after 11.
8/15/2021	Inbound	Does it still work to do a phone call?
9/13/2021	Outbound	Mary, please accept my apologies again. Your request slipped off my radar and I'm so sorry! I would like to set up a time to chat this week if you have availability – please let me know when might work for you: Thursday 9/16, between 10am-12pm Friday 9/17, 1-2pm Megan
9/13/2021	Inbound	Megan, Thursday at 10 would be great. Thanks! Would you prefere to have me call you or you call me?
9/13/2021	Outbound	That is great. If you'd like to call me, you can reach me at 801-244-3271 or 801-237-1966. Thank you.
9/16/2021	Outbound	Hi Mary, Feel free to call me anytime in the next hour if it still works for you. Thank you, Megan

9/16/2021	Inbound	Megan, I am so sorry! I forgot to put it in my phone to remind me to call! Do you still have availability tomorrow?
9/17/2021	Outbound	Hi Mary, no worries! I was in meetings most of today so I'm just getting to this message. I have time next week on Monday afternoon, Thursday at 1pm, or Friday before 11. Let me know if you have any of those times free! Megan
9/21/2021	Inbound	Could we do Thursday at 1?
9/29/2021	Outbound	Hi Mary, Thanks for your patience while I followed up on our conversation. You may already know this, but UTA is working with Mountainlands Association of Governments (MAG), Utah Department of Transportation (UDOT), and the cities of Provo, Springville, Mapleton, Spanish Fork, Salem, Payson, and Santaquin on a planning study looking at different regional transit options for the area in southern Utah County. Like we talked about, one of those options is commuter rail, or FrontRunner, extension south from Provo. If a FrontRunner extension moves forward, the rail would follow the rail corridor just west of 1500 West in Springville – I attached a graphic showing the preferred alternative alignment for this extension. Given your location on 950 West in Springville, the future FrontRunner extension would likely travel west of you. I can't speak to the trail question you posed in our conversation, but perhaps the City of Springville could share more information about those plans. There is some work being done around the Sharp & Tintic rail lines which could relate to future rail corridors and uses. We have this fact sheet that might be helpful. This study is not the end of the process. I hope you will stay involved – we will be holding a few public meeting opportunities that may be of interest. The dates are still to be determined, but I'll send you those details when they're available. Please also share your feedback on this study via the website at southvalleytransit.com or via phone/email. Thanks Mary. Let me know if you have any follow up questions that I can help navigate! (Attached - Locally Preferred Alternative)

8/30/2021	Inbound	Hello, I have been reviewing the information on the website for SV transit project. There is a lot of really great information and graphics to help get those interested up to speed. While on the Transit 101 page, I thought the way it's laid out is good..I had a couple of questions. The Local Bus Op Env cell has a little t after the description, but no reference below (only a. and b. at foot of table), and the LRT Op Env cell I think has a typo, streets on in should be streets or in, yes? TRANSIT 101 | South Valley Transit (link to the website) Thanks in advance for any clarification on the table that you can provide. Lani Eggertsen-Goff
10/25/2021	Inbound	Katie W. received a hotline call on Oct. 25 at 7:51 p.m. from a stakeholder wishing to voice support for the study and the extension of FrontRunner in south Utah County.
9/14/2021	Inbound	Hi, I've been eagerly following along with updates and reading any article or mention I can find on the study to extend transit options through south Utah County. As a Santaquin resident, I was excited to see that my city was included in the study. I'd love nothing more than to have an alternative to driving to my job in Provo. However, the more recent mentions of the study I've seen have only spoken of connecting Provo to Payson. No mention of Santaquin. I would like to enquire as to whether Santaquin is still being included in the study's calculations. Or am I going to be stuck driving on I-15 for the foreseeable future?
10/15/2021	Inbound	I think it's a great idea to put this in place before large amounts of development creates higher prices to do it. I also think it'll help keep our air cleaner into the future. We have too many days with poor air quality. It's starting to affect not just our health, but our economy.

10/15/2021	Inbound	I read a news article that UTA is thinking of extending frontrunner access to Payson. It provided a couple means of contact for us to utilize and submit our feedback. I think it would be fantastic to extend public transport to the southern end of Utah County.
10/15/2021	Inbound	Only one sentence: should have been done years ago.
10/15/2021	Inbound	Hello, Just wanted to voice my support for the extended transit line!! I think it would be a great addition to our public transit! -Benton
10/15/2021	Inbound	Hi, my name is Gwenllian Horne. Just want to email in and say how much I am in support of an additional frontrunner station in Payson. Thanks for all you do! Gwenllian
10/15/2021	Inbound	I would love for frontrunner to come to Spanish Fork. I wouldn't have to drive to Salt Lake
10/15/2021	Inbound	I strongly disagree with only extending the frontrunner to Salem/Payson. Numerous people in my immediate neighborhood work for companies as far north as Lehi, and I know many people in Mona and Nephi do the same. In the last few years Santaquin has grown rapidly, and over the next 10-15 years may double in size again. A bus system isn't going to be utilized effectively because people would rather drive than have to the inconvenience of swapping public transportation. There needs to be a frontrunner stop in south Payson or Santaquin. It would serve Nephi, Mona, Goshen, Genola, Elberta, etc in addition to South Payson and Santaquin. Austin Hayden
10/19/2021	Inbound	Yes! I for one love this .its a long time coming and we so need better and more public transportation in utah county. Start with the frontrunner and add more bus routes. It's been a chore to use UTA with utah county lacking in public transport. We at one time have more bus routes and better schedules. But you focused on SLC. When we where in need. Just get the frontrunner to Payson already. Cause we want it , we need, we will use it. Rev High Priestess Char Norton M.W.R.

10/20/2021	Inbound	I would love a frontrunner station in Spanish Fork. That is where I live. I work in Salt Lake City and right now I either drive which costs a lot and has an effect on the environment, or I drive to Provo and take the train from there. A station in Spanish fork would also allow students to travel to UVU, BYU, or U of U. It would allow people in and around Spanish fork to take the train to the airport instead of drive and would allow for tourism, trips to temple square, the capital, and else where in the area. It would be well worth the investment.
10/21/2021	Inbound	This is public comment that came through the public portal. Customer saw an article on Fox13 news today regarding UTA wanting feedback on adding more FrontRunner service in Utah county and an express bus to go from Santaquin and Payson into Provo. He feels that it would be nice to extend the FrontRunner service and have an express bus in that area. Customers name – Jeffrey Peterson Contact #801-590-8023

10/23/2021	Inbound	I just got done watching the zoom presentation and was left a little perplexed by the Main Street Payson location over the 800 South location. I hope this is not set in stone. I am a Payson resident but use FrontRunner to get to my work at Intermountain Medical Center in Murray. I currently use The Orem station because Provo is too far off the freeway and requires more time to get there before the train leaves to get me to work before 7 am. Main Street, especially west of the freeway is a lot more rural and is prone to more congestion with single lane east/west travel. I live off 800 South and it has two lanes for each east and west bound travel. Was any of this a consideration, not to mention Main Street is going to have a lot more agricultural smell vs 800 South being more developed and not having to sit and wait with the smell of cattle and treatment plants? Also going from east Payson down to the station on Main Street would mean having to go around downtown Main Street because it is a one way traffic area by vehicle not to mention by bike or other methods of travel. My hope is that as things get more solidified that 800 South would be given more prudent assessment. Our city council presented the development of the area West of I 15 off 800 South with UVU and other entities as the area where FrontRunner would be stationed over a year ago. Thanks for your time and consideration, Richard Clark
10/26/2021	Inbound	One thing that I have noticed Utah has been not very good at is looking to the future for growth needs. Santaquin is growing very fast and will eventually become the gateway into Utah Valley and a hub for traffic from the west side of Utah Lake. Not planning for this future growth could be very detrimental to UTA and the State of Utah. I believe it would be in the best interest to have the commuter rail line extend all the way to Santaquin as was the original plan. Please don't continue to make the same mistakes that have been made in the past and let's plan for the future instead of just the current needs.

10/26/2021	Inbound	Hello! To whom it may concern, I think extending the train route further south sounds marvelous. I would love increased access to that area of the valley. I lived in Provo most of this year and live in Pleasant Grove now. Adam Jensen
10/26/2021	Inbound	I cannot access the map but I am so looking forward to when there will be a train station for Trax and Frontrunner and a bus terminal with parking in Spanish Fork!
10/26/2021	Inbound	What about using the D&RGW Tintic line to get out to Payson and Santaquin (since you guys already own it). If you want to get to Nephi, a spur before the trestle and then paralleling UPRR south, just like in Davis County. The trestle I'm speaking of is in the attached photo. (Attached - Screenshot)
10/16/2021	Inbound	(Sent from krdenaughel@gmail.com) Frontrunner should be extended South as soon as possible to cut down on emissions and spare the interstate from over crouding more..
10/17/2021	Inbound	(Sent from achandler8011@gmail.com) Hello, hope y'all are having a good day. I just read the plans to expand Frontrunner to Santaquin, and I just wanted to send some positive feedback. As a resident of Payson, I would love to not need to drive when I travel to Provo: having jobs up there is a pain with how expensive gas is. Having quick and easy public transit would be an amazing solution to that problem, and I'm sure many others would feel the same. Thank you for reading, and have a great day.
10/27/2021	Inbound	(Sent from sauvageaupc@gmail.com) I live outside the study area but am interested in how it will interact with the FrontRunner system as a whole. Will the land UTA owns be enough for double track eventually along with possible poles for electrification? By the time this project goes into service what will the FrontRunner fleet age be and how will that impact the type of vehicles used (Diesel or Electric)? Can Warm Springs handle the needs of this project and the Ogden to Brigham City line? Will there be space for secure overnight storage of train sets for the first trips of the day? It looks like it has not been decided whether or not to transfer in Provo. I wonder if some of the new electric train sets (like what is being built for CalTrain) let you decouple so one train of the train set could continue on to the other stops without having to change seats.

10/28/2021	Inbound	Hi, Both my family and my parents family have tried to access this study to provide feedback. This is the first time that I've even had anything render on the website southvalleytransit.com. This is the first that I've seen the email. I don't know what's changed, but I'm going to guess that we aren't the only ones that've struggled with being able to provide feedback. I suggest you look into alerting more people that the website works now, or secondary ways to provide feedback. Thanks, Adam Cardoza Springville, UT
10/31/2021	Inbound	Dear UTA, Please expand transit to south Utah Valley asap. Please prioritize it over more road building and road widening. If UDOT is really the Department of Transportation, our tax dollars should be going to transit and moving people rather than just moving cars in the inefficient and unsustainable way that they move people. People working and studying in Provo need viable commuting options other than via private owned automobiles. Thanks, Aaron Skabelund
11/9/2021	Inbound	Too much tax payers money will be spent for few riders. This may be a necessary project in the future but this is not needed now.

11/9/2021	Inbound	Hi South Valley Transit Study, I'm trying to give my public input at https://www.southvalleytransit.com/comments, but the map won't load. Is there another avenue to submit input? I'm in Springville and commute to Provo, but the times and infrequency of the bus don't meet my needs. I would be very interested in having a Frontrunner stop in Springville to serve my and my family's needs, or an extension of the UVX down Springville Main St. or 400 S. I would ride light rail or BRT instead of driving my van for my commute. I'd also use it for things like performances and sports at BYU. I would support an extension of the commuter rail (Frontrunner) on the rail corridor. I don't understand how a BRT on the rail corridor would work when going north of Provo. I wouldn't support using I-15 because the freeway is already used by so many drivers and can't be relied on to stay open and fast-moving. I would support using a BRT (like UVX) on Main St. if used the same as Provo, with preference given to the BRT at intersections. I would also support light rail on Main St., despite the cost and impact, and I'd be interested to see how an increase of vehicles would compare on these already busy roadways. I think BRT on Main St. has the most benefit and potential. Cheers, Krista Hanby

11/9/2021	Inbound	Many of us in the Payson/Salem area do not want the commuter rail to come any further south and do not want the addition of buses. We have moved around a bit in my life and seen the inner city mess that comes to smaller towns when they connect by public transportation to big cities. We have seen nice middle size cities where they seldom had any theft, see a very clear huge increase in shoplifting, in the homeless in the town, and in overall decrease in safety for citizens directly after connection via public transit to larger cities. We lived through this before. After the new public transport was introduced, all the community bemoaned the day it arrived, but then it was too late and it couldn't be stopped. We in Payson and Salem say NO thank you to the commuter rail and more buses south of Provo. Julie and Gary Rorhbaugh

11/10/2021	Inbound	I am currently a resident of Provo. The Front Runner is very important in so many ways that runs to the airport and further north. I have lived in Spanish Fork and also in Springville. Public transportation in Spanish Fork has never been good. Springville at least has bus service in certain areas if you catch the bus at Frontrunner Central Provo Station for sure. Please do add the commuter rail and extend it from Provo to Payson. As Utah population grows, it is a very smart and efficient task to complete. The Express bus service being set up to run from Payson to Santaquin makes so much sense. Any public transportation that can be used is helpful in cutting down on car traffic. Utah is a very blessed state to live in. Quality of life is affected in one way by smart public transportation in more areas. Thanks for whatever efforts are going forth to promote both of these projects. I appreciate being kept informed on the progress of these possible changes. I am hearing impaired so email is best way to communicate please. Shari Kone Shari.Kone@Yahoo.com
11/10/2021	Inbound	It seems a no-brainer for the Frontrunner line to be extended to Payson, given the rapid growth currently happening in that area. I would definitely use this service for convenience, safety, and environmental (cleaner air) sake. Please go for it...ASAP.

11/10/2021	Inbound	Thank you for doing this for our train. I ride everyday for work from Provo to North Temple. The FrontRunner is a fantastic train which has benefited my family and I am thrilled that it will be more accessible to all of Utah. I would love to see a Logan to St. George train, but I'll bear that with patience. Anyway, take the train as far north and south as you can. I love it and I believe it will only benefit our people in Utah by expanding it. I also feel like an express "double-tracked" method would be very useful if we start expanding in such a large way. Thanks Ryan
11/10/2021	Inbound	That would be awesome to extend the front runner even all the way to santaquin. I just purchased a townhome there since its a bit cheaper than further north and would love to use the frontrunner all the way to slc. Im all for extending the front runner. I've lived in utah couty for 25+ yrs and we are growing a ton in the last handful of years.

11/11/2021	Inbound	Dear UTA My Name is David Peacock, I am a freshman at UVU. For my English project, I decided I wanted to petition for bus stops in Mapleton Utah. I have a few questions regarding the situation. 1. What is the process of making decisions regarding where to develop bus routes? 2. Has Mapleton ever come up in discussion as a place for a future bus route? 3. What are some of the issues involved in trying to change a bus route? 4. Why do you think Mapleton doesn't have any bus routes? 5. Is it possible to have bus routes in Mapleton? If so, do you see it in the near future? 6. If I want to petition to have bus stops in Mapleton, how would I go about it? 7. Does UTA take feedback well from the general public? Would my opinion matter in the situation? 8. How would you suggest I go about addressing this issue? Thank you for taking these questions into consideration Sincerely David Peacock
11/16/2021	Outbound	Hi David, Thanks for reaching out and apologies for the delay. I'm including our service planning manager, Eric Callison, on this email to assist you with the information. Thank you! Megan

11/19/2021	Outbound	David: Thanks for your interest in transit and for reaching out! See my responses to your questions below. Hopefully this information is helpful to you for your project. Please let me know if you have any follow-up questions or if you need any other information. Link to UTA Five-Year Service Plan: https://storymaps.arcgis.com/stories/7c7a6bf90c1c42098cc26ad75281c632 Link to MAG TransPlan 50 Transit Map: https://mountainland.org/static/files/transportation/TransPlan50/TransitMap8.20.pdf Thanks, Eric Callison (Attached - UTA Service Planning Process, UTA Simulation Outputs and Bus Routes Responses)
11/18/2021	Inbound	What is the projected completion date for The Payson stop? Brent Anderson 801 548 0602

11/18/2021	Inbound	Hello - We are soon to be landowners of a large track of land (approx 235 acres) in close proximity to the proposed North Payson / Main Street station. Very excited to see the Locally Preferred Alternative and that the process is moving forward into Environmental Study. I watched your Oct 21st public meeting which was very helpful. Have a couple follow-up questions to that meeting: • Is the Study still on track for completion at the end of November? I know public comment period closed Nov 12th. • Will the study with the Locally Preferred Alternative be an actual published document? • Is there any type of email list that provides updates/notices through the Environmental Study process or should I just follow the website www.southvalleytransit.com • Will the Payson station location including station property boundaries be finalized as part of the Environmental Study? Or is that finalized through some other process? Thanks Doug Rich

Appendix E: Public Meeting Report

Registration Report

Report Generated: 10/22/2021 7:57

Topic		**Scheduled Time**	**Duration**	**# Registered**	**# Cancelled**	**# Approved**
South Valley Transit Study Public Meeting		10/21/2021 18:00	60	136	0	136

Zip	**Registration Time**	**Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020 before taxes?**	**How many people, including you, are in your household?**	**What is your race and ethnicity?**	**What is your gender? Select all that apply.**	**Please list any ADA accommodations or translation needs for the meeting.**
	10/1/2021 13:03					
84663	10/14/2021 8:31	$250, 000 or above	6	White or Caucasian	Male	
84663	10/14/2021 9:08	$60,000-$66,999	4	White or Caucasian	Male	
84057	10/14/2021 9:08	$54,000-$59,999	2		Female	
84664	10/14/2021 9:29	$100,000-$149,999	2	White or Caucasian	Male	
84663	10/14/2021 9:34	$60,000-$66,999	2	White or Caucasian	Male	
84663	10/14/2021 9:53	$33,000-$39,999	2	White or Caucasian	Female	
84663	10/14/2021 10:41	$19,000-$25,999	2	White or Caucasian	Male	
84663	10/14/2021 11:05	$60,000-$66,999	6	White or Caucasian	Female	
11375	10/14/2021 11:05	$67,000-$79,999	1	White or Caucasian	Male	

84663	10/14/2021 11:26	$80,000-$99,999	2	Hispanic or Latino, White or Caucasian	Female,Non-binary/non-conforming	
84663	10/14/2021 11:43	$100,000-$149,999	3	White or Caucasian	Male	
84651	10/14/2021 13:49	$100,000-$149,999	6	White or Caucasian	Male	
84660	10/14/2021 16:08		6	White or Caucasian	Male	
84042	10/14/2021 17:49	$67,000-$79,999	2	White or Caucasian	Female	
84653	10/14/2021 18:01	$26,000-$32,999	2	White or Caucasian	Female	
84663	10/14/2021 18:44					
84057	10/14/2021 22:09	Less than $19,000	1	White or Caucasian	Female	
84660	10/14/2021 23:12	$80,000-$99,999	8+			
84604	10/15/2021 8:03					
84660	10/15/2021 8:08	$100,000-$149,999	1	White or Caucasian	Male	
84062	10/15/2021 8:39		7	White or Caucasian	Male	
84664	10/15/2021 8:55	$100,000-$149,999	3	White or Caucasian	Male	
84664	10/15/2021 9:09	$100,000-$149,999	4	White or Caucasian	Female	
84601	10/15/2021 10:11	$80,000-$99,999	5	White or Caucasian	Male	
84664	10/15/2021 11:00	$150,000-$199,999	3	Prefer not to answer	Male	
84601	10/15/2021 12:07		2	White or Caucasian	Female	
84663	10/15/2021 13:12	$19,000-$25,999	1	White or Caucasian	Female	
84651	10/15/2021 14:59	$150,000-$199,999	4	White or Caucasian	Male	
84663	10/15/2021 16:35	$80,000-$99,999	2			
84101	10/15/2021 16:39					
84651	10/15/2021 17:39	$67,000-$79,999	2	White or Caucasian	Male	

84058	10/15/2021 20:29	$80,000-$99,999	2	Prefer not to answer	Prefer not to answer	
84663	10/15/2021 20:46	$40,000-$45,999	2	White or Caucasian	Male	
84663	10/15/2021 21:20	$100,000-$149,999	4	White or Caucasian	Female	
84651	10/15/2021 22:21	$100,000-$149,999	4	White or Caucasian	Male	
84790	10/15/2021 22:57					
84663	10/16/2021 1:09	$33,000-$39,999	2	White or Caucasian	Female	
84651	10/16/2021 4:45	$19,000-$25,999	5	White or Caucasian	Male	
84663	10/16/2021 7:47		6	White or Caucasian	Male	
84651	10/16/2021 7:56		3	Prefer not to answer	Prefer not to answer	
84653	10/16/2021 9:44	$200,000-$249,999	7	White or Caucasian	Male	
84651	10/16/2021 10:38		4	White or Caucasian	Male	
84663	10/16/2021 12:19	$19,000-$25,999	3	White or Caucasian	Male	
84663	10/16/2021 15:08	$150,000-$199,999	4	White or Caucasian	Female	
84003	10/16/2021 16:52					
84601	10/16/2021 21:10	$200,000-$249,999	4	White or Caucasian	Male	None
84651	10/17/2021 1:34		3	White or Caucasian	Male	
84655	10/17/2021 8:45	$46,000-$53,999	6	White or Caucasian	Male	
84601	10/17/2021 8:51	$67,000-$79,999	2	White or Caucasian	Female	
84660	10/17/2021 9:18	$100,000-$149,999	3	White or Caucasian	Male	
84651	10/17/2021 13:10	$33,000-$39,999	3	White or Caucasian	Male	
84655	10/17/2021 13:13	Less than $19,000	3	White or Caucasian	Female	
84770	10/17/2021 17:26	$80,000-$99,999	2	White or Caucasian	Female	
84660-2108	10/17/2021 20:18					

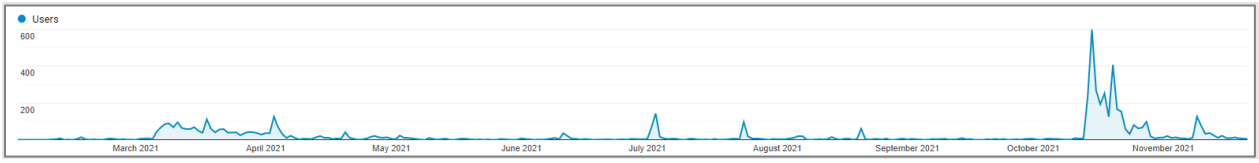
84653	10/17/2021 23:04	$46,000-$53,999	4			
84655	10/18/2021 4:27	$60,000-$66,999	6	White or Caucasian	Male	
84655-8279	10/18/2021 4:58		2	Prefer not to answer	Prefer not t o answer	
84664	10/18/2021 6:11	$67,000-$79,999	3	Hispanic o r Latino	Male	
84651	10/18/2021 6:40	$100,000-$149,999	6	White or Caucasian	Male	
84601	10/18/2021 10:38			Prefer not to answer	Female	
84663	10/18/2021 11:12	$80,000-$99,999	7	White or Caucasian	Male	
84663	10/18/2021 12:33	$60,000-$66,999	2	White or Caucasian	Male	
84663	10/18/2021 12:41	$100,000-$149,999	2	White or Caucasian	Female	
84651	10/18/2021 13:55	$67,000-$79,999	4	White or Caucasian	Female	
84663	10/18/2021 13:58	$150,000-$199,999	4	White or Caucasian	Male	
84070	10/18/2021 14:01	Less than $19, 000	1	White or Caucasian	Male	
84651	10/18/2021 15:56	$80,000-$99,999	3	White or Caucasian	Female	
80127	10/18/2021 16:14	$100,000-$149,999	3	White or Caucasian	Male	
84601	10/18/2021 17:00	Less than $19,0 00,$33,000-$39,999	1	White or Caucasian	Female	
84604	10/18/2021 18:13					
84660	10/18/2021 19:22	$67,000-$79,999	2	White or Caucasian	Male	
84660	10/18/2021 21:04	$46,000-$53,999	3	White or Caucasian	Male	
84062	10/19/2021 11:05					
84116	10/19/2021 17:31	$46,000-$53,999	1	White or Caucasian	Male	
84116	10/19/2021 18:03	$150,000-$199,999	6	White or Caucasian	Male	
84663	10/19/2021 19:45	$40,000-$45,999	4	White or Caucasian	Female	

84660	10/19/2021 22:17	$200,000-$249,999	4	Prefer not to answer	Male	
84651	10/20/2021 8:59	$100,000-$149,999	7	White or Caucasian	Female	
84660	10/20/2021 11:26	Less than $19, 000	5	Prefer not to answer	Prefer not to answer	
84101	10/20/2021 12:08	Less than $19, 000	1	Prefer not to answer	Prefer not to answer	
84664	10/20/2021 13:56	$150,000-$199,999	1	White or Caucasian	Female	
84660	10/20/2021 14:19	$60,000-$66,999	2	Hispanic o r Latino	Female	
84660	10/20/2021 14:27	$80,000-$99,999	3	White or Caucasian	Female	
84660	10/20/2021 14:29	$46,000-$53,999	4	White or Caucasian	Male	
84660	10/20/2021 14:36					
84660	10/20/2021 14:56	$250, 000 or above	2	White or Caucasian	Male	
84633	10/20/2021 14:57	$100,000-$149,999	6	White or Caucasian	Male	
84660	10/20/2021 15:06				Male	
84664	10/20/2021 15:15	$150,000-$199,999	2	White or Caucasian	Female	
84651	10/20/2021 15:16	$67,000-$79,999	2	White or Caucasian	Female	
84664	10/20/2021 15:34	$67,000-$79,999	7	White or Caucasian	Male	
84660	10/20/2021 15:52	$100,000-$149,999	5	White or Caucasian	Male	
84660	10/20/2021 16:33					
84660	10/20/2021 16:39	$80,000-$99,999	5	Prefer not to answer	Male	
84651	10/20/2021 17:03	$46,000-$53,999	4	American Indian or Alaska Nat ive	Male	
84660	10/20/2021 17:06		3			
84660	10/20/2021 17:20	$150,000-$199,999	6	Prefer not to answer	Male	
84660	10/20/2021 18:28	$100,000-$149,999	4	Prefer not to answer	Female	

84651	10/20/2021 18:30	$46,000-$53,999	4	White or Caucasian	Male	
84655	10/20/2021 18:31	$100,000-$149,999	2	White or Caucasian	Male	
84121	10/20/2021 18:32	$200,000-$249,999	3	White or Caucasian	Female	
84660	10/20/2021 20:44	$200,000-$249,999	6	White or Caucasian	Male	
84660	10/20/2021 22:29	$100,000-$149,999	4	Hispanic o r Latino	Male	
84660	10/20/2021 23:49					
84660	10/21/2021 5:19			Prefer not to answer	Prefer not to answer	
84655	10/21/2021 7:30					
84003	10/21/2021 8:11	$150,000-$199,999	1	White or Caucasian	Male	
84653	10/21/2021 8:32	$100,000-$149,999	6	White or Caucasian	Male	
84606	10/21/2021 8:57		4			
84651	10/21/2021 10:44	$80,000-$99,999	6	White or Caucasian	Male	
84660	10/21/2021 10:58	$150,000-$199,999	7	White or Caucasian	Male	
84116	10/21/2021 11:21	$60,000-$66,999	2	White or Caucasian	Male	
84057	10/21/2021 12:06					
84651	10/21/2021 12:38	$250, 000 or above	3	White or Caucasian	Male	
84655	10/21/2021 15:20	$100,000-$149,999	8+	White or Caucasian	Female	
84302	10/21/2021 15:28					
84085	10/21/2021 15:30	$26,000-$32,999	2	White or Caucasian	Female	
84655	10/21/2021 15:34	$80,000-$99,999	2	White or Caucasian	Male	
84655	10/21/2021 15:37		2	White or Caucasian	Female	
84009	10/21/2021 15:47	$100,000-$149,999	3	White or Caucasian	Male	
84660	10/21/2021 15:48	$100,000-$149,999	3	Prefer not to answer	Prefer not to answer	None

84655	10/21/2021 15:52	$67,000-$79,999	2	Prefer not to answer	Female	
84663	10/21/2021 15:54	$60,000-$66,999	2	White or Caucasian	Female	
84651	10/21/2021 16:16	$80,000-$99,999	3	White or Caucasian	Male	
84663	10/21/2021 16:21	$67,000-$79,999	5	White or Caucasian	Male	
84651	10/21/2021 16:58	$150,000-$199,999	2	White or Caucasian	Male, Female	none
84651	10/21/2021 17:22	$67,000-$79,999	5	White or Caucasian	Female	
84651	10/21/2021 17:43	$100,000-$149,999	5	White or Caucasian	Male	NA
84663	10/21/2021 17:54	$67,000-$79,999	3	White or Caucasian	Male	
84663	10/21/2021 17:58		2	White or Caucasian	Male	
84097	10/21/2021 18:00			White or Caucasian	Male	
84106	10/21/2021 18:01	$80,000-$99,999	3	Prefer not to answer	Male	None
84660	10/21/2021 18:08	$54,000-$59,999	2	White or Caucasian	Male	
84660	10/21/2021 18:29	$150,000-$199,999	2			
84651	10/21/2021 18:43	$150,000-$199,999	3	White or Caucasian	Male	

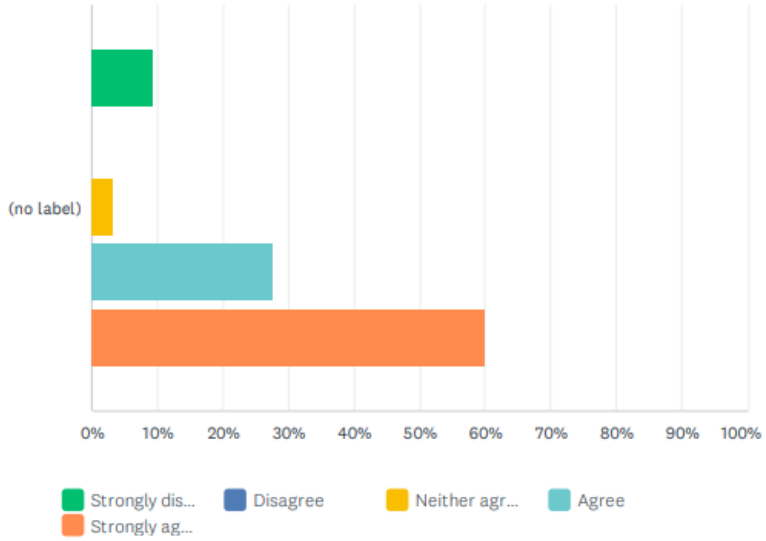
Appendix F: Google Analytics



Appendix G: Purpose and Need Survey Results

Q1 Please rate the degree to which you agree with the Purpose and Need statement above.

Answered: 127 Skipped: 3



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
(no label)	9.45% 12	0.00% 0	3.15% 4	27.56% 35	59.84% 76	127	4.28

Q2 Please provide any additional feedback on the Purpose and Need statement.		
Answered	**37**	
Skipped	**93**	
Respondents	**Response Date**	**Responses**
1	Jun 12 2021 02:39 PM	I ride the bus almost everywhere.
2	Jun 11 2021 06:55 PM	A lot of people live that way that need transportation.
3	Jun 11 2021 02:56 PM	Yes
4	Apr 29 2021 05:22 PM	Yes there is growth but how many people will actually use public transportation. I will not use it. Maybe we need to widen I15 before we focus on causing more problems.
5	Apr 29 2021 04:53 PM	Need is growing, or at least it was until COVID-19 happened. Once things go 'back to normal' the need will be even greater.
6	Apr 27 2021 11:40 AM	It is the easiest way for me to visit my grandchildren by taking the train to Utah county
7	Apr 27 2021 10:35 AM	Add one more: Improve air quality by reducing the number of cars on the road.
8	Apr 20 2021 12:02 PM	The South valley desperately needs better transit options, especially as communities in and beyond Santaquin in the Goshen valley and Mona-Nephi prepare to grow.
9	Apr 03 2021 11:06 PM	UTA also needs a line that follows Hwy 89 from Santaquin north. If the only travel corridor is by I-15 you miss a lot of ridership.
10	Mar 25 2021 06:53 PM	I believe the study should also be evaluating the the transit alternative's ability to cater to lower income individuals who utilize less expensive housing further from Provo and other, more expensive "metropolitan" areas; and who may not be able to afford a personal vehicle, or simply would be better financially without one.
11	Mar 25 2021 04:48 PM	I hope this goes through. It will be a great benefit for the communities involved.
12	Mar 25 2021 04:22 PM	I think money could be saved by stopping the route earlier as the demand may not go that far south for a very long time.
13	Mar 22 2021 10:05 AM	More public transit will Lower emissions and pollution also.

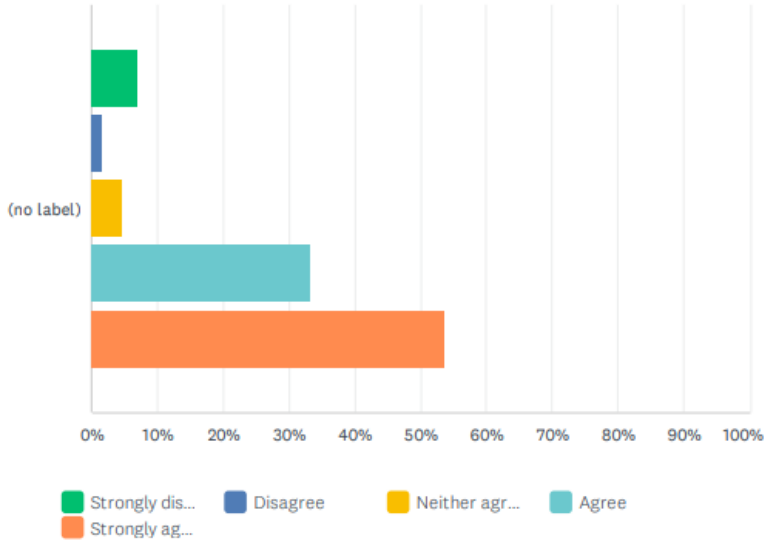
14	Mar 19 2021 01:42 PM	The traffic from the south Utah County into the Provo/Orem area is only getting worse with all the new developments. It's time we have some alternative transportation available. Not to mention kids from this area can take a front runner train to UVU or BYU.
15	Mar 19 2021 01:04 PM	Fast transit options that connect South Utah County to Salt Lake County are past due. The sooner transit options are in place the sooner cities and citizens can plan around their use.
16	Mar 19 2021 08:02 AM	We don't need rail or express bus. Rail brings all the homeless down and then the areas around the stops end up becoming sketchy areas and ruin the neighborhoods we live in! Express bus takes lanes on roads that would be more beneficial. University in Provo should have added two lanes instead of bus route it is now more congested then before.
17	Mar 15 2021 06:07 PM	Improve air quality and maintain a high quality of life in the valley
18	Mar 11 2021 03:49 PM	For Public Transit to be sucessful in Utah County you need to make sure it is 1. Affordable meaning that it will cost less to use Public Transit than to drive one's own transportation. 2. Must be beyond suspect of corruption. UTA in the past has been shadowed in corruption and problems. UTA has to be beyond approach in this area to get many of the skeptics back on board. You all do not accomplish both 1 and 2 you might as well just quit while you are ahead.
19	Mar 11 2021 11:39 AM	Springville is a "bedroom community" for commuters that typically work in the Provo to SLC area; there should be more options for public transportation.
20	Mar 11 2021 09:41 AM	whomever came up with the idea of UVX should be fired immediately. Sync the danmn traffic lights giving the UVX complete right of way... Make it faster and cheaper than a car and people will use it. Then replace it with light rail; like you should have done in the first place.
21	Mar 11 2021 08:14 AM	It seems obvious that an assessment of need should be completed before the construction process begins.
22	Mar 11 2021 07:52 AM	.

23	Mar 11 2021 02:27 AM	In north UT County, an accident occurred on the freeway which caused law enforcement to close a portion the freeway, right at rush hour. Every single major and minor arterial from the point of the mountain to American Fork was jam packed with cars. We need more options.
24	Mar 10 2021 03:52 PM	We need frontrunner to be extended at least to Spanish Fork . We now have a hospital opening and the growth is huge. We could totally benefit from some commuter transit here.
25	Mar 10 2021 01:51 PM	N/A
26	Mar 09 2021 10:26 AM	Any economic development in the region will come in a large portion from a younger demographic who does not have access to a car.
27	Mar 09 2021 09:07 AM	Sounds like the next boondoggle, right on the heels of the failed UVX.
28	Mar 08 2021 12:06 PM	I would perhaps include as part of the purpose to identify existing and future corridors that may need to be preserved (or eventually widened).
29	Mar 08 2021 11:44 AM	Love UTA ride bus 821/822 everyday to school would love front runner option
30	Mar 08 2021 07:42 AM	The legislature just reaffirmed its support to incentivize electrification of automobiles but keeping financial incentives in place. The same should be done to encourage transit use. Lack of convenient transit routes and frequency, coupled with high user fees, cripples use and the ability to expand the transit system.
31	Mar 07 2021 04:03 PM	How much growth are we expecting in south Utah County, and where? That impacts the degree of the need.
32	Mar 07 2021 01:28 PM	This should have been done a long time ago. Thanks for finally addressing it.
33	Mar 06 2021 09:46 PM	Please, please please do this. I would love to have the frontrunner come down to Spanish Fork so I don't have to drive
34	Mar 06 2021 08:26 PM	need front runner on tintic rails.
35	Mar 06 2021 07:37 PM	The regulatory and tax burden on private entrepreneurs should instead be adjusted to allow private companies incentive to create transit solutions of their own instead of relying on government boondoggles that are already failing and massively wasting tax money in other parts of the state.

36	Mar 06 2021 06:14 PM	A practical alternative to private automobiles is crucial for air quality and health in Utah County. Automobile-based transportation is an extremely inefficient use of private and public dollars; transit has the ability to move more people per hour per dollar than automobiles.
37	Feb 17 2021 05:14 PM	Is this the same as the Point of the Mountain Transit Study?

Q3 Please rate the degree to which you agree with Initial Range of Transit Options above.

Answered: 129 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
(no label)	6.98% 9	1.55% 2	4.65% 6	33.33% 43	53.49% 69	129	4.25

Q4 Please provide any additional feedback on the Initial Range of Transit Options.		
Answered	**42**	
Skipped	**88**	
Respondents	**Response Date**	**Responses**
1	Jun 11 2021 07:46 PM	Need a route/safe trail that hits south springville & mapleton to connect us to Provo brt rest of the valley
2	Jun 11 2021 02:56 PM	More busses
3	Apr 29 2021 05:22 PM	Freeway needs widened before any thing else.
4	Apr 29 2021 04:53 PM	Commuter rail is makes the most sense.
5	Apr 27 2021 11:40 AM	I would like to see thee trained extended to Springville and beyond.
6	Apr 07 2021 05:16 PM	Bring Frontrunner to Springville first, then Spanish Fork, and finally to Payson.
7	Apr 05 2021 01:49 PM	Is there any way the timeline for extending Front Runner to Springville can be sped up? It would make a huge difference for my family and our commutes to Provo and Salt Lake, and I know we're not the only ones. It will take a lot of cars off the road!
8	Apr 03 2021 11:06 PM	You need two routes from these booming and growing communities.
9	Mar 30 2021 08:50 PM	I think there should be an express bus and commuter rail transit options for south Utah County.
10	Mar 28 2021 07:41 PM	Bus Rapid Transit along the Main/State Street Corridor is my preferred option. Express Bus along the I-15 Corridor is the least desirable option.
11	Mar 25 2021 04:48 PM	great plan
12	Mar 23 2021 09:14 AM	Frontrunner should run to at least Spanish fork. A tray line would be so beneficial in lehi down to Springville area. There are a lot of walking distances to get to limited stops. I luckily gave a stop that is one mile from my house, but that Mile is on a hill so walking is very difficult due to my back injury. I stopped taking the bus because the hills in the neighborhood make walking that far too difficult. Perhaps having a bus that runs through uphill sections of neighborhoods would help.

13	Mar 23 2021 09:05 AM	Once this "spine" is determined, regular bus lines should cover other areas better, such as Mapleton, east Spanish Fork, and Elk Ridge
14	Mar 22 2021 02:35 PM	I think the I-15 corridor is ridiculous as a transit environment, in terms of traffic operations and land use. I guess it's good to have a punching bag to look like you are being thorough, but I wonder if there is another corridor that would have actually been a valuable comparison.
15	Mar 20 2021 10:37 PM	I really like the UVX compared to the other bus routes. The experience is nicer.
16	Mar 19 2021 01:42 PM	Great! the more options available the better it will be for the environment.
17	Mar 19 2021 01:04 PM	Connecting only the corridor near I-15 makes it difficult to get to transit stations. Consider adding some bus routes in Springville, Mapleton and Spanish fork that connect the East parts of the city to the transit stations.
18	Mar 19 2021 08:02 AM	The east side of I-15 in Springville is right next to homes we don't need UTA rail running next to our homes and creating stops by neighborhoods
19	Mar 16 2021 04:32 PM	I think only rail options should be considered. They are a fast commute option and take people off the roads-- busses only add traffic and so wouldn't be a viable long term investment or solution.
20	Mar 11 2021 11:39 AM	Buses are slow, with many stops. Those that commute from areas where there is no commuter rail or light rail would rather just drive their own vehicle. If the idea is to relieve congestion on I-15, there has to be a benefit other than just environmental or cost to appeal to the average business person. (Time is money)
21	Mar 11 2021 09:41 AM	BRT is a stupid idea... get rid of it.
22	Mar 11 2021 08:14 AM	Work particularly needs to be done on Front Runner to complete links through to Payson and beyond. New housing there is exploding.
23	Mar 11 2021 07:52 AM	.
24	Mar 11 2021 05:33 AM	Commuter/High-Speed Rail seems to be the best option for future development. Existing railway rights in the area exist and could be utilized.
25	Mar 10 2021 10:33 PM	A train station/stop in Spanish Fork would be amazing!

26	Mar 10 2021 03:33 PM	I ride the frontrunner every day. It would be much easier to get on it in payson than trying to get to it in provo.
27	Mar 10 2021 01:51 PM	Doesn't go far enough to fit need and demand
28	Mar 10 2021 12:19 PM	There needs to be local options that connects the suburban neighborhoods to the main range of transit options outlined below. Our cities are big enough for small busses to be used as a connecting element from the communities served by the initial range of transit options.
29	Mar 10 2021 09:27 AM	I know UTA and various government departments are already thinking and planning for this, but I want to voice my support for continuing FrontRunner south from Provo with stations at Springville, Spanish Fork, Payson, and Santaquin.
30	Mar 09 2021 03:37 PM	I want to make sure Salem and Mapleton, which aren't easily accessible via I-15 have more public transportation options available.
31	Mar 09 2021 10:26 AM	BRT like UVX would be wonderful especially down State street
32	Mar 09 2021 09:07 AM	Nobody will ride this. People don't move to south Utah County for UTA services.
33	Mar 08 2021 10:41 AM	We have to plan for the future. To delay until the need is critical would cost more.
34	Mar 08 2021 07:42 AM	The rail option should be high, but a main bus route quickly connecting the main cities to Provo should also be a priority.
35	Mar 08 2021 06:46 AM	I would also like to see planning for major roads west if I-15 between Provo & Santaquin
36	Mar 07 2021 05:37 PM	Having front runner stops all the way down to Santaquin would be awesome. I also think bus routes up into the Slate canyon neighborhoods would be appreciated.
37	Mar 07 2021 04:03 PM	Please provide s map. Written descriptions are limited.
38	Mar 07 2021 01:28 PM	Need to extend Frontrunner down to Santaquin.
39	Mar 06 2021 07:37 PM	The market, when properly unleashed, will blow away the options you have.
40	Mar 06 2021 06:14 PM	If the roadways of I-15 and Main/State Street are used, it will be crucial to provide a dedicated lane for the transit service.
41	Feb 26 2021 11:39 AM	We definitely need FrontRunner service, but we should also have BRT or Light Rail for shorter distance trips as well as being an alternative for FrontRunner outages

42	Feb 17 2021 05:14 PM	My first choice is Bus Rapid Transit. Please do not spend the $$ to install rail.

Q5 Please provide any additional feedback or comments related to the South Valley Transit Study.		
Answered	42	
Skipped	88	
Respondents	**Response Date**	**Responses**
1	Jun 12 2021 03:56 PM	It would be good to have a Springville/Mapleton/Spanish Fork type of rail.
2	Jun 12 2021 01:44 PM	This should happen soon. I work in this area and would love more transportation options.
3	Jun 11 2021 02:56 PM	More light rail
4	May 19 2021 11:38 AM	It would be nice to allow business development at each stop. Especially the end stops of Commuter Rail. Having restaurants and shopping areas at stops makes using the public transportation more desirable.
5	Apr 29 2021 05:22 PM	I15 from Payson to Santaquin need to be widened.
6	Apr 27 2021 10:35 AM	Expanding commuter rail (as long as there is double tracking so trains can run every 15-30 minutes) is the most intriguing option. I would like to understand the pros and cons; bus service can't compete with driving for longer distances. Express bus on I-15 doesn't really solve anything.
7	Apr 20 2021 12:02 PM	I believe it would be highly beneficial to the communities for the transit option to give them footing to build transit oriented districts, that way we can put less strain on our ecosystem and water supplies.
8	Apr 20 2021 07:58 AM	Commuter Rail is needed ASAP to allow for population spread
9	Apr 07 2021 05:16 PM	Thank you for starting this effort. (Utah County usually waits until things have gotten bad before taking action. This is an opportunity to get ahead of that curve.)
10	Apr 03 2021 11:06 PM	Please add more stops on the east side of these communities, not just west side. I would love this option to commute from east side Spanish Fork to my east side Provo job. Going west makes zero sense. Not worth using the transit. Wastes too much time and west side is already congested.
11	Mar 30 2021 02:29 PM	I live in Spanish Fork and I ride frontrunner 3 to 4 days a week to my office at 5300 south. If it continued south to Spanish Fork I would love it.

12	Mar 28 2021 07:41 PM	I mean this in the nicest way possible: your website truly sucks. It is really bad and will affect the results of your study. The link to this survey is buried inside the "Comments" tab (which isn't an obvious place to look) and at the very, very bottom of the page. Furthermore, finding the interactive map is also not intuitive, and it doesn't load on mobile devices, which will skew the types of people who are able to leave feedback.
13	Mar 25 2021 08:13 PM	I don’t agree with having Frontrunner in Santaquin.
14	Mar 25 2021 06:53 PM	I would love nothing more than for me and my wife to be able to ride the Frontrunner and UVX from our home in Santaquin to our jobs in Provo, on a daily basis.
15	Mar 25 2021 04:48 PM	go for it.
16	Mar 25 2021 03:49 PM	A front runner station in Payson. The rail road area in Santaquin is primarily farm land and should remain agricultural for as long as possible since farmable land in Utah is limited.
17	Mar 23 2021 03:35 AM	I tried to commute to SLC via Frontrunner from Payson. Loved the train. But three hour 45 minutes daily. Run Frontrunner to Santaquin.
18	Mar 22 2021 02:35 PM	What is being done to encourage transit supportive land use in the existing communities? Will the Springville and Spanish Fork city councils actually install crosswalks and sidewalks to support this transit?
19	Mar 20 2021 10:37 PM	Having more time slots for any of these options could allow me to hop on the bus from Springville back to Provo rather than have my friend drive me back.
20	Mar 19 2021 06:42 PM	Ease of access to any of these new transit alternatives is important and should be kept under close consideration during the initial planning/scoping phases. I personally would prefer one of the rail alternatives.
21	Mar 19 2021 01:42 PM	This is desperately needed in this area.
22	Mar 19 2021 01:04 PM	It is hard to justify using public transit when a car is faster and cheaper. Current transit options in South Utah County are almost non-existent. We need to increase options and decrease the price to use public transit for it to be used more.
23	Mar 19 2021 08:02 AM	South Utah county doesn’t need expanded UTA services!

24	Mar 19 2021 12:26 AM	One of the nice things about TRAX in Salt Lake and UVX in Provo is that the lines go right through the heart of the cities. Having train stations far from city centers works okay for commuting but is less useful for trips around the city (e.g. TRAX south of Salt Lake). The Main Street area may be slower but I think there are important benefits to developing transit along the main corridor that shouldn't be overlooked. Ideally we could have both--a faster line along the rail corridor and a RBT along main street. North/South transit is important but so is East/West. In Springville, many residents live several miles east from the shopping areas by the freeway. The 822 Bus is a great current commuter option! I'm glad we have it.
25	Mar 16 2021 04:32 PM	Please make it more affordable for lower income households. Some UTA services are too cost prohibitive.
26	Mar 11 2021 03:49 PM	UTA has a serious credibility problem. I don't trust that organization.
27	Mar 11 2021 09:41 AM	Just run light rail up HWY 89 the entire length of Utah County & Connect it with the blue line and you will revitalize the entire corridor. Whatever you are tempted to do do NOT have the train stop for traffic lights. What you did with the Green Line is a horrible solution and whomever thought it would be a good idea to have the green line wait at traffic lights needs to be fired.
28	Mar 11 2021 07:52 AM	Hey front runner down here
29	Mar 11 2021 05:54 AM	This is a cumbersome survey and I'm not sure I understand how it will be helpful
30	Mar 10 2021 10:33 PM	While the buses are nice, train stations with adequate day and long term parking is most needed to get people up to Salt Lake and to the airport.
31	Mar 10 2021 01:51 PM	expanding local bus routes in the south county area would be very useful, as the current bus routes only run a few times a day and are super limited
32	Mar 10 2021 12:19 PM	Continuing the conversation about smaller connections between the suburban areas away from Main Street or the I-15 corridors, I think this would give options for more than just getting to the transit hubs, as it would give seniors, students and others the

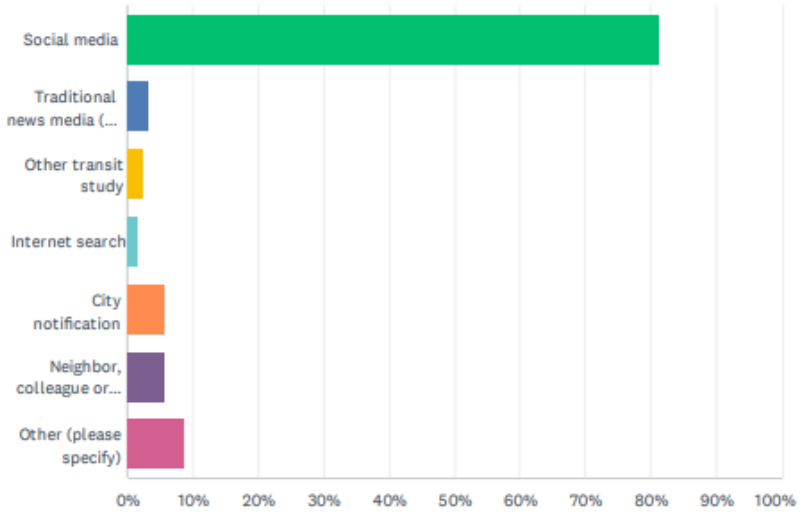
		ability to get around the city to the areas where they work, recreate, go to school, etc.
33	Mar 09 2021 10:26 AM	I'd love to be able to take a bus from BYU to the Springville Museum of Art
34	Mar 09 2021 09:07 AM	It's not needed.
35	Mar 08 2021 12:06 PM	Consideration given to centralized transit hubs (with commuter parking lots) vs a decentralized mesh of transit lines.
36	Mar 08 2021 06:46 AM	I would also like to see planning for major roads west if I-15 between Provo & Santaquin
37	Mar 07 2021 04:03 PM	Is this survey to give our feedback on various alternative options for transit, or is it to see how much we agree with the need for a change? I'm confused.
38	Mar 06 2021 07:37 PM	Quit wasting our stolen money. Taxes are legalized, but unlawful, theft.
39	Mar 06 2021 06:14 PM	High quality pedestrian and bicycle access to the stops/stations is crucial for maximizing the potential of the transit service. Space around transit stations should be used for high-density, mixed-use development rather than parking for cars. I realize access routes and land use are largely in the control of the municipalities, but any carrots or sticks or suggestions of best practices you can use to incentivize these things would be useful.
40	Feb 17 2021 05:14 PM	Eventually it would be great to take have a line that extends to St. George.
41	Feb 16 2021 08:32 PM	I live in Salem. I would love to see commuter rail extended south from Provo to Santaquin along the "rail corridor" with stations in Springville, Spanish Fork, Payson, and Santaquin. I would also love to see 15-minute (or better) frequency buses from Provo to Santaquin along the "Main St/State St" corridor, which would also connect to commuter rail stations at Spanish Fork and Payson.
42	Feb 16 2021 07:49 PM	I used to live in Salem and still have family living in Salem. I would love to see commuter rail extended south from Provo to Santaquin along the "rail corridor" with stations in Springville, Spanish Fork, Payson, and Santaquin. I would also love to see 15-minute (or better) frequency buses from Provo to Santaquin along the "Main St/State St corridor," which would also connect to commuter rail stations at Spanish Fork and Payson.

Q6 What additional information or resources would you like to see the study team provide to help you learn more about transit in general?		
Answered	**25**	
Skipped	**105**	
Respondents	**Response Date**	**Responses**
1	Jun 11 2021 02:56 PM	Smoop
2	Apr 29 2021 05:22 PM	A study of traffic congestion on I15 between Payson and Santaquin during rush hour and weekends.
3	Apr 07 2021 05:16 PM	Lock in rail rights now. (As part of this effort, PLEASE silence the existing trains that currently blast their horns 24/7 in the Springville area.)
4	Apr 03 2021 11:06 PM	Better information when changes are made. Post on all city websites and Facebook pages.
5	Mar 28 2021 07:41 PM	A more intuitive website for the South Valley Transit Study.
6	Mar 25 2021 08:13 PM	I'd like to learn how this project is funded.
7	Mar 25 2021 06:53 PM	I realize this is something that will eventually come, but if you could provide an "in the ballpark" idea of when some of these alternatives could be completed, that would be appreciated.
8	Mar 25 2021 04:48 PM	none
9	Mar 23 2021 09:14 AM	The cost of installing the infrastructure
10	Mar 23 2021 09:05 AM	Current usage of 805, 821, 822. Population not living near these routes.
11	Mar 19 2021 01:42 PM	Make people aware of the benefits of using public transportation over their own cars.
12	Mar 19 2021 12:26 AM	Bicycle transit plans
13	Mar 11 2021 09:41 AM	Operating budget over the past 10-20 years with project budget totals revenue shortfall etc. Why does UTA not run like a real business? Who are the stock holders?
14	Mar 11 2021 07:52 AM	Get front runner down here
15	Mar 11 2021 05:54 AM	How much cost is involved in different ideas and approaches
16	Mar 10 2021 10:33 PM	Bus impact in roadways
17	Mar 10 2021 03:33 PM	Plans to increase the frontrunner

18	Mar 09 2021 09:07 AM	Please stop wasting our taxes on UTA.
19	Mar 08 2021 12:06 PM	Pros and Cons to the different transit options and configurations.
20	Mar 08 2021 07:42 AM	If transit were free, how many more people would write it? What would be the demand to expand the system if it were free?
21	Mar 07 2021 09:10 PM	Upfront determine the right of way impacts especially to roads east of I-15. Look at a phased approach. With the brt study in northern Utah County happening and the over one billion dollar price tag. Can two transit projects be supported?
22	Mar 07 2021 04:03 PM	Maps showing proposed options, projected population trends, and an explanation of who has the authority (Utah government, county officials, etc.) to make these plans.
23	Mar 06 2021 07:37 PM	If they would eliminate regulations and taxes on private businesses to allow market solutions to prevail.
24	Mar 06 2021 06:14 PM	Societal cost/subsidy comparison of cars versus transit. Health effects of cars versus transit. Economic effects of cars versus transit.
25	Feb 17 2021 05:14 PM	I like you tube videos. I already follow your channel. It's great!

Q7 How did you learn about the study? (Select all that apply)

Answered: 128 Skipped: 2

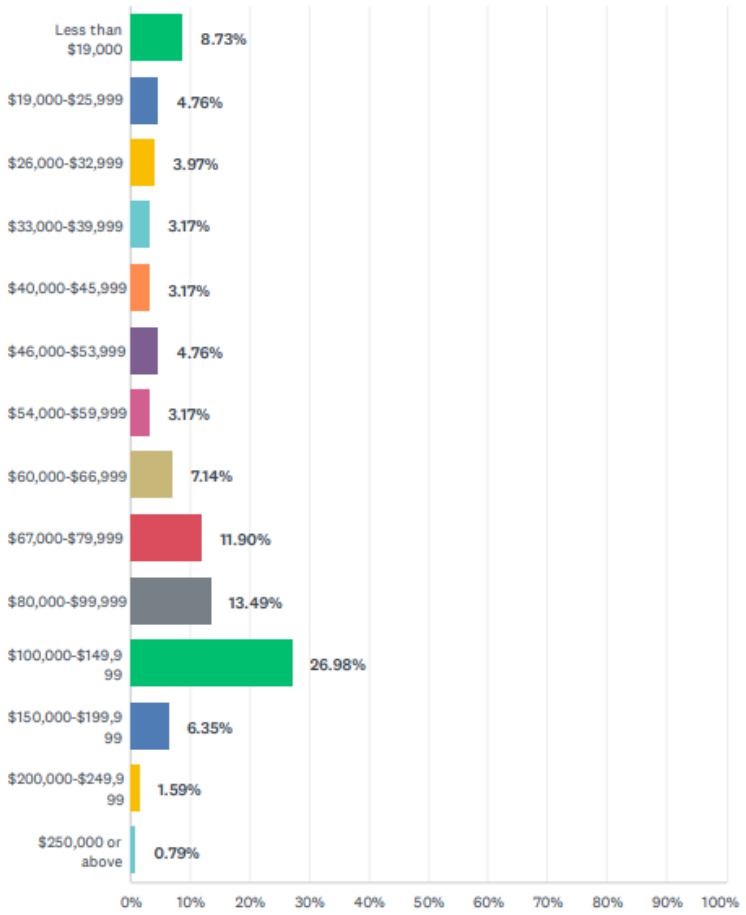


ANSWER CHOICES	RESPONSES	
Social media	81.25%	104
Traditional news media (TV news, newspaper, etc.)	3.13%	4
Other transit study	2.34%	3
Internet search	1.56%	2
City notification	5.47%	7
Neighbor, colleague or friend	5.47%	7
Other (please specify)	8.59%	11
Total Respondents: 128		

#	OTHER (PLEASE SPECIFY)	DATE
1	Springville City Days	6/12/2021 3:56 PM
2	Springville arts festival	6/12/2021 2:11 PM
3	David Borja	6/12/2021 1:44 PM
4	Art city days	6/12/2021 11:44 AM
5	Springville Art City Days	6/11/2021 8:23 PM
6	Springville booth	6/11/2021 6:55 PM
7	Booth	6/11/2021 2:56 PM
8	Art city days	6/11/2021 1:16 PM
9	Email from UTA	4/27/2021 10:35 AM
10	Up & Coming Springville Facebook group	4/5/2021 1:49 PM
11	Poster on bus	3/23/2021 9:05 AM

Q9 Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020 before taxes?

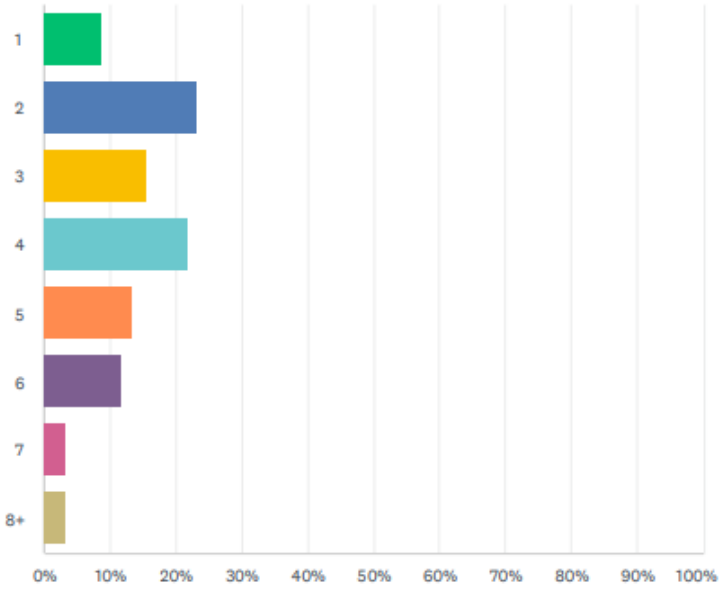
Answered: 126 Skipped: 4



ANSWER CHOICES	RESPONSES	
Less than $19,000	8.73%	11
$19,000-$25,999	4.76%	6
$26,000-$32,999	3.97%	5
$33,000-$39,999	3.17%	4
$40,000-$45,999	3.17%	4
$46,000-$53,999	4.76%	6
$54,000-$59,999	3.17%	4
$60,000-$66,999	7.14%	9
$67,000-$79,999	11.90%	15
$80,000-$99,999	13.49%	17
$100,000-$149,999	26.98%	34
$150,000-$199,999	6.35%	8
$200,000-$249,999	1.59%	2
$250,000 or above	0.79%	1
TOTAL		126

Q10 How many people, including you, are in your household?

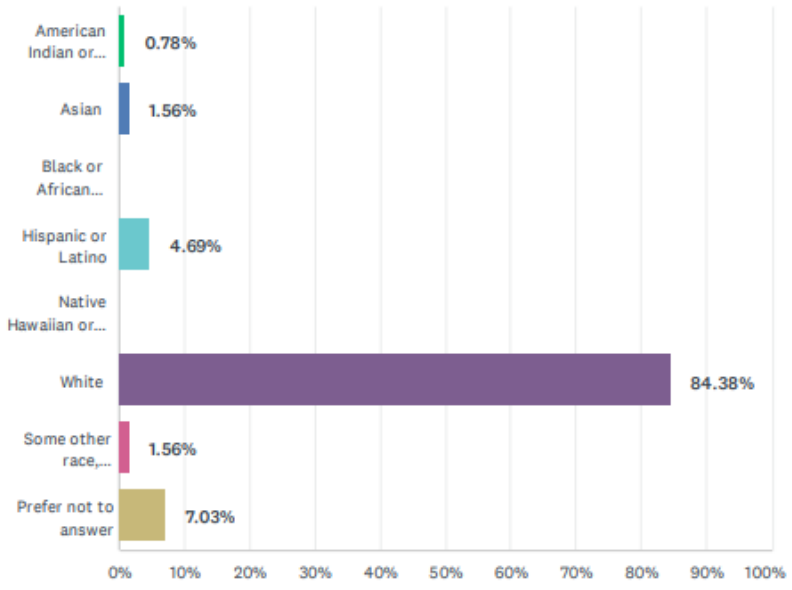
Answered: 129 Skipped: 1



ANSWER CHOICES	RESPONSES	
1	8.53%	11
2	23.26%	30
3	15.50%	20
4	21.71%	28
5	13.18%	17
6	11.63%	15
7	3.10%	4
8+	3.10%	4
TOTAL		129

Q11 What is your race and ethnicity?

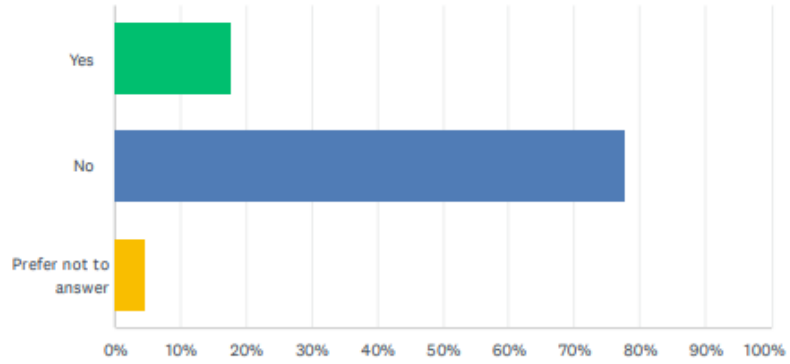
Answered: 128 Skipped: 2



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	0.78%	1
Asian	1.56%	2
Black or African American	0.00%	0
Hispanic or Latino	4.69%	6
Native Hawaiian or other Pacific Islander	0.00%	0
White	84.38%	108
Some other race, ethnicity, or origin	1.56%	2
Prefer not to answer	7.03%	9
TOTAL		128

Q12 Do you have a disability?

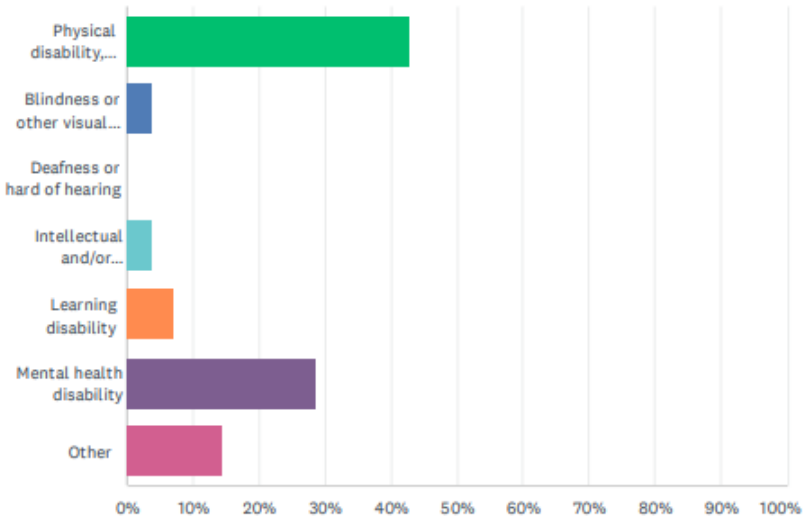
Answered: 130 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	17.69%	23
No	77.69%	101
Prefer not to answer	4.62%	6
TOTAL		130

Q13 What is your primary type of disability?

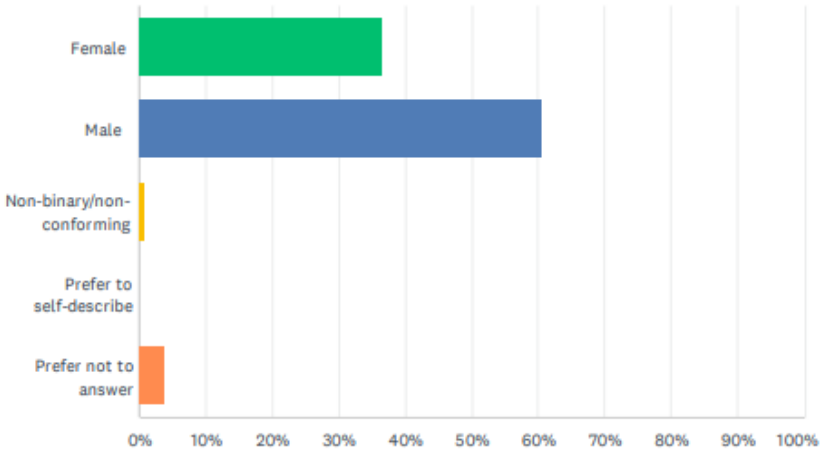
Answered: 28 Skipped: 102



ANSWER CHOICES	RESPONSES	
Physical disability, including mobility impairments	42.86%	12
Blindness or other visual impairment	3.57%	1
Deafness or hard of hearing	0.00%	0
Intellectual and/or developmental disability	3.57%	1
Learning disability	7.14%	2
Mental health disability	28.57%	8
Other	14.29%	4
TOTAL		28

Q14 What is your gender? Select all that apply.

Answered: 129 Skipped: 1



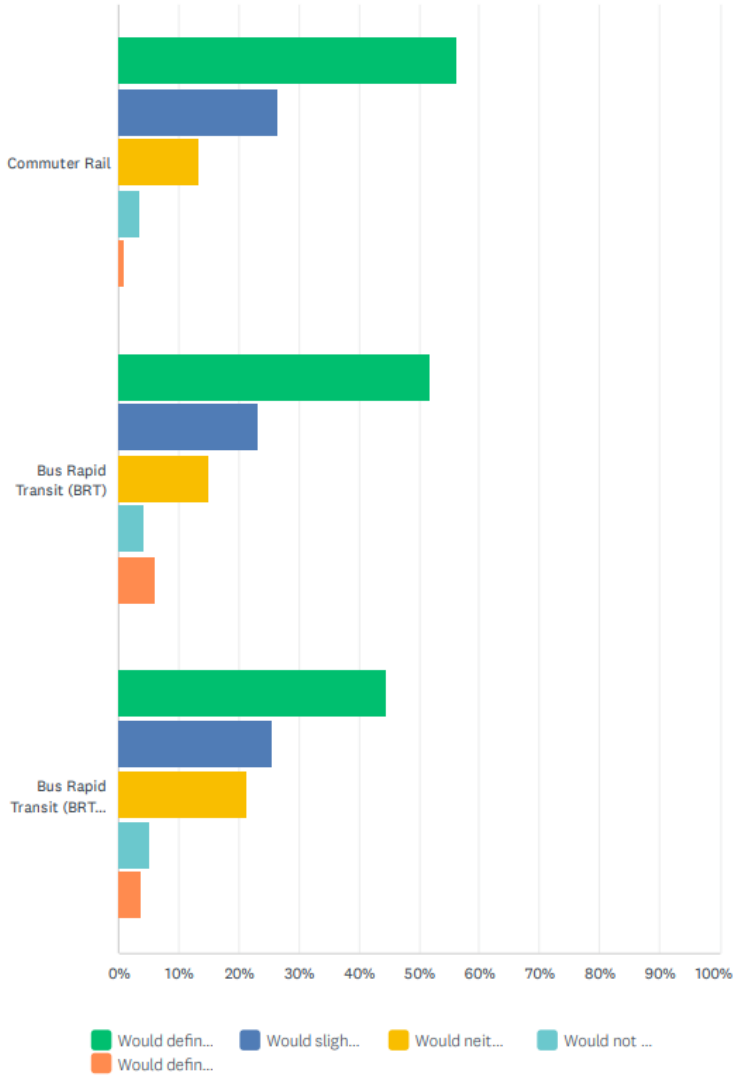
ANSWER CHOICES	RESPONSES	
Female	36.43%	47
Male	60.47%	78
Non-binary/non-conforming	0.78%	1
Prefer to self-describe	0.00%	0
Prefer not to answer	3.88%	5
Total Respondents: 129		

#	OTHER (PLEASE SPECIFY)	DATE
1	WTF	3/9/2021 7:24 PM
2	There are two genders	3/9/2021 9:07 AM

Appendix H: Detailed Alternative Survey Results

Q1 Please indicate below how well each proposed option would meet your transit needs.

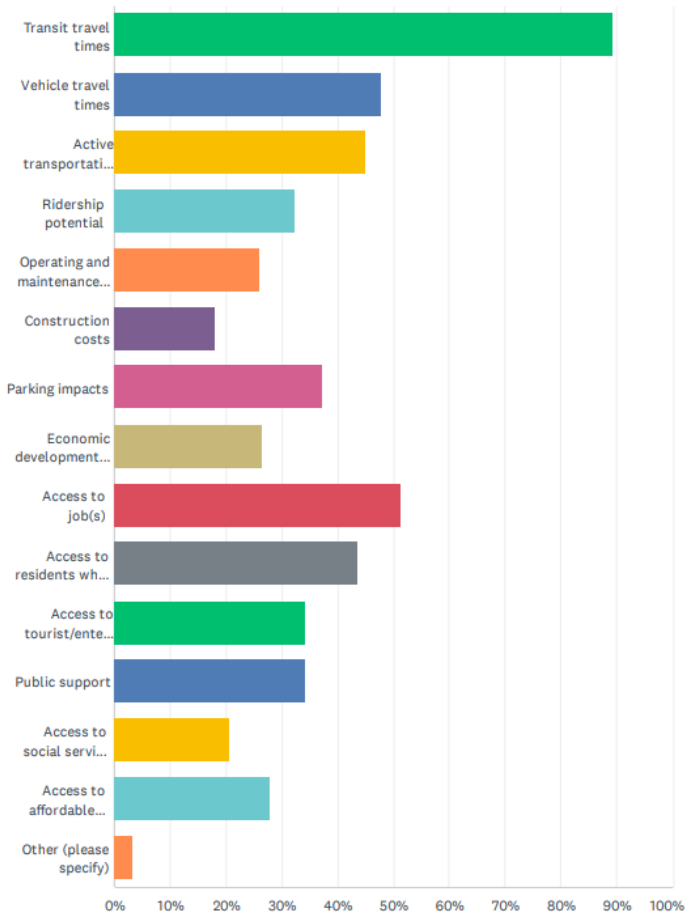
Answered: 258 Skipped: 0



	WOULD DEFINITELY MEET MY NEEDS	WOULD SLIGHTLY MEET MY NEEDS	WOULD NEITHER MEET OR NOT MEET MY NEEDS	WOULD NOT MEET MY NEEDS	WOULD DEFINITELY NOT MEET MY NEEDS	TOTAL	WEIGHTED AVERAGE
Commuter Rail	56.20% 145	26.36% 68	13.18% 34	3.49% 9	0.78% 2	258	1.66
Bus Rapid Transit (BRT)	51.78% 131	22.92% 58	15.02% 38	4.35% 11	5.93% 15	253	1.90
Bus Rapid Transit (BRT) mixed alignment	44.49% 113	25.59% 65	21.26% 54	5.12% 13	3.54% 9	254	1.98

Q2 What are the top five (5) most important factors you considered while ranking the transit options listed above?

Answered: 258 Skipped: 0



ANSWER CHOICES	RESPONSES	
Transit travel times	89.15%	230
Vehicle travel times	47.67%	123
Active transportation considerations (bike, pedestrian, trails, etc.)	44.96%	116
Ridership potential	32.17%	83
Operating and maintenance costs	25.97%	67
Construction costs	17.83%	46
Parking impacts	37.21%	96
Economic development opportunities	26.36%	68
Access to job(s)	51.16%	132
Access to residents who need transit	43.41%	112
Access to tourist/entertainment destinations, civic/cultural assets, and open spaces	34.11%	88
Public support	34.11%	88
Access to social services and resources	20.54%	53
Access to affordable housing	27.91%	72
Other (please specify)	3.10%	8
Total Respondents: 258		

Please provide any additional feedback or comments on the South Valley Transit Study.		
Answered	**81**	
Skipped	**177**	
Respondents	**Response Date**	**Responses**
1	Sep 06 2021 02:57 PM	None
2	Sep 06 2021 02:53 PM	Need more runs
3	Sep 06 2021 02:34 PM	N/A
4	Sep 06 2021 02:19 PM	Na
5	Sep 06 2021 02:12 PM	Carro
6	Sep 06 2021 02:01 PM	Should be cheaper
7	Sep 06 2021 02:00 PM	N/A
8	Sep 06 2021 01:24 PM	Tah bueno
9	Sep 06 2021 01:23 PM	Nothing else
10	Sep 06 2021 01:21 PM	None
11	Sep 06 2021 01:16 PM	Me gusta mucho el transporte gratis
12	Sep 06 2021 12:44 PM	I use the UTA system regularly and I find all of these options really helpful
13	Sep 06 2021 12:34 PM	Ningun
14	Sep 06 2021 11:53 AM	Apt. 13
15	Sep 06 2021 11:51 AM	Esta buena
16	Sep 06 2021 11:49 AM	Free transit for youth in school please
17	Sep 06 2021 11:29 AM	Have use tracks for north bound commute and find it i really like it especially when weather and traffic because of time of day travel
18	Sep 06 2021 11:21 AM	Do it.
19	Sep 06 2021 10:58 AM	Ninguno

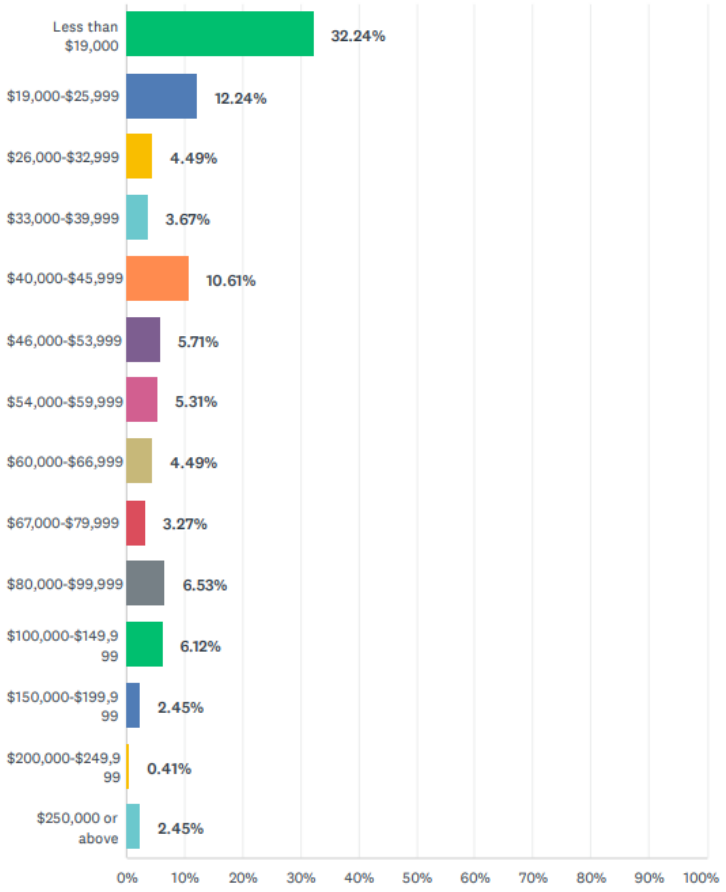
20	Sep 06 2021 10:56 AM	No tengo
21	Sep 04 2021 07:48 PM	None
22	Sep 04 2021 07:47 PM	N/a
23	Sep 04 2021 07:37 PM	Eagle Mountain???
24	Sep 04 2021 07:34 PM	Buen servicio de tren
25	Sep 04 2021 07:20 PM	The UTA is really nice and cool
26	Sep 04 2021 07:06 PM	Bueno
27	Sep 04 2021 05:56 PM	I want more train in springville
28	Sep 04 2021 05:54 PM	It would be great to have more public transit in utah valley
29	Sep 04 2021 05:39 PM	Na
30	Sep 04 2021 04:59 PM	DO IT
31	Sep 04 2021 04:51 PM	All good
32	Sep 04 2021 04:50 PM	Have toast
33	Sep 04 2021 03:40 PM	Muy bien
34	Sep 04 2021 03:30 PM	No at this time
35	Sep 04 2021 03:30 PM	Keep it low cost
36	Sep 04 2021 03:25 PM	Im going on the trax soon
37	Sep 04 2021 03:23 PM	Im going on the Trax soon
38	Sep 04 2021 03:06 PM	it’s great
39	Sep 04 2021 03:06 PM	I love it’s!!!
40	Sep 04 2021 02:42 PM	N/A
41	Sep 04 2021 02:22 PM	No comment
42	Sep 04 2021 02:02 PM	Provo - Santaquin
43	Sep 04 2021 01:49 PM	N/A

44	Sep 04 2021 01:28 PM	Your homies ;) 💰 🤑 💸
45	Sep 04 2021 12:54 PM	I would consider voting for this
46	Sep 04 2021 12:36 PM	Expanding transit would benefit the community
47	Sep 04 2021 12:23 PM	I can't wait for it because I ride to Santaquin weekly and it takes the entire day from Orem to Santaquin back to Orem so I would love this
48	Sep 04 2021 12:15 PM	More jobs
49	Sep 04 2021 12:15 PM	Good service
50	Sep 04 2021 11:28 AM	Muy bueno tener
51	Sep 04 2021 11:19 AM	Es perfecto para mi
52	Sep 03 2021 08:32 PM	None
53	Sep 03 2021 08:31 PM	Front runner
54	Sep 03 2021 08:27 PM	Good
55	Sep 03 2021 08:25 PM	Súper good
56	Sep 03 2021 08:25 PM	Generaría mejor conectividad entre ciudades
57	Sep 03 2021 08:23 PM	Es ago muy importante para la comunidad
58	Sep 03 2021 08:21 PM	Make the hours longer and open up on Sunday! Frontrunner Sunday! Needed!
59	Sep 03 2021 08:14 PM	Bueno no lo 3 usado pero me 8magino que es muy practici para las personas que lo usan
60	Sep 03 2021 08:08 PM	This would be great!
61	Sep 03 2021 07:55 PM	Not see enough, highly subsidized. Loses money each year
62	Sep 03 2021 07:49 PM	De acuerdo
63	Sep 03 2021 07:35 PM	Call me or text me about the results of this survey! 1-847-302-9800
64	Sep 03 2021 07:22 PM	Give free rides to students. We're broke
65	Sep 03 2021 07:21 PM	Me parece perfecto
66	Sep 03 2021 07:16 PM	Na

67	Sep 03 2021 06:52 PM	Pasar más seguido
68	Sep 03 2021 06:51 PM	Public transport is the best thing! Anything that gets cars off the road has my support, the UVX is so great and expanding it would be amazing
69	Sep 03 2021 06:50 PM	I love public transportation and we need more of it.
70	Sep 03 2021 06:46 PM	None
71	Sep 03 2021 06:34 PM	Front runner would be great to have!
72	Sep 03 2021 06:28 PM	Hj
73	Sep 03 2021 06:25 PM	Good Service
74	Sep 03 2021 06:06 PM	Es muy importante para eliminar la contaminación del aire.
75	Sep 03 2021 05:49 PM	You should put tracks all the way to Santaquin.
76	Sep 03 2021 05:42 PM	Please extend the train south to help people.
77	Sep 03 2021 05:38 PM	It's great
78	Sep 03 2021 05:32 PM	Bus routes are good bito have in this community because some people need the bus if they have no personal transportation
79	Sep 03 2021 05:29 PM	I feel like a bus system might be best. If the front runner does make it down to Payson / santaquin, there is no bus system to move around once there. A stop by Spanish fork hospital could be helpful for many people that need access to healthcare
80	Sep 03 2021 04:40 PM	I would love a bus that goes directly from Provo to Spanish fork - no stops. I say bus, instead of front runner, because I feel a bus would leave more frequently.
81	Sep 03 2021 04:38 PM	None at this time.

Q6 Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020 before taxes?

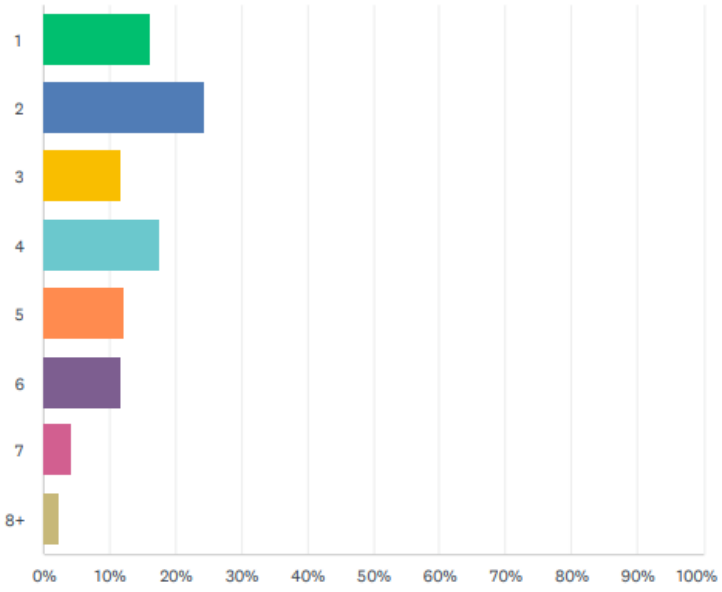
Answered: 245 Skipped: 13



ANSWER CHOICES	RESPONSES	
Less than $19,000	32.24%	79
$19,000-$25,999	12.24%	30
$26,000-$32,999	4.49%	11
$33,000-$39,999	3.67%	9
$40,000-$45,999	10.61%	26
$46,000-$53,999	5.71%	14
$54,000-$59,999	5.31%	13
$60,000-$66,999	4.49%	11
$67,000-$79,999	3.27%	8
$80,000-$99,999	6.53%	16
$100,000-$149,999	6.12%	15
$150,000-$199,999	2.45%	6
$200,000-$249,999	0.41%	1
$250,000 or above	2.45%	6
TOTAL		245

Q7 How many people, including you, are in your household?

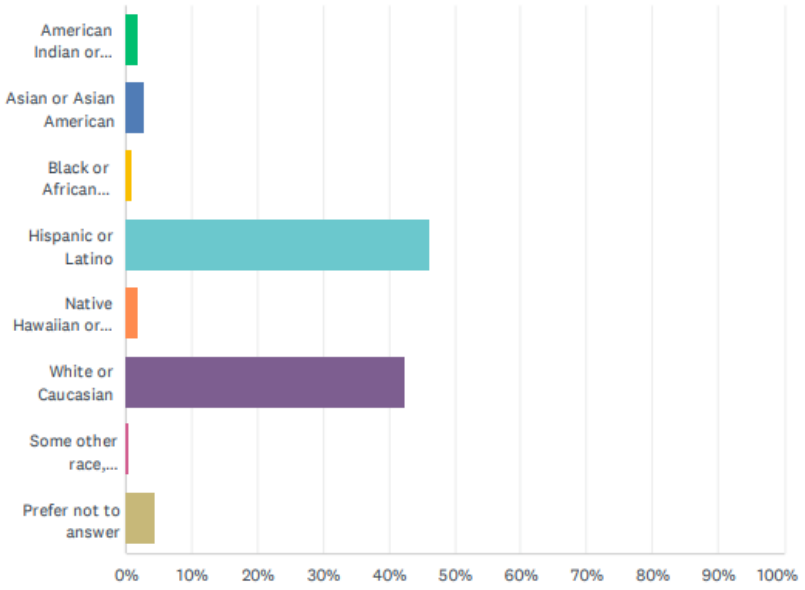
Answered: 247 Skipped: 11



ANSWER CHOICES	RESPONSES	
1	16.19%	40
2	24.29%	60
3	11.74%	29
4	17.41%	43
5	12.15%	30
6	11.74%	29
7	4.05%	10
8+	2.43%	6
TOTAL		247

Q8 What is your race and ethnicity?

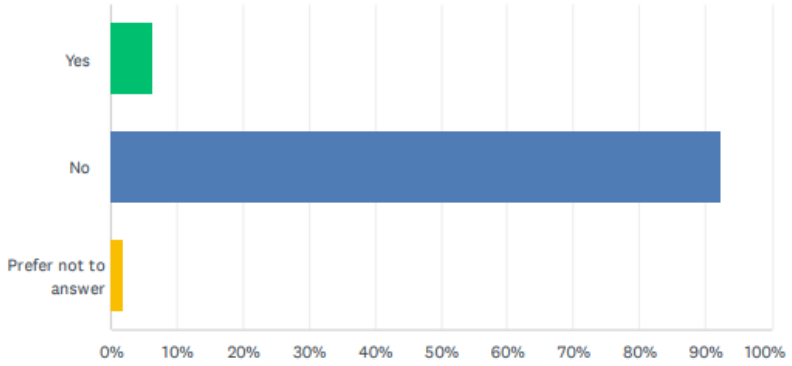
Answered: 250 Skipped: 8



ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.60%	4
Asian or Asian American	2.80%	7
Black or African American	0.80%	2
Hispanic or Latino	46.00%	115
Native Hawaiian or other Pacific Islander	1.60%	4
White or Caucasian	42.40%	106
Some other race, ethnicity, or origin	0.40%	1
Prefer not to answer	4.40%	11
TOTAL		250

Q9 Do you have a disability?

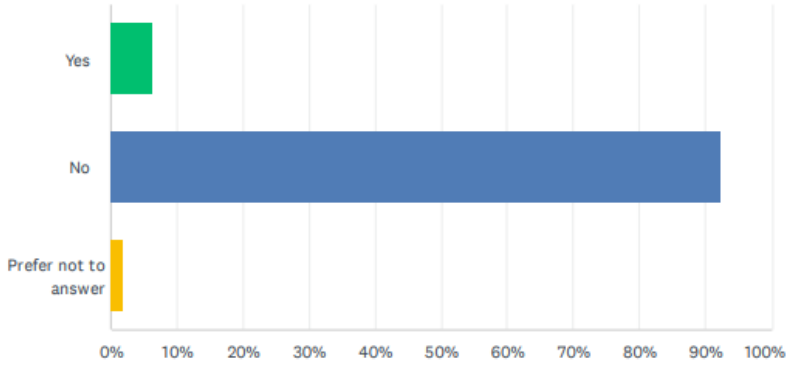
Answered: 245 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	6.12%	15
No	92.24%	226
Prefer not to answer	1.63%	4
TOTAL		245

Q9 Do you have a disability?

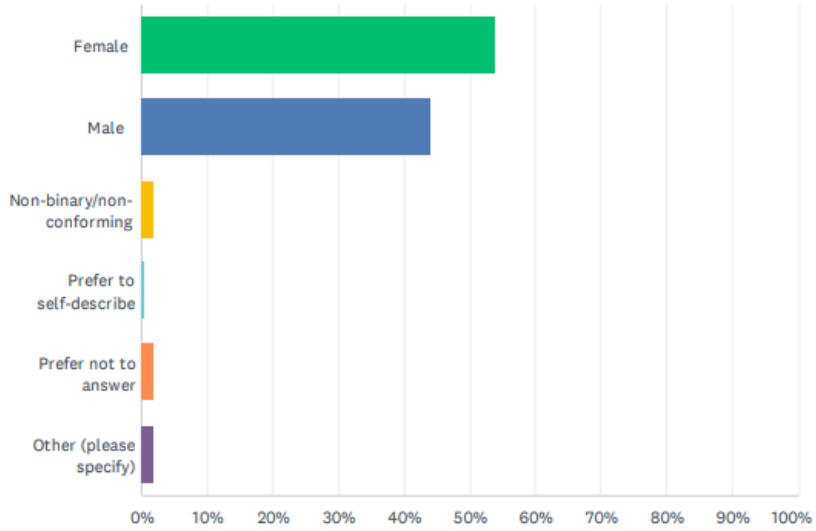
Answered: 245 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	6.12%	15
No	92.24%	226
Prefer not to answer	1.63%	4
TOTAL		245

Q11 What is your gender? Select all that apply.

Answered: 248 Skipped: 10



ANSWER CHOICES	RESPONSES	
Female	53.63%	133
Male	43.95%	109
Non-binary/non-conforming	1.61%	4
Prefer to self-describe	0.40%	1
Prefer not to answer	2.02%	5
Other (please specify)	2.02%	5
Total Respondents: 248		

Appendix I: GIS Comment Report

Date	Phase	Event	Comment
3/18/2021	Purpose and Need	N/A	Springville could really use a FrontRunner station here!!
3/18/2021	Purpose and Need	N/A	Would love to see more frequent bus service along this route. It's tough to plan on it when it only comes once an hour.
3/18/2021	Purpose and Need	N/A	Will this area ever have any light rail? It's such a great spot and the track gets maybe one or two trains crossing a week.
3/19/2021	Purpose and Need	N/A	Extend Frontrunner south of Provo and have it run every 15 mins so that it is a viable option for commuting
3/22/2021	Purpose and Need	N/A	This area is highly transit-supportive in its land use. It would be a shame to neglect it if the rail corridor is chosen for operation reasons. Wal-Mart isn't transit supportive at all!
3/28/2021	Purpose and Need	N/A	Please extend Front Runner to Springville sooner rather than later. When you do, please don't waste the space around the station on a giant parking lot. Instead work with Springville City to create dense, walkable, transit-oriented development around the station and excellent bike routes to the station.
3/28/2021	Purpose and Need	N/A	When building the Front Runner station in Springville, please ensure that pedestrians and people walking can easily pass from one side of the tracks to the other. That way the station will increase both inter- and intracity connection. It will also help to facilitate transit-oriented development on both sides of the tracks and increase ridership.
3/28/2021	Purpose and Need	N/A	BRT along Springville Main Street? Yes please! I think there should be a BRT stop here at approximately 380 S Main Street.
3/28/2021	Purpose and Need	N/A	I think there should be a BRT stop here at approximately 20 South Main Street, in front of the library, the splash pad, and the civic center.
3/28/2021	Purpose and Need		I think there should be a BRT stop here, just north or just south of the intersection of 400 N and Main.
3/28/2021	Purpose and Need		I would like to see a BRT stop in this general vicinity of 900 N Main Street where there are

		already some higher density homes that can contribute to ridership.
3/28/2021	Purpose and Need	A BRT stop in the vicinity of 1400 N Main Street would serve northern Springville. This area is zoned for commercial development, but I imagine some higher density homes will also be built here someday. In fact, developers have already approached the city to request a zoning change. It would be good to have a BRT stop that can serve this future growth if it did happen.
3/28/2021	Purpose and Need	I wish this area could remain open fields, but I assume it will fill in with houses before too long. It would be good to have a BRT stop in this area to serve these future homes, especially if you can coordinate with Springville City to make sure it connects to a good walking/bicycling trail, maybe along Dry Creek.
3/28/2021	Purpose and Need	I know it's may be an unrealistic dream, but gosh I wish the Front Runner could run along 400 W (the U.P. corridor) in the heart of Springville instead of clear out by the freeway. It would be so much more useful and accesible in the heart of the city. *sigh* ...maybe someday.
3/28/2021	Purpose and Need	I would like to see BRT or light rail routed through this area to increase its usefulness. For example it could run (going south) like this: SR 51 > Spanish Fork Parkway > Canyon Creek Parkway > 1000 N > Spanish Fork Main Street. This would increase access to numerous restaurants, doctors offices, Costco, Lowes, Walmart, the city splash pad, the hospital, etc. etc. I ride the 821 and I wish it was easier to access these places.
3/28/2021	Purpose and Need	I would love for this southern BRT/light rail line to simply be an extension of UVX, avoiding the need for a transfer or a detour through the Provo Station.
3/28/2021	Purpose and Need	The I-15 corridor seems VERY undesirable to me, and not very useful --especially without a bus-only lane.

3/28/2021	Purpose and Need	If BRT is chosen PLEASE make sure it travels in a bus-only lane and with signal prioritzation along the entire route. The sections of UVX where the fully loaded bus has to mix with private (mostly empty) vehicles are so obnoxious!
3/28/2021	Purpose and Need	I would love to see BRT or light rail stations that match the historic brick architecture along Main Street. And which grant real shelter for passengers waiting to board.
3/28/2021	Purpose and Need	When you extend Front Runner to Springville (coming soon, right?) can you please double-track it from the start? There is pent-up demand for frequent commuter rail service in Springville.
3/28/2021	Purpose and Need	If BRT/light rail stops were to include mid-block pedestrian crossings in the historic downtown area, it would help to reduce illegal speeding and make downtown a more enjoyable place to shop and spend money.
3/28/2021	Purpose and Need	If wishes were fishes I would prefer to have electrified light rail running down Springville Main Street. However, I LOVE riding the UVX bus rapid transit light and I understand that BRT is often cheaper to implement. Both BRT and light rail are fantastic options and I think even the most skeptical Springvillle residents would come to love them.
3/28/2021	Purpose and Need	BRT/light rail should be center-running, with stops located in the center of the street, similar to UVX.
3/28/2021	Purpose and Need	A BRT/light rail stop in the vicinity of Memorial Park would attract a lot of riders during the annual Payson Scottish Festival.
3/28/2021	Purpose and Need	I would like a BRT/light rail stop somewhere near the Payson Library, Historic Main Street, and the historic theater.
4/2/2021	Purpose and Need	Is there enough space under this viaduct to include a bicycle/pedestrian path alongside the train tracks so that people in the neighborhoods north of SR 77/400 S can easily access the Front Runner station?
4/2/2021	Purpose and Need	UDOT plans to build a viaduct here when they rebuild the 1600 S corridor. Coordinate with them to ensure that there is enough space under the viaduct for double tracking as well

		as a bicycle/pedestrian path to connect neighborhoods north and south.
4/2/2021	Purpose and Need	Dry Creek is one of the primary waterways of Springville and has been neglected in past years. Residents are beginning to show interest in restoration. Perhaps the construction of new Front Runner tracks could play a role in enhancing/restoring the creek at this crossing.
4/2/2021	Purpose and Need	I want Springville to have the flagship Front Runner station: iconic architecture (maybe some nice brickwork to match the nearby Strap Tank Brewery and the historic downtown), comfortable shelter out of the wind for passengers waiting to board, intuitive wayfinding, foot crossings to the west side of the U.P. tracks, plenty of benches, drinking fountains, bathrooms, lots of trees, covered bicycle parking and plenty of bike lockers, plenty of art and murals, transit-oriented homes built atop the parking lot to maximize utility (and ROI for UTA). Maybe these are pie-in-the-sky, but I want them nonetheless.
4/2/2021	Purpose and Need	A BRT/light rail stop near this charter school and within walking distance of Bicentennial Park (with dog park) would be nice.
4/2/2021	Purpose and Need	The current bus stops along this Ironton Road section of HWY 89 are quite sad --even dangerous sometimes. Center boarding BRT/light rail stops would be a welcome upgrade.
4/2/2021	Purpose and Need	This area near the District offices, the Fairgrounds, and the high school might be a good location for a BRT/light rail stop -- especially during Spanish Fork Fiesta Days when thousands attend the rodeo.
4/2/2021	Purpose and Need	A BRT/light rail stop here near the City offices and the new library (est. completion Fall 2022) would be nice.
4/2/2021	Purpose and Need	BRT/light rail stop somewhere near here along the historic main street.
4/2/2021	Purpose and Need	BRT/light rail stop here near the Post Office, Maceys, Costco, dollar store, and various other stores, shops, and eateries.

4/2/2021	Purpose and Need	BRT/light rail stop near here to serve passengers visiting the numerous restaurants in this area, as well as the splash pad at North Park.
4/2/2021	Purpose and Need	BRT/light rail stop near here to serve passengers visiting the numerous restaurants, the Walmart, the Department of Workforce Services office, etc.
4/2/2021	Purpose and Need	BRT/light rail stop near here to serve passengers visiting the Lowe's and the new hospital?
4/2/2021	Purpose and Need	Perhaps BRT/light rail could even loop through the hospital site, with a stop right near the front doors.
4/2/2021	Purpose and Need	If BRT/light rail is chosen, perhaps it could turn west along SR 77/400 S and then south along Springville's 1200 W, which is planned to be a regional arterial connecting with Spanish Fork. This would help to connect Springville residents with businesses, grocery stores, and offices on the west side of town, including the IHC InstaCare, the Clyde Recreation Center, and the school for the deaf and blind. This route would put a lot of homes within walking distance of transit (as opposed to SR 51, which is largely industrial), and Springville City is already putting the majority of their high density housing in this area. This would also help to connect Springville residents to the Front Runner station, reducing the need for people to drive a car to the station. Plus, it would facilitate a connection with Spanish Fork's commercial sector and the new hospital.
4/2/2021	Purpose and Need	A BRT/light rail stop near here would serve the Clyde Recreation Center, the Utah School for the Deaf and Blind, and would connect passengers to the Front Runner station.
4/2/2021	Purpose and Need	A BRT/light rail station near here could serve the InstaCare, the numerous businesses in this commercial sector, and the growing number of multi-family homes nearby.
4/2/2021	Purpose and Need	A BRT/light rail stop near here would be well connected to the city trail system, which would help give all residents in the Dry Creek neighborhoods access to transit.
4/2/2021	Purpose and Need	Perhaps a BRT/light rail stop near here could serve the Spanish Fork Recreation Complex.

4/2/2021	Purpose and Need		A BRT/light rail stop near the Sri Sri Radha Krishna Temple would get a lot of use during the various cultural events that happen here every year.
4/2/2021	Purpose and Need		I would love to have access to Salem Pond via BRT/light rail.
4/7/2021	Purpose and Need		Why go to the expense and trouble of building a BRT system when just dedicating a lane for regular bus use would accomplish practically the same thing?
4/14/2021	Purpose and Need		The only way I'd use public transportation is if it doesn't take my 35 min commute and make it 2+ hours. If there was a frontrunner station that could get me to Lehi. I'd consider it.
4/15/2021	Purpose and Need		I would think a Frontrunner Station around here on Main and 8th south in Payson would be vital to assist with the population explosion that will inevitably come. It would create opportunities and decrease traffic.
4/27/2021	Purpose and Need		This looks like an excellent study and evaluation. Obviously with a UVU satellite out to Payson this will be a very important to have soon.
4/30/2021	Purpose and Need		I think a BRT or Light Rail alignment would be better utilized along Canyon Creek Parkway to serve the growing residential, retail, and medical offices that are springing up along the route, as well as use down 1000 North, before turning onto Main Street
4/30/2021	Purpose and Need		This would be a great location for the Spanish Fork FrontRunner station, and could help divert traffic off of the super congested Main Street
4/30/2021	Purpose and Need		The only way that BRT or Light Rail could succeed in this area is if they have absolute priority, the traffic near Rees Elementary and 400 North in Spanish Fork is very discouraging. Also, for this service to succeed on Main Street in SF, traffic signal priority AND bus lanes are critically needed because of the heavy traffic
5/5/2021	Initial Evaluation	Bike to Work Day	Would LOVE to see more bike lanes all through East Bay!
7/2/2021	Initial Evaluation	Provo Freedom Festival	In Springville next to visit he Walgreens to Desert Industies we need bus service and to walmart

7/2/2021	Initial Evaluation	Provo Freedom Festival	I love this idea
7/2/2021	Initial Evaluation	Provo Freedom Festival	It's very convenient and super saves on gas
7/2/2021	Initial Evaluation	Provo Freedom Festival	It was super cool
7/2/2021	Initial Evaluation	Provo Freedom Festival	At the Freedom fair
7/2/2021	Initial Evaluation	Provo Freedom Festival	Uta
7/2/2021	Initial Evaluation	Provo Freedom Festival	Super cool to be here
7/2/2021	Initial Evaluation	Provo Freedom Festival	This is an amazing idea I hate that we have no transportation in Santaquin
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love the extension idea!
7/2/2021	Initial Evaluation	Provo Freedom Festival	Great plans!
7/2/2021	Initial Evaluation	Provo Freedom Festival	Great public transportation
7/2/2021	Initial Evaluation	Provo Freedom Festival	I think more front runner station like things down south would be awesome! Then we can travel south easier.
7/2/2021	Initial Evaluation	Provo Freedom Festival	Luv dis system
7/2/2021	Initial Evaluation	Provo Freedom Festival	Would love commuter rail to go further
7/2/2021	Initial Evaluation	Provo Freedom Festival	Clean, fast transportation.
7/2/2021	Initial Evaluation	Provo Freedom Festival	No freeway exit at 1700 N in Provo!
7/2/2021	Initial Evaluation	Provo Freedom Festival	This would help getting to work without having to worry about driving.
7/2/2021	Initial Evaluation	Provo Freedom Festival	Great service! Buses are clean and always on time.
7/2/2021	Initial Evaluation	Provo Freedom Festival	Would love to see it expand. We love that area of the valley!
7/2/2021	Initial Evaluation	Provo Freedom Festival	I'd love to see the buses running more often and on sundays
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love UTA services! They are super effective!
7/2/2021	Initial Evaluation	Provo Freedom Festival	It would be cool to have a train here
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love the options we have here, maybe we would benefit if the station had easier access for pedestrians.

7/2/2021	Initial Evaluation	Provo Freedom Festival	Yes to all the changes!
7/2/2021	Initial Evaluation	Provo Freedom Festival	We are so excited for the train station in Vineyard
7/2/2021	Initial Evaluation	Provo Freedom Festival	UTA rocks! Very convenient.
7/2/2021	Initial Evaluation	Provo Freedom Festival	I think it's awesone that it goes to Santaquin!
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love springville!!!!
7/2/2021	Initial Evaluation	Provo Freedom Festival	😁
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love Utah transit!
7/2/2021	Initial Evaluation	Provo Freedom Festival	Nice to have a southern extension on FrontRunner
7/2/2021	Initial Evaluation	Provo Freedom Festival	We love the transit system in Utah. Thanks for all you guys do!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love UTA!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Awesome!
7/3/2021	Initial Evaluation	Provo Freedom Festival	It has a lot of people riding that have not paid
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love this!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love it’s!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would like a crosswalk right here. It's important to make sure Freedom Blvd can continue to handle the traffic brought by the UTA station!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I really appreciate the uta uvx here. It makes getting around the BYU area much faster and easier.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Very nice and convenient
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love that the UTA buses are always clean and on time
7/3/2021	Initial Evaluation	Provo Freedom Festival	Yrs. Payson front runner great idea
7/3/2021	Initial Evaluation	Provo Freedom Festival	FrontRunner to Payson to connect southern Utah County to the rest as the whole county grows.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love frontrunner but wish it moved faster

7/3/2021	Initial Evaluation	Provo Freedom Festival	I love trax! Super easy to use but just a little to expensive to use regularly.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love front runner, expanding down to payson will be fantastic!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Awesome
7/3/2021	Initial Evaluation	Provo Freedom Festival	Run more trains and treat and buses on Sunday
7/3/2021	Initial Evaluation	Provo Freedom Festival	UTA IS AWESOME!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Boom Shaka Laka
7/3/2021	Initial Evaluation	Provo Freedom Festival	I like public transportation
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thank you for your service!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love UTA
7/3/2021	Initial Evaluation	Provo Freedom Festival	It would be awesome to have good connection from here to Lehi!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the ride!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see more stops across the valley..
7/3/2021	Initial Evaluation	Provo Freedom Festival	You guys do great! You support clients I we serve well.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love uta great sevjce
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love to use this this
7/3/2021	Initial Evaluation	Provo Freedom Festival	WE LOVE UTA!!!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Would love to have front runner down to Payson or Santaquin.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love riding on bus and froont runner.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Rapid transit from BYU to south Utah County would be amazing
7/3/2021	Initial Evaluation	Provo Freedom Festival	All busses could use more ADA seating many times we have to wait for the next buss
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love riding the front runner.
7/3/2021	Initial Evaluation	Provo Freedom Festival	We need a stop at the spring creek park
7/3/2021	Initial Evaluation	Provo Freedom Festival	Boom!

7/3/2021	Initial Evaluation	Provo Freedom Festival	We need a bus stop at the Spring Creek Park in Provo
7/3/2021	Initial Evaluation	Provo Freedom Festival	Front runner is fun
7/3/2021	Initial Evaluation	Provo Freedom Festival	Coolio
7/3/2021	Initial Evaluation	Provo Freedom Festival	This is a nice place to visit!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love riding, but I want to feel more like I have good security if anything were to happen.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great service, thank you!! I love that byu students get to ride for free!!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the front runner! It is very fast and efficient!
7/3/2021	Initial Evaluation	Provo Freedom Festival	It is fun and fast!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I don’t like the bus lane. Wish there was less traffic for cars- 3 lanes would be better for cars.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love public transportation!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Public transit is the best!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Awesome place for a ride here would be sick.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Cool
7/3/2021	Initial Evaluation	Provo Freedom Festival	I live in Spanish fork and I would love to see front runner come to the south end of the valley. I have been using front runner for years and I’m about to get a job in Taylorsville and would love to commute with mass transit.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Would love more transportation options
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see front runner down to Spanish Fork and further south.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Nice booth
7/3/2021	Initial Evaluation	Provo Freedom Festival	We like taking frontrunner up to SLC.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Transit is important. A rewards program would be fun.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I'd love to see a station out by the high school or the empty land near the police station
7/3/2021	Initial Evaluation	Provo Freedom Festival	I like

7/3/2021	Initial Evaluation	Provo Freedom Festival	I wish uta did more west of the lake
7/3/2021	Initial Evaluation	Provo Freedom Festival	We live in Provo and and love UTA transit! Can't wait to see it expand further south for more travel options!
7/3/2021	Initial Evaluation	Provo Freedom Festival	It was clean and smooth to get from downtown Provo to BYU, loved the ease
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love how clean the busses are
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see more electric rail cars
7/3/2021	Initial Evaluation	Provo Freedom Festival	We would love to see a stop near the recreation center!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see a spot by the Provo Rex center. I also don't always feel safe riding it alone on the evening due to homeless looking people on it.
7/3/2021	Initial Evaluation	Provo Freedom Festival	The front runner is one of the best methods of public transit I've ever experienced
7/3/2021	Initial Evaluation	Provo Freedom Festival	Springville is growing exponentially at a rapid pace and springville being tied into the transit would be a great idea!
7/3/2021	Initial Evaluation	Provo Freedom Festival	If you could get here that would be cool
7/3/2021	Initial Evaluation	Provo Freedom Festival	I've never ridden the train but I'm glad that we have one if I ever need it.
7/3/2021	Initial Evaluation	Provo Freedom Festival	It's great!!
7/3/2021	Initial Evaluation	Provo Freedom Festival	This is amazing
7/3/2021	Initial Evaluation	Provo Freedom Festival	Light rail is amazing
7/3/2021	Initial Evaluation	Provo Freedom Festival	We need more stops on the west side of Provo and the more rural areas.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the location here in Spanish Fork, convenient location
7/3/2021	Initial Evaluation	Provo Freedom Festival	This station rocks
7/3/2021	Initial Evaluation	Provo Freedom Festival	N/A
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love being a student and having free transportation
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love what you're doing! Thanks for making transportation available!

7/3/2021	Initial Evaluation	Provo Freedom Festival	It would be helpful for heads up time (like on the frontrunner) for when the next bus time.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Hits all the convenient spots in Provo
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thanks you
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thanks
7/3/2021	Initial Evaluation	Provo Freedom Festival	We love using the busses! Save a car ride save the planet. We wish there was a year long pass available to the public.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Very nice UTA. 10/10 would approve
7/3/2021	Initial Evaluation	Provo Freedom Festival	super efficient travel! makes not having a car super worth it and helps me stay in college and still get where I need to go. 10/10 would not have survived the semester without it!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thank you!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Fast and convenient. I love by UTA as a student and getting to campus is a breeze!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love that the train takes me up to SLC so I don’t have to deal with parking
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love utah buses and the schedule
7/3/2021	Initial Evaluation	Provo Freedom Festival	Good service
7/3/2021	Initial Evaluation	Provo Freedom Festival	Payson should get a station
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great buses always running on time and great bus drivers. Friendly service
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the fortfunner from Provo to Ogden.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the front runner from Provo to Ogden.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great service,use it for clients often
7/3/2021	Initial Evaluation	Provo Freedom Festival	Send info please - need light rail by to Eagle Mtn
7/3/2021	Initial Evaluation	Provo Freedom Festival	Need light rail to Eagle Mtn
7/3/2021	Initial Evaluation	Provo Freedom Festival	Excited for the BRT expansion to lehi as well as the new Vineyard Frontrunner station!

7/3/2021	Initial Evaluation	Provo Freedom Festival	The train will stop here for long chunks of time and block access to the frontrunner and busses. It would be great to have another pedestrian access point. If you're coming from Freedom it's going to take an extra 20 minutes to walk around to the dangerous university overpass.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I ride uta all the time and love it
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the front runner so much. People need more access and I love the extensions.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the frontrunner wish it was more accessible and had more stops everywhere
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love UTA and use the frontrunner to get to and from school/work
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great service
7/3/2021	Initial Evaluation	Provo Freedom Festival	The Provo free bus is amazing!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the free bus.
7/22/2021	Initial Evaluation		Love the UTA systems and how easy it can be to get around by calling for trip planning! :)
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Would love to get the front runner Doen south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please extend front runner to south Utah county!!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Spanish Fork needs a stop on Main Street near 7-11 and another stop near the Rec Center in Springville. This would make it so my teenagers could go to the Rec Center when I am at work.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Need light rail or better highway to Saratoga Springs
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Great way to get around.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Huge fan of this!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I work in downtown Salt Lake City. And I ride the front runner every day. But I live in Payson and I have to drive to Provo every day just to get on the front runner. I would love to have a stop nearer to me!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	An extension to saniqui would be awsome! I love the tracks.

7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Yes we need service to Utah county areas
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love riding frontrunner
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	A train to santaquin would be great.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We live in Salem and work in west valley of Salt lake every day .
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Can’t wait to have Frontrunner!!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring Front Runner to Spanish Fork.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I would love to be able to get to Salem easier
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We should have more uta in santaquin but it’s nice
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	A lot of people will love it
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I would love to have light rail from slc to Saint George
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	So excited about the extended track
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	An extension of the front runner to south Utah county would make transportation much easier for my family.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring this to Santaquin!!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring this to Santaquin. UTA has been a blessing to my family
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Can't wait! Payson to Lehi commute for me!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I think it’s great, can’t wait!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I use front runner all the time but have to drive from salem to orem. I Love this!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We LOVE frontrunner! Closer access to Salem would be incredible!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner please
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I would love to see more stops on the East side of Provo!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner please
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I really like the work you are doing, keep it safe and clean

7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I am so excited for this to come South!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring thr front runner south!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	You guys totally rock!! Thank you for the help w my student too!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	This is a road
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	It would be great to get more uta options further south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	*
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Bring it on down! Love using the trains to travel to Salt Lake City @
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	<3
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Fiesta days
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	You need to get service in juab county i love riding front runner
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love front runner
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We need more bus services in south provo utah and we need frontrunner services south of provo utah towards nephi.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner to Spanish Fork please
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	It's a great idea!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love UTA!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Awesome public transportation 👍
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I think that it would be great
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner further south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Let’s get more transit in southeast Provo
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love the light rail. Super convenient
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Doesn’t affect me
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love front runner!!

7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	It is good
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Very good. Nice service.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Bring Front Runner to Spanish Fork! Love the train
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We'd love service in the south valley and to eagle mountain
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Support commuter and light rail!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Utah rocks.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Hi!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love the idea of the coming down to Santaquin!! More public transportation the better for our community.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I'm so excited to have it come closer to spanish fork. We use it all the time to go to Bountiful!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	FrontRunner needs to come down south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Commute to SLC. Would make it nicer to have a station in Spanish fork
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love being able to use the front runner. As a student I like an alternative to using a car to get around. Especially with rising gas prices
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love uta ride! it would be incredibly useful to extend it all the way to santaquin! thanks
8/5/2021	Detailed Evaluation	Utah County Fair	TEST
8/6/2021	Detailed Evaluation	Utah County Fair	would love to get here on the transit!
8/6/2021	Detailed Evaluation	Utah County Fair	Wish there was transit options. Where is front runner.
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Can't wait for the train to come to Santaquin.
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	I cant wait
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Excited !!
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Yes, please do.
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	What’s up?

8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Trans are cool
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Please bring more transportation this way
8/14/2021	Detailed Evaluation		I think it's an awesome decision
8/14/2021	Detailed Evaluation		I think it's a fairly good idea wise choice keep up the good work
8/14/2021	Detailed Evaluation		Thank you
8/14/2021	Detailed Evaluation		It would make it easy to do things down south
8/14/2021	Detailed Evaluation		Add to Santaquin
8/14/2021	Detailed Evaluation		I think the front runner expansion is a good idea.
8/14/2021	Detailed Evaluation		I think more accessible public transportation is a great thing!
8/14/2021	Detailed Evaluation		Trax to Spanish Fork would be very convenient
8/14/2021	Detailed Evaluation		UTA is really growing to help all communities,
8/14/2021	Detailed Evaluation		Please continue to expand Utah county
8/14/2021	Detailed Evaluation		Yes; extend transportation south and north
8/14/2021	Detailed Evaluation		It's a good idea to expand
8/14/2021	Detailed Evaluation		EXPAND
8/14/2021	Detailed Evaluation		Support the front runner
8/14/2021	Detailed Evaluation		I support front runner
8/14/2021	Detailed Evaluation		I believe the expansion would be an amazing deal in today's economic deals with higher fuel pricing and traffic build up on the freeway system
8/14/2021	Detailed Evaluation		I'm in favor of the expansion
8/14/2021	Detailed Evaluation		I take train every day to work love it
8/14/2021	Detailed Evaluation		I love the idea of further expansion to carbon country area

8/14/2021	Detailed Evaluation		I think unlock transport is a great service and would love to see it expanding across the state to areas like carbon or emery county.
8/14/2021	Detailed Evaluation		I see no problem in expanding the transits reach.
8/14/2021	Detailed Evaluation		Keep up the good job
8/14/2021	Detailed Evaluation		Love it's going to Santaquin
8/14/2021	Detailed Evaluation		El evento es muy bueno Pero falto un poco de publicidad
8/14/2021	Detailed Evaluation		No me gusta porque tardan mucho en pasar
8/14/2021	Detailed Evaluation		Expansion of light rail
8/14/2021	Detailed Evaluation		I'd like to see more east west travel options for tram and frontrunner
8/14/2021	Detailed Evaluation		I love to have fronter runner go to saint grous
8/14/2021	Detailed Evaluation		Train to St George would be fabulous,
8/14/2021	Detailed Evaluation		I like having frontrunner & trap lines to get me around fast without any hassles since I don't drive. Any expansion in the riding lines would be an added help to all
8/14/2021	Detailed Evaluation		Santaquin train would be good
8/14/2021	Detailed Evaluation		Looks good!
8/14/2021	Detailed Evaluation		I think it is very useful to have extended service to Santaquin.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love to ride
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love uta. I use trax. Would love more routes in salt lake
8/21/2021	Detailed Evaluation	Provo Farmers Market	Yes. Love the Frontrunner. Please extend!
8/21/2021	Detailed Evaluation	Provo Farmers Market	Do the extension!
8/21/2021	Detailed Evaluation	Provo Farmers Market	I don't use it much but I think it's a great resource for people who need it
8/21/2021	Detailed Evaluation	Provo Farmers Market	Comment
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think that expanding the line south would be a great idea and would make transport a lot easier for people!

8/21/2021	Detailed Evaluation	Provo Farmers Market	UTA is a great transportation system, I say extend it so more people can enjoy it!
8/21/2021	Detailed Evaluation	Provo Farmers Market	I live in Santaquin Utah. Would love to see front runner extended
8/21/2021	Detailed Evaluation	Provo Farmers Market	I wish I could go south
8/21/2021	Detailed Evaluation	Provo Farmers Market	I live in Provo and work in payson a few times a week. I would love an affordable option for that commute.
8/21/2021	Detailed Evaluation	Provo Farmers Market	I like the front runner, but I wish there was an express train
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love the frontrunner. Please expand as far south as you can.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Front runner going down south pass Provo is best
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think it would be great if we could expand the train to go to Payson. It would benefit alot of people
8/21/2021	Detailed Evaluation	Provo Farmers Market	Uta is cool
8/21/2021	Detailed Evaluation	Provo Farmers Market	There are a lot of new developments in southern utah county, it would hopefully reduce traffic.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Public transportation is always a good idea. If people use it, it'll help reduce fossil fuel emissions.
8/21/2021	Detailed Evaluation	Provo Farmers Market	I ride the bus. I like it's affordable.
8/21/2021	Detailed Evaluation	Provo Farmers Market	My clients would use this
8/21/2021	Detailed Evaluation	Provo Farmers Market	I would like the idea of going all the way to Santaquinn.
8/21/2021	Detailed Evaluation	Provo Farmers Market	It would develop Southern Utah County significantly if the front runner were expanded. We would use it regularly!
8/21/2021	Detailed Evaluation	Provo Farmers Market	A train going south would be nice
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love front runner
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think a front runner line anywhere South of Provo would be nice. I would be able to ride down to other school districts for student teaching.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Need more frequent departures in the mornings.

8/21/2021	Detailed Evaluation	Provo Farmers Market	Very convenient for someone who is a student and commutes to salt lake for Utah county!!
8/21/2021	Detailed Evaluation	Provo Farmers Market	Please extend Frontrunner as far south as possible.
8/21/2021	Detailed Evaluation	Provo Farmers Market	We need more
8/21/2021	Detailed Evaluation	Provo Farmers Market	Expand to Payson
8/21/2021	Detailed Evaluation	Provo Farmers Market	The front runner is awesome, very fast and efficient. Definitely should expand to payson
8/21/2021	Detailed Evaluation	Provo Farmers Market	This would be super convenient!
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think that the frontrunner should extend down to the Payson area.
8/21/2021	Detailed Evaluation	Provo Farmers Market	I don't use it besides for getting to the airport
8/21/2021	Detailed Evaluation	Provo Farmers Market	Front runner stop
8/21/2021	Detailed Evaluation	Provo Farmers Market	It would be nice here
8/21/2021	Detailed Evaluation	Provo Farmers Market	We love front runner. I think front runner should be cheaper in the winter to encourage less cars on the road
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think it would be very nice to have Front runner go farther south. The limited transportation prevents a lot of students from going there.
8/21/2021	Detailed Evaluation	Provo Farmers Market	It would be great to have the front runner and buses to go to Santaquin! I could have used it for work last summer. Also, I would love buses in Vineyard/ west Orem. I have to walk a half hour to get to the busses
8/21/2021	Detailed Evaluation	Provo Farmers Market	Is there a way to make it faster? The Provo to slc trip takes too long to be useful
10/14/2021	LPA		How is this station accessible from the main parts of Spanish Fork City? It seems disconnected to me.
10/14/2021	LPA		Other maps from UDOT, MAG, and Spanish Fork have identified that the station would be here (south of the proposed Center St. interchange. Has it moved to the north side of that interchange?
10/14/2021	LPA		A flyover bridge would be required at some point. Correct? Would that be closer to the Provo station or further south toward/in Springville?

10/14/2021	LPA	I live in Payson and support this. I work in Lehi at the moment and would be a daily weekday rider. Some questions I have are with the proposed location and the route to where parking would be. It seems that existing roads will need to be enhanced to get to the location and accommodate traffic. Is this being discussed? Also, I have been keeping up to date with the proposed new freeway enhancements for the area and its new location. How is this going to tie into where this station will be located and the new freeway interchange?
10/14/2021	LPA	The Spanish Fork Station should have a new street to connect it to Center Street and 400 North (both of which are major roads in SF). It should also have good bus service to improve accessibility to the station and its community. If possible, there should be improved pedestrian and bicycle connections, though it'll be somewhat distant from major residential areas where it's being shown
10/14/2021	LPA	I would love to have the frontrunner to Payson please! And even eventually to Santaquin. I'm in Nephi and we get on the "Runner" in Provo.
10/14/2021	LPA	We are excited to have Front Runner available in the South Valley. However, we hope that it will be joined by an extensive expansion of bus services within the South Valley. Spanish Fork in particular has almost no bus services on the East side, where growth has been exponential in recent years.
10/15/2021	LPA	I live in Payson and I think both the Frontrunner ti Payson and the express bus from Santaquin to Payson is an excellent idea. I live in Payson and we could benefit from this change. It is something needed . We feel left neglected in the south end of Utah County. This part of the county is growing like crazy and this will be beneficial. Thanks for considering this.
10/15/2021	LPA	Will the express bus stop at 800 South in Payson? There are several large developments that would benefit from direct access. Red Bridge is building a green focused community

		that would be proud to host a location for the express bus to stop.
10/15/2021	LPA	Just north of the Springville station appears to be the location of the fly over to cross the Union Pacific track. Is this correct or just an anomaly of the map? Also, the access to this location seems to be indicated as coming from the West on the map. Wouldn't it be smarter to enter from the East if the track is indeed on the east side of the Union Pacific Rail? As an extension of this, would access be readily available from the 400 South thoroughfare going into Springville? This would really make the most sense but would require some new roadways. As an overall perspective from a resident of Mapleton, I am excited to have a FrontRunner Station this close. Please follow through with this particular plan and PLEASE don't give us the BRT alternative at this end of the valley. Riders from this area absolutely don't want to have to make a transfer from BRT to Frontrunner in Provo. We need FrontRunner here.
10/15/2021	LPA	Can we have the FrontRunner go down to the 800 S exit? I feel it would be a lot more convenient for people overall, as it would make the bus trips shorter to Santaquin. And there is already the bus stop there by Chevron/Texaco. Plus, there is that exisiting vacant rail line that heads down past the Phillips gas station/Wendy's there on the West side of I-15 with plenty of land that could be used for the FrontRunner station.
10/15/2021	LPA	Another Payson resident here who would fully utilize Frontrunner. Great idea, PLEASE DO IT!!!!!
10/15/2021	LPA	Arrowhead Trail and the surrounding roads would need to improve their sidewalk situation.
10/15/2021	LPA	I think the proposed location for a Springville station here is the best possible location. However access to the station from both sides of the tracks and also commuters coming from both the north (central Springville) and the

		south (north Spanish Fork and Mapleton) is imperative.
10/15/2021	LPA	I feel a Frontrunner Station near the south freeway exit would be a better option (better balance between serving both Payson and Santaquin residents) than one at the north end of Payson. That is unless there also would be a Santaquin station in the not too distant future. In that case than a station near the proposed north location is great.
10/15/2021	LPA	Yes! I frequently travel to Las Vegas and this would be an awesome option to have
10/15/2021	LPA	Commuter rail is a much better option than BRT. Frontrunner, contrary to what I initially thought it would be, helps alleviate road traffic and has value. To me it seems like BRT ridership is not very high, as generally I only ever see sparsely populated buses. Combine that with the fact that traffic on Provo and Orem streets where BRT was retrofitted to accommodate BRT seems MUCH worse (due to more constricted space and new traffic pattern restrictions, blockages, and changes) than prior to it's existence, I would conclude that BRT is nothing short of a complete failure and waste of money.
10/15/2021	LPA	I imagine the Spanish Fork Frontrunner Station will be located in best correlation with the proposed new Center St. interchange, but like another commenter, it seems much better situated, useful, and accessible for more people if it is to be located on the south (and east) side of the freeway than on the north (and west) side. Why make the vast majority of people travel over to the opposite side of the interchange to access the station?
10/15/2021	LPA	I would love to see a bus run on Canyon Road in Spanish Fork. I would also like to suggest a bus stop closer to the Deseret Industies in Springville. I know a lot of their employees could use that transportation.

10/16/2021	LPA	If the station is going to be that far west is there going to be a bus from East Springville to there
10/16/2021	LPA	I live life in a wheelchair and the slow progression of my illness is starting to limit how far I can drive. I really like this proposal to bring the front runner this far south. I am in Spanish Fork and add my voice to that of others that if it feasible, it seems it would be more readily accessible if a stop was on the East side of the freeway. I also would like to see bus route expansion to the south east side of Spanish Fork. Personally I could really benefit with bus stops along Canyon Road.
10/16/2021	LPA	I live life in a wheelchair and the slow progression of my illness is starting to limit how far I can drive. I really like this proposal to bring the front runner this far south. I am in Spanish Fork and add my voice to that of others that if it feasible, it seems it would be more readily accessible if a stop was on the East side of the freeway. I also would like to see bus route expansion to the south east side of Spanish Fork. Personally I could really benefit with bus stops along Canyon Road.
10/17/2021	LPA	I (and many other factory workers) work along 1400 N, and adding a Springville Station right here would be so helpful and convenient.
10/17/2021	LPA	So am I right to assume that new roads would be constructed here at 400 N right after the flyover to give access to the new station?

10/17/2021	LPA	It seems the proposed location for the Payson station is an odd and relatively inaccessible choice. If the goal of public transit is to cut down on vehicle traffic and make the FrontRunner accessible to more people, then why create a stop in one of the least-populated and unused parts of town? It's also literally the stinkiest place I can imagine having to sit and wait for the train, right by the sewage and water treatment plant! It also seems like this location would add more congestion to the north end of Main St where we already have heavy traffic and multiple accidents. Unless UDOT/UTA/Payson City plan on tearing down houses to widen Main Street (which they definitely should NOT do!) or unless this somehow links the station to the proposed weird future freeway interchange that basically converts that exit into a feeder road for an exit further north, then a station near the 800 South exit seems to be a wiser choice. The south end of town is experiencing more rapid growth, both commercial and residential. It seems like it would reduce more traffic to put it nearer to the large businesses in the industrial park with their hundreds of employees and the multiple high-density housing units with their hundreds of vehicles too. Plus it seems like that end of town would be more accessible to the Santaquin residents coming in by bus, and the Salem & Elk Ridge residents that would be driving over via State St/Hwy 198.
10/18/2021	LPA	Bad idea. Let’s keep Spanish Fork rural. Train lines mean more people and more crime.
10/18/2021	LPA	Would this be considered a "Quiet Zone" station? This area has a lot of residential communities and currently expanding. Having a horn blare at all times of day would be detrimental. Also, would the use of the rails in the stretch from 400 S to 1600 S be exclusive to the Front Runner or in addition to the existing use of Union Pacific's?
10/18/2021	LPA	I would be thrilled to have a transit in town!

10/18/2021	LPA	I am not sure why the Payson Frontrunner stop is where it is located? Seems residents of the local area would have to drive out of their way to get to it. Most residents are on the east side of I-15 and the stop looks to be on the west side of the interstate between the 8000 S and Payson offramps. My recommendation is to put is closer to the Payson Main St or off of 800 S in Payson. I drive from Payson to Provo, Monday thru Friday, to work at the Univ of Utah.
10/18/2021	LPA	Create an I-15 ramp exit here! 400 S exit is too busy, especially for Mapleton and South Springville to use.
10/18/2021	LPA	Frontrunner is so important to help my family have other ways of being connected to the rest of the Wasatch Front.
10/18/2021	LPA	I very much look forward to Front Runner coming to Santaquin. I work in Murray and have used the train in the past to get to and from work. However, having to go to Provo to start my ride means a 20 minute car ride, a Front Runner ride, a light rail ride, and finally a bus ride just to get to my office. Having a nearby station would allow me to walk or ride a bike to start my commute, and allow me to ride to my office from the IHC Front Runner station. It would also allow us to visit extended family in Box Elder county in a more relaxing way without adding to road congestion. Traveling to Salt Lake International would be an almost door-to-terminal experience. Allowing our us and kids to travel to Jazz games, Bees games, the zoo, and Lagoon a much more appealing idea and would make us feel truly connected to the entire Wasatch Front.
10/20/2021	LPA	My work in Lehi offers a free UTA pass, so I would love to finally have the option to rail commute from Payson. Excited at the prospect and opportunities this will bring to Payson, along with the MTech and UVU campuses.

10/20/2021	LPA	I have been looking forward to Frontrunner coming to Payson for a long time. I drive to the station and Provo and then ride the Frontrunner to Lehi where I work. A station at PG Main would open more ridership for Payson residents because even if it came here, I know many neighbors who would like to use it but wouldn't because there is no stop in PG. Even the Express Bus going to PG would be a benefit. Also need to double track - the train delays are outrageous due to the single track system - that has to be thought of in advance
10/20/2021	LPA	I am concerned about the additional traffic on Center St and 400 N especially before and after school. Traffic is already heavy during those times and it is often difficult to travel in and out of nearby neighborhoods. I'm also worried about the increase of noise. The freight train near my neighborhood isn't a big deal as far as noise because it is infrequent and usually runs about 9:30 or 10:30 am. This new commuter rail will run pretty consistently from 6 am until after midnight if the schedule is similar to others. Will something be done to limit the noise especially at night? I noticed that others are suggesting that the rail be placed on the East side of the freeway... PLEASE DON'T!!! I really don't want the rail across the street from my house! Having it on the other side of the freeway from my house will be bad enough! I understand how beneficial the rail will be for some but from my point of view I can see a lot of negatives!
10/21/2021	LPA	We would love to see the FrontRunner station come to the 800 S. area of Payson. There are going to be thousands of residential units build in this area over the next ten years. This area of the city has higher density planned as well as the industrial park and there will be many people who will be able to use the rail often. The station on the north Payson exit does not seem ideally located.

10/21/2021	LPA	I concur with the analysis that the Frontrunner would be the most economical and efficient mass transit to support South Utah County. I have ridden Frontrunner since it was constructed to Provo for may daily commute. Extending it to the South is a much better option than Bus Rapid Transit. The Station location at the north end of Payson would be less desirable as it is further from current apartments and retail centers, the north freeway exit has a clunky design, and near the notable smell of the sewage treatment plant. The south freeway exit seems to be a better option, but I would use it no matter where it is built. It would certainly be utilized better than the 805 bus. The Frontrunner extension would significantly improve parking problems at the Provo station.
10/22/2021	LPA	As a civil engineer, and also as a Payson resident, I join with those who have already expressed excitement about bringing FrontRunner down to Payson. I also hate to see a squandered opportunity! As the 2nd largest FrontRunner passholder in the state, UVU is no doubt lobbying very hard to have a stop near their campus. I'm a huge supporter of UVU! And a stop near their campus makes sense given there will be additional future development near the new I-15 interchange near north Payson and Salem. However, the proposed I-15 interchange and UVU campus are quite a bit north of where the ENTIRETY of Payson residents currently reside. Not extending FrontRunner to the 800 South (Payson) interchange is a disservice and a missed opportunity, and ignores the existing population and the enormous increase in population growth/growth projections ALREADY occurring in south Payson and Santaquin, including the new MTech campus and the Red Bridge development coming to that area. Where UTA already owns the right of way clear to 800 South, it makes little sense to stop FrontRunner north of Payson City. It would also be foolish to not at least include that extension within the environmental impact study (EIS); otherwise the risk is there

		that the extension may be warranted, but the EIS hasn't been done. The risks of excluding it outweigh the risks of including it. A more serious consideration needs to be given to adding a SECOND stop in Payson at 800 South. Thank you.
10/22/2021	LPA	Bring commuter rail to santaquin. Santaquin's main street can not handle a stupid bus.
10/22/2021	LPA	I have been very excited about the frontrunner coming to Payson, but I was under the impression that it would actually be coming to Payson and serving its citizens, and not only for the mini college town being built to the north. I figure since we're the ones paying taxes, it should be built in a location to better accommodate us as the permanent residents.
10/22/2021	LPA	Having the front runner go to the 800 s interchange would be more beneficial to not only payson residents but santaquin as well.
10/22/2021	LPA	If we’re going to the effort of bringing front runner south to Payson, please consider a more accessible stop. UVU campus and most of our traffic is south of where front runner is projected to stop. Let’s make it convenient so it gets used!

10/22/2021	LPA	Please find a way to get front runner to 800 south. This would make us so much more convenient to Payson residents.
10/22/2021	LPA	This would be an amazing spot for the front runner. With a school, tons of resident housing and stores, restaurants in the works it would be a great stop for UTA
10/22/2021	LPA	I live in this neighborhood. It's a 35-40 minute walk to the nearest bus stop. Are there any plans for more public transit here?
10/22/2021	LPA	The FrontRunner should go to the Main Street exit of I-15 (and preferably to the Walmart exit). Payson residents who work north should've benefited too… not just future university students coming south. And if you look at the froth in Santaquin, you should be planning for it's continuation to them ASAP.
10/22/2021	LPA	We live off 800 S here in Payson. My Husband works in Murray. He commutes 4 days each week. We would love for the stop to be easily accessible by bike from 800 S
10/22/2021	LPA	The stop is too far north of Payson. For people go do not have a car and rely on friends or a bike, they so have to ride the bus and then get on front runner. What is the reason for not having the stop near 800 South? This would be a more centralized location for Payson residents.
10/22/2021	LPA	All four of my kids go, or have gone to UVU in Orem. They would use this everyday and we would love it to go to 800 South where it's more convenient to people in Payson.
10/22/2021	LPA	A stop at 800 South in Payson would benefit a hugh population of Paton residents as well as Santaquin, Genola, Goshen, etc.
10/22/2021	LPA	Please bring front runner to 800 S park and ride.

10/23/2021	LPA	Frontrunner to Santaquin will be much more useful for local residents than a bus. Even if it has less stops per day the ability to go from Santaquin to eventually Brigham City will be invaluable for growing Utah. A bus does not properly plan for the future and would a hassle for Santaquin residents. Also, like everyone else is saying a station on 800S in Payson near the already available park and ride will be much easier to access than the currently proposed area and the Park and Ride is already prebuilt infrastructure.
10/23/2021	LPA	There is explosive growth happening on the south-end of Payson and even greater growth at Summit Ridge (Santaquin south exit). It appears foresight of current and already approved-future home building projects have been excluded from these plans. I know it's not as simple as just wishing it be done and the funds magically appear, but to 'add-on' at a later point is only going to strap generations beyond current Utah residents with greater tax burdens Please take another look!
10/23/2021	LPA	It makes no sense to stop the train so far north of Payson. It does not serve the Payson community there. It makes more sense to place the end where more housing and businesses are at currently. 800 south is also the end of the express bus route at the current moment, it only makes sense. I have used the express bus to the Provo EastBay station and then onto front runner. We have been waiting for front runner to come to south Payson. More reasons to than not to.
10/23/2021	LPA	Bring Front Runner all the way to Payson! Don't leave it up North.
10/23/2021	LPA	I would love to see front runner come down to Payson!
10/24/2021	LPA	With the Red Bridge area developing it seems like it would be beneficial to bring front runner South to this point. It would also benefit Santaquin residents. Please consider this option.

10/25/2021	LPA	Can we keep this underpass open to access the front runner. Putting the frontrunner to payson is a great move. I use to use the 805 to salt lake. when the frontrunner was started in provo my commute time doubled. It force me back in my car. This would make it possible for me to ditch my car again.
10/25/2021	LPA	We would love the Front Runner coming to Payson. My husband is going to school at UVU (Lehi Campus) and he works in Lehi. We would really benefit from having the Front Runner come to Payson.
10/25/2021	LPA	Let's do it. I love using the Frontrunner on days the freeway is jammed or the snow is too bad I'd rather not wreck myself. I think it's a good play.
10/26/2021	LPA	It would be great to have an extended service area all the way to Santaquin. It would definitely be used.
10/26/2021	LPA	Having the train stop near the 800 South and I-15 interchange in Payson would be the most effective location for the train to stop. With the current roads in Payson this area would be able to handle increased traffic from cars more easily and be more convenient for people who live South of Payson To connect in to the rail line.
10/26/2021	LPA	I think that Springville would be better served with the rail corridor that follows the right of way along 400 West
10/27/2021	LPA	What about saratoga Springs and Eagle Mountain?
10/27/2021	LPA	I would love to see front runner go through Spanish fork. I work in salt lake so boarding from Spanish rather than Provo will make my commute so much easier.
10/27/2021	LPA	Station by Noorda-COM medical school would have significant positive impact on growth and development of research opportunity and student recuitment
10/27/2021	LPA	I would love to have frontrunner extended to Spanish Fork. I ride frontrunner when I travel to Salt Lake to visit family and when I travel to the airport. It takes away the stress out of driving in freeway traffic.

10/27/2021	LPA	I think it is so great that we are expanding south. As a university student having the ability to get to UVU through public transit is a much needed solution and it takes the worry, of parking at school, away.
10/28/2021	LPA	I would love to see FrontRunner expand down south! It'd make it so much easier to get down there.
10/28/2021	LPA	Let's get it built. That's a great spot for it too.
10/28/2021	LPA	Frontrunner to Spanish Fork would be great!
10/28/2021	LPA	We need to get frontrunner extended all the way to ST George and on up to Logan. If we don't get the planning in place now, it'll never happen. Express busses suck and don't really get people anywhere faster than a car, so no-one like using it. Frontrunner does exactly that.
10/28/2021	LPA	Id prefer to have the stations to be further away from the residential area and closer to the retail/commercial areas. My Preference Approx 500 S 1500 W.
10/28/2021	LPA	Id prefer to have the SF station located here. Its closer to the exit and there is alreadt a right turn lane off of main street onto 900 N. Also having the station would also be closer to the fading retail area plus easier bus transit location.
10/28/2021	LPA	This location is not even located in Spanish fork City Boundaries, its in Palmyra boundaries. How would that effect how our taxes expenses/benefits that are used for this station?
10/28/2021	LPA	I feel we need an exit here for access to the Hospital, close to an interstate access and connections to Highway 6.
10/28/2021	LPA	Put the stop here next to wendys. its easier access to the interstate; that would benefit the average rail user as well as a nod of convincence for travelers from further south. Having it that close would also be convinent for when there needs to be access to the train yard, mechanical station and storage yard. It is placed well for both retail, industrial and residential areas. There is plenty of room to have parking and bus station. ALSO think about how it could also be utilized in the

		Foothill BLVD project. This would be a great tie in location.
10/28/2021	LPA	If a station is to be built here, where will the access points be? If 400 N and 100 South are access points these roads need significant improvements to handle the increased flow of traffic
10/28/2021	LPA	Why not put the stop here at the UTA park and ride that is already here? Plus, as quite a few other people have commented, if you put the stop so far out of town, then people are going to have to drive further to get to the stop. Why not put it near the freeway exit?
10/28/2021	LPA	This seems like a terribly inconvenient spot to put a train stop. Won't you have to make more roads to support this? We should be building around what people are going to use, not what you want people to use.
10/28/2021	LPA	In a city planning commission meeting last night, residents were told that unless the city moves the access road on the east side of I 15 further east, UDOT will not consider making improvements to the Main Street exit in Santaquin. Can you explain how moving Highland Dr in Santaquin helps UDOT planning for future connectivity? Thank You
10/30/2021	LPA	The further our rail network is expanded, the better!
10/30/2021	LPA	805 Bus Route adding stops at PG and Lehi would be nice to have while it takes 15 YEARS to build this. Transfers from 805 to Train and vice versa are a nightmare especially when the train is delayed which happens frequently. Adds so much time the commute that I don't want to ride
11/2/2021	LPA	Would have preferred it to be closer to main street but honestly anything beats going clear to provo.

11/5/2021	LPA	Please consider including the history of the old Springville Station and rebuild some form of it at the new stop. It could include a restaurant or other amenities as well. I think that having frontrunner will be a great benefit to the community and will bring back memories of the old interurban that my grandma rode to salt lake before it was torn out.
11/5/2021	LPA	Don Strack has put together some information about the Springville Depot with images and plans of the building. I think it would be really great if when the new frontrunner station comes to Springville someday that the station could be rebuilt. Here is a link to the plans https://donstrack.smugmug.com/UtahRails/Springville/
11/9/2021	LPA	I think expanding the train to Payson and busses to Santaquin is acknowledging we are expanding and is an excellent idea to make education (college) closer to outlying individuals. I hardily approve!! Thanks for letting me have a place to comment and tell you what an excellent job you are doing:) Keep up the great work!
11/9/2021	LPA	Yes please run to Payson! There are businesses there I would frequent more often if I could ride the train there!!
11/9/2021	LPA	Yes! Please, I am all for it. I see a great need for extending FrontRunner south of Provo. I go to shop at least 2x week (from Provo) down to Spanish Fork & Payson, and I would soooo much rather hop on FrontRunner for this, instead of having to drive I-15. It would be great to connect Santaquin too. Then the whole corridor from Payson/Santaquin up to Ogden would be easy reachable with public transportation. Keep it affordable, though, so many can ride it. That's the whole point: to keep public transportation more affordable, convenient and with frequent runs, so folks would chose that, rather than cars.
11/9/2021	LPA	Very busy intersection in Spanish Fork with a lot of businesses. A lot of workers would be able to get off at this stop to go to work in the area

11/9/2021	LPA	I think this is a great idea, but if you don't increase the train capacity then adding more riders from the south makes the service less usable.
11/10/2021	LPA	Front Runner has been so helpful for me as a Provo resident to get to Lehi and SLC. I'm sure it is the same for residents south of Provo. Please make this happen!
11/10/2021	LPA	Seems a more convenient place to place the commuter station.
11/10/2021	LPA	I think extending to Payson will be a great service that will expand economic development throughout Utah County
11/10/2021	LPA	I take the FrontRunner everyday from Provo to North Temple and back. It is a fantastic way to travel. The more people can enjoy this train service, the more cars come off the road, the more spread out people can live, and the more safe our roads become. If it was up to me, I would have a rail system from St. George to Logan!
11/10/2021	LPA	It would be great if this could come all the way to 800 S
11/10/2021	LPA	All for this! I have loved using the Frontrunner and am so glad seeing all the comments explaining how a new south line would be life changing for so many people. Let's do it!
11/10/2021	LPA	I support extending the Front Runner. I suggest extending it to the 800 S. area, where the community is really growing.
11/10/2021	LPA	Love the idea of getting the front runner down to Payson. I think it'd be better to put it off the 800 exit, it's better located for more people in the community to have better Access. There's already to much traffic off the main street exit too, this could balance it out more.
11/10/2021	LPA	I would love the front runner to come all the way to Santaquin!
11/11/2021	LPA	Rather than extend the line, first prioritize double-tracking the existing line (Provo to Ogden) for more frequent scheduling. Add Sunday service. THEN extend the line.
11/11/2021	LPA	As many have said, going to the far north of Payson isn't going to help anyone who actually lives in Payson. If this is to benefit the community, and not just the new UVU

		building, please bring the station further south. At least to 800 South
11/11/2021	LPA	Don't make parking extra
11/11/2021	LPA	It would benefit more residents to bring the front runner down to 800 South
11/12/2021	LPA	This needs to be extended 100%. I never want to go to Salt Lake but Spanish Fork and Payson are very desirable especially for their shopping areas. Please help I feel trapped in Provo without being able to travel south.
11/12/2021	LPA	The Commuter Rail Line should be extended all the way to Santaquin.
11/12/2021	LPA	Bring the front runner all the way down to Santaquin. If there is going to be a bus to Payson, It just makes it a more complicated process for those who need the train to commute.

11/12/2021	LPA	Connecting active transportation to FrontRunner is crucial for high ridership and for effecting a modal shift in transportation choices. It is very important that an at-grade bike/ped crossing of all tracks be included in the project here. This will connect riders to destinations on both sides of the tracks and make the FrontRunner a hub for multi-modal mobility. Springville City is currently drafting an Active Transportation Master Plan. 700 S will be one of the primary east-west corridors for bicycle and pedestrian connectivity through the city and will bring people directly to the FrontRunner station. A bike/ped crossing at the station will greatly increase the utility of the 700 S corridor, and subsequently increase FrontRunner ridership. Furthermore, Springville has already created a transit-oriented zone (the "Village Center [VC]" zone) in the area east of where the station will be located. City Council members have discussed a willingness to also apply this transit-oriented, mixed-use zone west of the tracks if a bike/ped crossing can be created at the station. This would increase ridership, reduce roadway congestion on I-15, and make wise land use possible. Please implement an at-grade bike/ped crossing of all tracks here at the station. Thank you.
11/12/2021	LPA	Increasing active transportation connectivity is crucial for increasing ridership on FrontRunner. Springville City is currently drafting an Active Transportation Master Plan that includes a multi-use path under this viaduct to connect pedestrians and bicyclists to the future FrontRunner station. Connecting with the station means this multi-use path will be an important piece of the regional transportation network. I understand that space under this viaduct is limited, but

		please squeeze every inch out of it that you can, so that we can ensure that a high quality bike/ped path can fit alongside the tracks.
11/12/2021	LPA	Residential growth in Springville and the rest of south Utah County is explosive. The extension of FrontRunner needs to be accelerated if we want these cities to create smart growth and avoid the negative effects of car-centric sprawl. We need FrontRunner service *yesterday*! This process needs to be accelerated!
11/12/2021	LPA	Springville City, in cooperation with state and federal agencies, is studying options for flood mitigation along the Hobble Creek in this area. (Additional info can be found at hobblecreekwatershedplan . com). The railroad bridges at this location create a bottleneck that results in severe flood risk. These railroad bridges also present an obstacle for riparian habitat restoration. Also, the railroads at this location are a significant barrier to a proposed Hobble Creek River Trail shown on the Active Transportation Plan currently being drafted by Springville City. This trail would be an important regional transportation corridor, connecting the Lakeview Parkway Trail in Provo to the Mapleton Lateral Canal Trail. UTA should coordinate with Springville City to ensure that FrontRunner tracks and bridge(s) work in tandem with the Hobble Creek Watershed Plan and the Active Transportation Plan to create --rather than limit-- future opportunities for connectivity, flood control, and habitat restoration.

11/12/2021	LPA	At some point, UDOT plans to rebuild this viaduct. UTA should coordinate with UDOT, Provo, and Springville to ensure that there will be enough space under the viaduct for future double-tracking and for future active transportation facilities (i.e. a multi-use trail) connecting Springville and Provo. Currently the road under this viaduct is one of the primary routes for people on bicycles traveling between the two cities.
11/12/2021	LPA	Any possibility of an inter-city multi-use trail being constructed in conjunction with/alongside the FrontRunner tracks?
11/12/2021	LPA	Currently, south Utah Valley has no transit service on Sundays, making it very difficult for people to travel on Sundays without using a car (which many cannot afford). Maybe it's outside the scope of this particular study, but can we please get Sunday FrontRunner service? Nearly every Sunday I find myself wishing I could ride the train to visit family.
11/12/2021	LPA	An active transportation facility like a multi-use trail alongside the FrontRunner tracks from the Spanish Fork station and under this viaduct will help to connect riders to the hospital and this growing commercial area. Spanish Fork City is already making great investments in active transportation infrastructure and this presents an opportunity to enhance southwest-northeast connectivity for people commuting to and from work without a car.
11/12/2021	LPA	There are plans to convert the Tintic rail line northeast of this point into a multi-use trail. That trail should continue alongside the FrontRunner tracks in Spanish Fork, where it can connect with the trail network the city is building. If necessary, a bike/ped crossing of the FrontRunner tracks should be created here to enable that.

11/12/2021	LPA	When UDOT reconstructs 1600 S, UTA should coordinate to ensure that a viaduct built here includes enough room for future double-tracking and for a multi-use trail alongside the tracks to keep the FrontRunner and 1600 S from becoming a barrier to active transportation modes.
11/12/2021	LPA	Springville City is drafting an Active Transportation Plan that includes a proposed Dry Creek Trail along the Dry Creek in this area (exact alignment is unspecified). This multi-use trail would connect people with the regional Utah Lake Shoreline Trail in the west, and would connect residents in this area with Downtown Springville. Currently, the railroad is a barrier that makes this trail impossible. Construction of the FrontRunner tracks presents an opportunity to create new connectivity for active transportation modes. An at-grade bike/ped crossing in this area should be created in coordination with Springville City.
11/12/2021	LPA	This is a poor location for a Payson Station. It should be located further south, close to Utah Ave, 400 S, or 800 S where it will be adjacent to more residents and more destinations. A station this far north will not be very useful to me, and I expect it will be similarly inaccessible for many people. Connecting people to this location via active transportation modes will be much more difficult than locations to the south. This location seems like maybe it was chosen primarily for its convenience as a park-and-ride --at the expense of people who cannot afford to drive or choose not to.

11/12/2021	LPA	Currently, most FrontRunner stations consist of little more than a giant parking lot. I understand that park-and-ride is an important part of every FrontRunner station. However, parking alone is a poor use of land that could instead be used for transit-oriented development. Springville City has created a transit-oriented zone ("Village Center" zone) on the land adjacent to the future station, and City Council and staff members have expressed a willingness to expand and/or enhance that zone. I would like to see housing (and maybe even shops) built above a park-and-ride garage at the Springville Station. Building housing at the station would help alleviate the state's housing crisis (in walkable location rich with amenities!), increase FrontRunner ridership, and would be a profitable venture for UTA. Springville is the prime location for creating a flagship, forward-thinking station design. And it should be part of the initial construction of the station, to avoid the difficulty of trying to build around an already-functioning station.
11/12/2021	LPA	Mass transit costs mass amounts of money, raising taxes and only providing for a few people. Some say they will ride the Commuter Rail line, then great, but buses are a different story!! Buses usually have one or two people in them at a time, they jam up traffic, cause accidents and bring people into suburbs, often, increasing crime. All the while, the expense of running these buses day and night is very costly. In the beginning they run on main thoroughfares and then all of a sudden they are running in the neighborhoods. We would be better off putting all this money into improving roads, providing ride share posts and giving more funds to the Paratransit Program in each city. Just look at honest numbers- how many people really ride buses? Many cities in Utah Valley have been noted as the safest and best cities to live in. Let's keep it that way!
11/13/2021	LPA	Myself and my entire family would love to see the front runner go all the way to payson! We love it, but hate having to commute to provo to use it. Definitely a great idea!

11/14/2021	LPA	I don't use public transportation, but I would if the train came to my area. I would not use it if I had to take a bus, and transfer to a train after a few minutes. I would prefer to have the train come to Santaquin, otherwise, I doubt I'll use it.
11/15/2021	LPA	An extension of the train would be invaluable to the substantial growth for this area. Our family would be more apt to use train transportation service; however, not likely to use the express bus. We need to start planning ahead. The traffic bottle necks on Main Street in Santaquin, are already a great example that planning is happening too late to address these issues. Our family votes Train to Santaquin. Thank you!
11/19/2021	LPA	This area makes sense to me for a rail station. If we can incorporate freeway ramps nearby somehow that would make it that much better.

SOUTH VALLEY
TRANSIT
STUDY

APPENDIX D - INITIAL EVALUATION RESULTS AND RECOMMENDATIONS

Initial Evaluation Results and Recommendations

Overview

The Cities of Provo, Springville, Mapleton, Spanish Fork, Salem, Payson, and Santaquin, in collaboration with Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), and Utah Department of Transportation (UDOT) have initiated a transit study to evaluate options for providing expanded regional transit service in the southern portion of Utah County, from Provo to Santaquin. The purpose of the study is to determine a Preferred Alternative that can be advanced into the next phase of project development – environmental study and preliminary engineering. The Preferred Alternative will identify the transit alignment (corridor and station locations to be served) and the transit mode (type of transit technology, e.g. commuter rail, bus rapid transit, etc.). Additional characteristics of the Preferred Alternative, including service frequency and other operating features will also be defined. In addition, near-term investments and phased transit service options will be explored to bridge the gap between existing transit service and full implementation of the Preferred Alternative.

The South Valley Transit Study is utilizing a multi-step evaluation process to determine a Preferred Alternative (Figure 1). An initial **Pre-Screening** step is used to ensure corridor and modal alternatives meet and address the project's Purpose and Need and remove alternatives with an obvious fatal flaw to implementation. The next step – **Initial Evaluation** – combines corridors and modes into logical alternatives and completes a high-level screening to further refine alternatives and identify those that are "best performing." This step is followed by a **Detailed Evaluation** which will provide greater definition for each alternative and examine critical design and operational considerations, such as service assumptions, station locations, and alignment details. The final step of the process will be to develop an **Implementation Plan** for the Preferred Alternative, which outlines how this investment is built out, including potential interim phasing options.

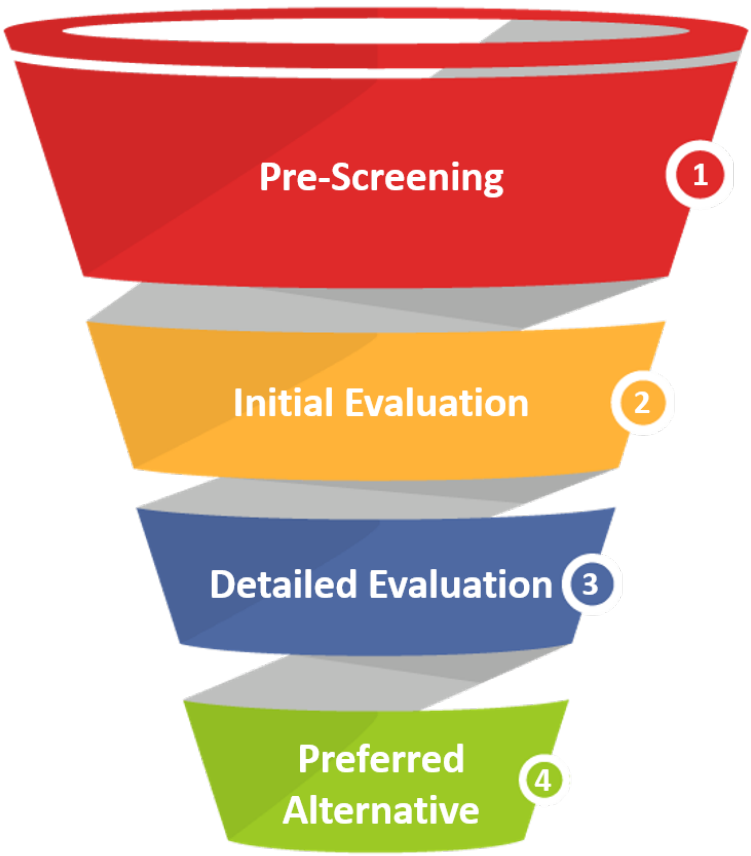
Purpose

The purpose of this memo is to summarize:

- Recommendations and feedback from the Technical Advisory Committee (TAC[1]) and Executive Committee [2]
- Development of modal and corridor transit alternatives
- Pre-Screening and Initial Evaluation findings

[1] The TAC is comprised of technical planning and engineering staff from UDOT, UTA, MAG, and all participating cities (Provo, Springville, Mapleton, Spanish Fork, Salem, Payson, and Santaquin).

[2] The Executive Committee is comprised of elected officials and other government leads from all participating cities, including representation from UDOT, UTA, and MAG.



Recommendation

Based on the Initial Evaluation results, two alternatives have been identified to advance into the Detailed Evaluation: (1) commuter rail and (2) bus rapid transit (BRT), both on the Rail Corridor alignment.

For both alternatives, two operational scenarios will be considered: (1) all day service versus (2) AM/PM peak service.

Additionally, further coordination with UTA and freight rail operations will be conducted to understand if corridor refinements are needed for the BRT option, due to potential operational and right-of-way constraints in the northern portion of the study area between Provo and Springville on the Sharp Industrial Lead.

Full Range of Initial Alternatives

A series of meetings were held with the Executive Committee, TAC, and other project stakeholders to generate the broad range of corridor and modal alternatives to be assessed during this study. In addition, the study team referenced previous plans and recommendations to understand what has been proposed in the past, to understand what communities are planning for, and how this corridor fits within the broader regional transportation system.

Five transit modes were identified as possible options to implement within this corridor, with further characteristics highlighted in Figure 2:

- Commuter Rail (exclusive guideway)
- Light Rail (exclusive guideway)
- BRT (exclusive guideway)
- Local Bus Service (mixed flow)
- Express Bus Service (mixed flow)

	BUS RAPID TRANSIT	LIGHT RAIL TRANSIT	COMMUTER RAIL TRANSIT	EXPRESS BUS	LOCAL BUS
Trip Types	Local and regional	Local and regional	Regional	Regional	Local
Operating Environment	Exclusive right-of-way or mixed traffic along arterial streets or highways[a]	Exclusive right-of-way within arterial streets or in dedicated right-of-way separate from streets	Separate right-of-way	Utilizes existing travel lanes, often on interstates mixes with general traffic	Utilizes existing local streets, mixes with general traffict
Typical Spacing of Stops	1/2 - 1 mile	1 mile	4-5 miles	Varies, but tends to have longer stop spacing (>1 mile)	1/4 - 1/2 mile
Typical Peak Frequencies	5-10 minutes	15 minutes	30 minutes	30 minutes during AM/PM peak, little or none outside of that	15-30 minutes
Passenger Capacity per Vehicle	60-90 per bus	180-200 per car[b]	100-200 per car[b]	60-90 per bus	40-80 per bus
UTA Example	 UVX	 TRAX	 FrontRunner	 Route 805	 Route 822

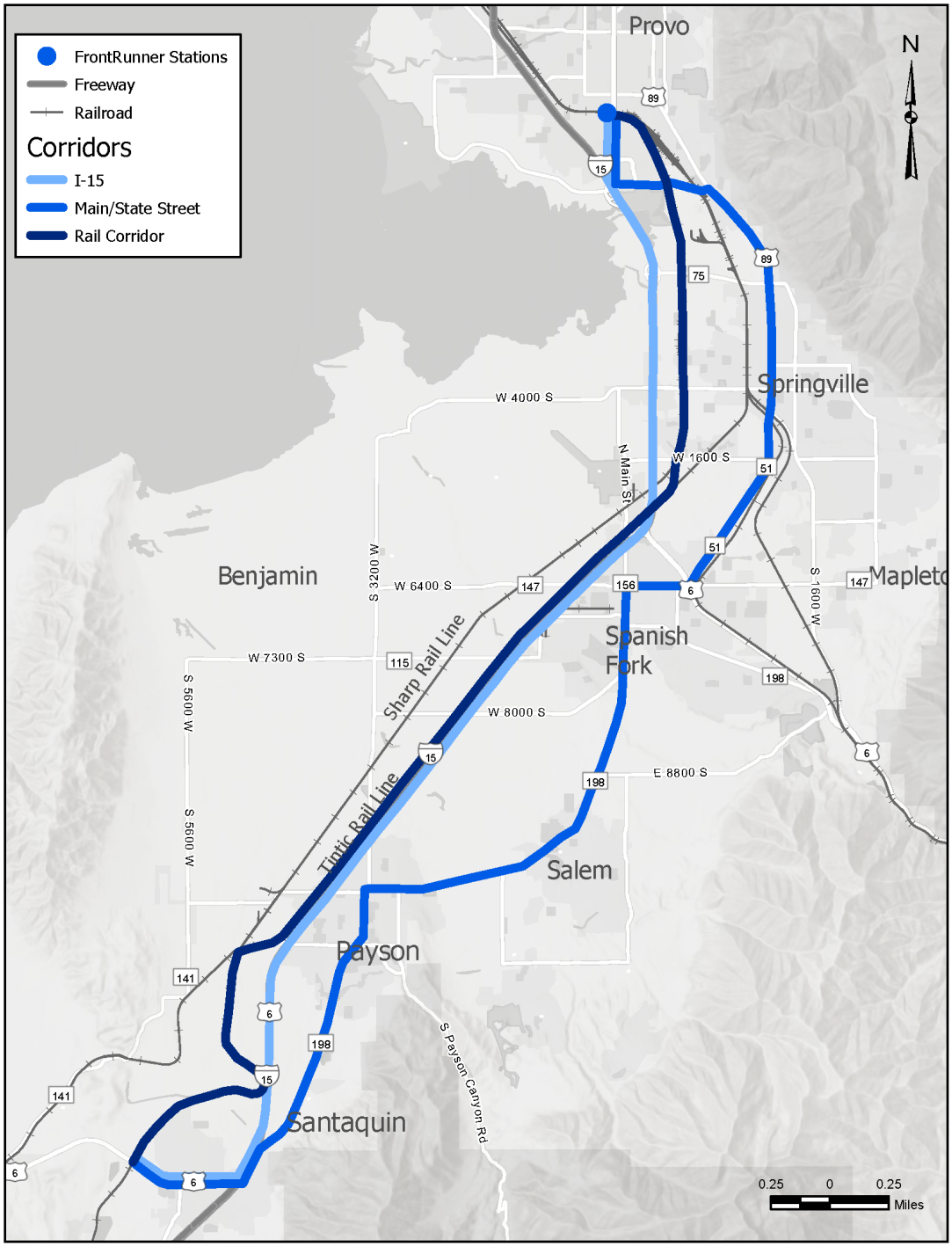
a - BRT has the greatest flexibility in operating environment. In addition to functioning in a typical street environment, it can also operate along highways, including in high-occupancy vehicle (HOV) lanes.

b - Multiple LRT and CRT vehicles can be linked to create a longer train, moving a higher capacity of passengers per trip.

Figure 3 illustrates the three corridor alternatives developed, all beginning at the Provo FrontRunner station and ending in Santaquin:

- **Rail Corridor:** Following the Sharp Industrial Lead south to Springville, and then deviating onto the Tintic Industrial Lead to Payson where UTA's right-of-way ends. From Payson to Santaquin the representative alignment uses the Sharp Industrial lead, however multiple alignment options exist in this segment that will be explored further in the Detailed Evaluation step.
- **I-15:** Co-located on I-15 throughout study area, until the proposed end of line in Santaquin.

- **Main/State Street:** Multiple options exist for this route, with the representative alignment using a combination of US 89, SR 156, SR 198, and US 6.



Pre-Screening Results

Pre-Screening is used to ensure alternatives meet and address the project's Purpose and Need and eliminate any options that do not clearly meet Purpose and Need and/or have fatal flaws likely to prevent successful implementation. Input was solicited from stakeholders on the viability of all corridor and modal options.

The primary purpose of the investment is to:

- Support the transportation demands of population and employment growth in southern Utah County.
- Provide efficient regional transit service in the project corridor between Provo and Santaquin.
- Support adopted regional plans and local plans and policies.
- Enhance economic development in the corridor by improving access to and connections between existing and planned employment and key activity centers.

Based on these statements, all corridors will advance into the Initial Evaluation, and **one mode was screened out: local bus service**. Because a major tenant of the Purpose and Need is to provide regional transit service between Provo and Santaquin, local bus service operating in mixed flow traffic does not meet this expectation.

Eliminating local bus service does not preclude the provision of local bus to serve shorter trips within the study area. This project represents one of many transportation elements required to create a regional transportation system that serves all users.

Initial Evaluation

A series of nine alternatives were advanced from the Pre-Screening into the Initial Evaluation, when logical corridors and modes were paired together. Table 1 presents an overview of the pairing, with a definition of how each mode could operate.

Table 1. Initial Evaluation Alternatives – Advanced from Pre-Screening

Mode	Definition	Rail Corridor	I-15	State/ Main
Commuter Rail	• Operates in exclusive transit alignment • Regional service with longer stop spacing (4 stations)	Yes	No	No
Light Rail	• Operates in exclusive transit alignment (shoulder-running/median on I-15 or State/Main; Rail Corridor right-of-way) • Regional service with longer stop spacing (4 stations)	Yes	Yes	Yes
Bus Rapid Transit	• Operates in exclusive transit alignment on Rail Corridor; operates in about 50% exclusive alignment on I-15 and State/Main • Regional service with longer stop spacing (4 stations)	Yes	Yes	Yes

Mode	Definition	Rail Corridor	I-15	State/ Main
Express Bus	• Operates in mixed flow traffic • Regional service with longer stop spacing (4 stations)	No	Yes	Yes

Notes:
– Frequency of service would be the same for all alternatives
– Regional stop spacing represents approximately 5 miles between stations

Please note that alternatives represent the long-term investment anticipated at full buildout (2050) in the study area. Interim or phased improvements may be explored in the Implementation Plan.

The Initial Evaluation includes multiple quantitative and qualitative measures that correspond with the Purpose and Need, as well as additional planning-related factors, such as potential impacts to sensitive environmental resources.

The Initial Evaluation is a high-level analysis used to illustrate key differences between alternatives based on mode and corridor characteristics and identify those that are best performing.

Table 2 (at the end of this document) provides a summary overview of the Initial Evaluation results. A more detailed description of the results and criteria can be found in Table 3. Relative performance of each alternative is assessed using a three-scale rating (high – medium – low) based on comparative performance between alternatives or level of potential impact. For example:

- **High performance** = alternative performs best or better than most other alternatives **OR** has limited or no potential impacts
- **Medium performance** = alternative does not perform distinctly better or worse than other alternatives **OR** has moderate levels of potential impacts
- **Low performance** = alternative performs poorly compared to the other alternatives **OR** has high levels of potential impacts

Initial Evaluation Results

Both commuter rail and BRT on the rail corridor are recommended to advance into the next phase of study: Detailed Evaluation.

The Rail Corridor performs very well related to transit reliability, ridership, community compatibility, and economic development potential – which are all factors that support the project's Purpose and Need, specifically related to implementing a regional connection. Dependent on mode, moderate construction and operational challenges exist, but can be worked through. This corridor provides the greatest opportunities for community development and implementing regional connections.

Generally speaking, alternatives on I-15 have the most variability of performance by mode and the most challenges to serve with fully exclusive transit. Because of the nature of I-15 as an access-controlled corridor, incorporating high-capacity transit can cause transportation system impacts and lower the ability for transit connections. Additionally, these options do not lend well toward community compatibility and economic

development. Reliability and speeds vary, depending on how each mode could operate along the interstate.

The State/Main alternatives have the greatest overall length and highest number of signalized intersections, reducing transit performance and making these options more difficult to serve the primary purpose of regional need. Construction would likely be more complex because of the adjacent development and right-of-way impacts. Because of the number of intersections, implementing high-capacity transit would impact the local roadway network, without reasonable benefits in transit speed and reliability. *Transit alternatives along the State/Main corridor should continue to be explored for more localized service.*

Specific to the mode options – light rail, as a mode, offers many operational challenges in each corridor, with lower speeds than desired for a regional high-capacity transit route. From a reliability and speed perspective, this mode would not compete well with driving.

Express bus typically does not align well with the vision for the transportation system or community development pattern. It also has lower reliability and speed efficiencies.

Express Bus on I-15 could still be considered as a possible phasing element while the long-term project is being developed, funded, and constructed.

Next Steps

Both the Executive Committee and TAC have supported the Initial Evaluation recommendations, with minor comments on potential corridor refinements to better optimize operations and implementability of the remaining alternatives. The Purpose and Need and initial alternatives will be presented to the public for feedback.

Modifications will be made to the alternatives based on feedback received, and then the project team will evaluate the alternatives in greater detail. The Detailed Evaluation will provide greater definition to each alternative, including service assumptions, station locations, and specific alignment details, resulting in a Preferred Alternative.

Once a Preferred Alternative is selected, an implementation plan will be developed that considers potential phasing, frequencies, and other operational parameters.

Table 2. Initial Evaluation – Summary Results

Initial Evaluation Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
Transit speed	🟢	🟡	🟢	🟡	🟢	🟢	🔴	🔴	🔴
Transit reliability	🟢	🟢	🟢	🟢	🟡	🔴	🟢	🟡	🔴
Transit connections	🟢	🟡	🟡	🟡	🟡	🔴	🟡	🟡	🔴
Transit ridership potential	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Transportation system impacts	🟡	🟡	🟡	🔴	🔴	🟡	🔴	🔴	🔴
Community compatibility	🟢	🟢	🟢	🔴	🔴	🔴	🔴	🔴	🔴
Economic development potential	🟢	🟢	🟢	🔴	🟡	🔴	🟡	🟡	🔴
Cost considerations	🟡	🟡	🟡	🔴	🟡	🟢	🔴	🟡	🟢
Constructability or operational considerations	🟡	🔴	🟡	🔴	🟡	🟢	🔴	🔴	🟢
Natural and built environment considerations	🟡	🟡	🟡	🟡	🟢	🟢	🔴	🟡	🟢
Project stakeholder input **Public input**									

Key:

- 🟢 High performance and/or low impact
- 🟡 Moderate performance and/or moderate impact
- 🔴 Low performance and/or high impact

Table 3. Initial Evaluation – Detailed Criteria and Results

Initial Evaluation Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
High-Level Definition	23.9 miles 4 stations 100% exclusive transit	23.9 miles 4 stations 100% exclusive transit	23.9 miles 4 stations 100% exclusive transit	22.7 miles 4 stations 100% exclusive transit	22.7 miles 4 stations 51% exclusive transit	22.7 miles 4 stations 0% exclusive transit, transit signal priority	26.8 miles 4 stations 100% exclusive transit	26.8 miles 4 stations 51% exclusive transit	26.8 miles 4 stations 0% exclusive transit, transit signal priority
Transit speed Average speed considerations based on corridor and mode characteristics.	**High Performance** Commuter rail operating on the Rail Corridor allows for a maximum transit speed of nearly 80 mph.	**Medium Performance** This alignment allows for maximum Light Rail Transit (LRT) speed of 55 mph.	**High Performance** Bus Rapid Transit (BRT) operating on the Rail Corridor would have a maximum speed of 70 mph.	**Medium Performance** This alignment allows for maximum transit speed of 55 mph.	**High Performance** This alignment would operate at roadway speeds and allow for maximum transit speeds of 70 to 75 mph. These speeds could be reduced by highway congestion in areas where BRT operates in shared use.	**High Performance** The Express Bus operates with potential maximum speeds of 70 to 75 mph. These maximum speeds could be reduced by highway congestion.	**Low Performance** Maximum speeds on State/Main for LRT would match existing roadway speeds of 30 to 45 mph.	**Low Performance** Maximum speeds on State/Main for BRT would match existing roadway speeds of 30 to 45 mph when in exclusive lanes. These speeds could be reduced by local roadway congestion in areas where BRT operates in shared use.	**Low Performance** The Express Bus operates in this corridor with speeds of 30 to 45 mph. These speeds could be reduced by local roadway congestion.
Transit reliability Potential to accommodate exclusive transit operations.	**High Performance** Corridor is 100% exclusive, with signal pre-emption at roadway crossings.	**High Performance** Corridor is 100% exclusive LRT track in exclusive right-of-way with LRT priority at roadway crossings.	**High Performance** Corridor is 100% exclusive in exclusive right-of-way with BRT priority at roadway crossings.	**High Performance** Corridor is 100% exclusive with exclusive right-of-way adjacent to UDOT facilities.	**Medium Performance** Corridor is 51% exclusive with portions of bus shoulder-running lanes along the corridor. Remaining portion would operate in shared use. Where shared use, subject to congestion similar to general purpose traffic, therefore having potential for delay.	**Low Performance** Corridor is 100% shared use along the corridor. Transit reliability upgrades are assumed such as transit signal priority and queue jumps where space is available. Transit subject to congestion similar to general purpose traffic, therefore having potential for delay.	**High Performance** Corridor is 100% exclusive LRT track in center-running guideway with transit priority at roadway crossings.	**Medium Performance** Corridor is 51% exclusive with exclusive center-running guideway and 49% of shared use along the corridor. Where shared use, subject to congestion similar to general purpose traffic, therefore having potential for delay.	**Low Performance** Corridor is 100% shared use along the corridor. Transit reliability upgrades are assumed such as transit signal priority and queue jumps where space is available. Transit subject to congestion similar to general purpose traffic, therefore having potential for delay.
Transit connections Potential to complement and integrate within	**High Performance** Only alternative that has potential for no forced transfers connecting into	**Medium Performance** Integrated within transit network, though mode transfer	**Medium Performance** Integrated within transit network, though transfer	**Medium Performance** Integrated within transit network, though mode transfer	**Medium Performance** Integrated within transit network, though transfer	**Low Performance** Integrated within transit network, though transfer required for	**Medium Performance** Integrated within transit network, though mode transfer	**Medium Performance** Integrated within transit network, though transfer	**Low Performance** Integrated within transit network, though transfer required for

Initial Evaluation Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
existing and planned regional transit network.	regional transit service.	required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	destinations beyond Provo. More uncertainty and reduced ability to coordinate transfer timing because of mixed flow transit operations.	required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	required for destinations beyond Provo. Better opportunity for timed transfer because of high level of exclusivity.	destinations beyond Provo. More uncertainty and reduced ability to coordinate transfer timing because of mixed flow transit operations.
Transit ridership potential Current and future population and employment in proximity to transit stations (half-mile).	**High Performance** 2019 Pop: 20,647 2019 Emp: 21,277 2050 Pop: 57,707 2050 Emp: 40,216 Pop % Change: 179% Emp % Change: 89%	**High Performance** 2019 Pop: 20,647 2019 Emp: 21,277 2050 Pop: 57,707 2050 Emp: 40,216 Pop % Change: 179% Emp % Change: 89%	**High Performance** 2019 Pop: 20,647 2019 Emp: 21,277 2050 Pop: 57,707 2050 Emp: 40,216 Pop % Change: 179% Emp % Change: 89%	**High Performance** 2019 Pop: 20,519 2019 Emp: 24,235 2050 Pop: 60,279 2050 Emp: 47,415 Pop % Change: 194% Emp % Change: 96%	**High Performance** 2019 Pop: 20,519 2019 Emp: 24,235 2050 Pop: 60,279 2050 Emp: 47,415 Pop % Change: 194% Emp % Change: 96%	**High Performance** 2019 Pop: 20,519 2019 Emp: 24,235 2050 Pop: 60,279 2050 Emp: 47,415 Pop % Change: 194% Emp % Change: 96%	**High Performance** 2019 Pop: 40,886 2019 Emp: 29,138 2050 Pop: 62,346 2050 Emp: 39,412 Pop % Change: 52% Emp % Change: 35%	**High Performance** 2019 Pop: 40,886 2019 Emp: 29,138 2050 Pop: 62,346 2050 Emp: 39,412 Pop % Change: 52% Emp % Change: 35%	**High Performance** 2019 Pop: 40,886 2019 Emp: 29,138 2050 Pop: 62,346 2050 Emp: 39,412 Pop % Change: 52% Emp % Change: 35%
Transportation system impacts Potential effects on existing and planned traffic operations, including freight (truck and rail).	**Medium Performance** Commuter rail is an additional rail line, adjacent to the Sharp/Tintic Rail Lines and it would have limited impacts to freight rail, with a proposed grade separation over the existing rail yard. It has the potential to disrupt daily cross vehicle traffic operations at the gate crossings depending on frequency.	**Medium Performance** LRT would operate adjacent to the Sharp/Tintic Rail Lines and it would have limited impacts to freight rail, with a proposed grade separation over the existing rail yard. It has the potential to disrupt daily cross vehicle traffic operations at the gate crossings depending on frequency.	**Medium Performance** BRT would operate adjacent to the Sharp/Tintic Rail Lines and it would have limited impacts to freight rail, with a proposed grade separation over the existing rail yard. It has the potential to disrupt daily cross traffic operations at the gate crossings depending on frequency.	**Low Performance** Because this alignment requires exclusive operations through adjacent right-of-way, there would be significant construction impacts on existing infrastructure such as bridges and adjacent roads. It could potentially disrupt future I-15 widening efforts as well. However, this alternative would have limited to no impacts on traffic once operational.	**Low Performance** In the exclusive section, this alignment operates on I-15, utilizing shoulder-running buses. Outside of potential merging delays, this alternative has limited impact to traffic operations. The shared use portion of the alignment would cause delays to both transit and traffic operations. If a larger extent of exclusive guideway is desired, could potentially have greater impacts, similar to LRT on I-15.	**Medium Performance** The Express Bus operates in mixed flow traffic and would affect daily traffic operations as the bus moves in and out of traffic at stops.	**Low Performance** This alignment requires exclusive right-of-way operations and has priority at roadway crossings, therefore it has higher impacts on traffic operations.	**Low Performance** This alignment requires 51% exclusive operations through center-running guideway which would have impacts on cross traffic operations due to the transit priority at signals. The shared use portion of the alignment would cause delays to both transit and traffic operations.	**Low Performance** The Express Bus operates in mixed flow traffic and would affect daily traffic operations as the bus moves in and out of traffic at stops.

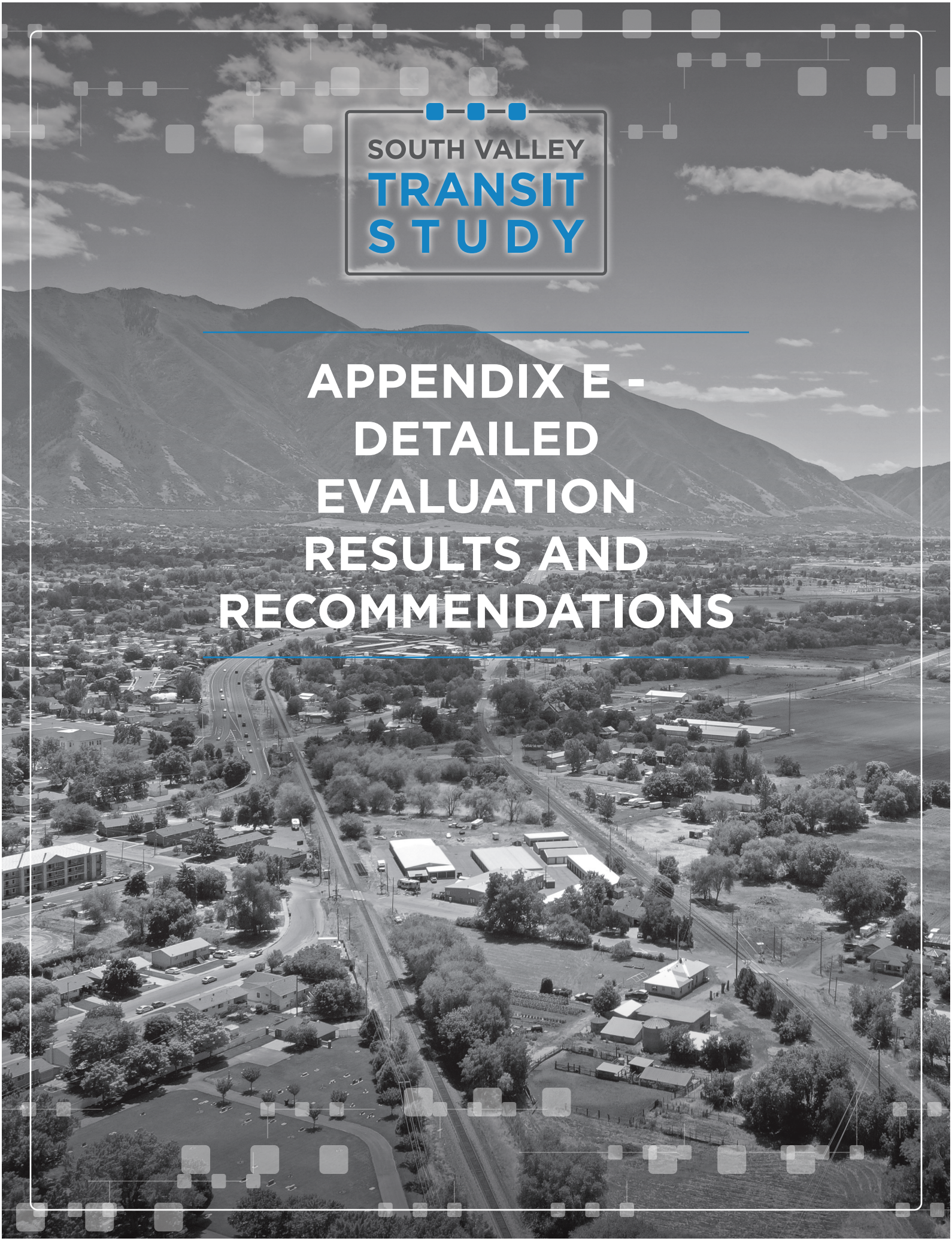
Initial Evaluation Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
Community compatibility Compatibility of alignments with adopted local plans and policies.	**High Performance** Many local plans have begun to strategize the location of potential future high-capacity transit station locations, which are primarily located along the Rail Corridor alignment. Surrounding land uses are transit-supportive in nature, including mixed use, transit-oriented development, commercial, and/or village core.	**High Performance** Many local plans have begun to strategize the location of potential future high-capacity transit station locations, which are primarily located along the Rail Corridor alignment. Surrounding land uses are transit-supportive in nature, including mixed use, transit-oriented development, commercial, and/or village core.	**High Performance** Many local plans have begun to strategize the location of potential future high-capacity transit station locations, which are primarily located along the Rail Corridor alignment. Surrounding land uses are transit-supportive in nature, including mixed use, transit-oriented development, commercial, and/or village core.	**Low Performance** Several potential future transit station locations and complementary transit-supportive planned land uses are located within the vicinity of the I-15 corridor, but not directly on this alignment. Additionally, a transit facility on/adjacent to I-15 does not provide adequate or accessible first/last mile connections.	**Low Performance** Several potential future transit station locations and complementary transit-supportive planned land uses are located within the vicinity of the I-15 corridor, but not directly on this alignment. Additionally, a transit facility on/adjacent to I-15 does not provide adequate or accessible first/last mile connections.	**Low Performance** Several potential future transit station locations are located in the vicinity, but not directly on this alignment. Surrounding land uses are transit-supportive in nature, however, a transit facility on I-15 does not provide adequate or accessible first/last mile connections. Many adopted plans in the area indicate that express bus would not provide adequate service coverage and frequency to meet their land use goals and growth projections.	**Low Performance** The varied existing and future land uses along the corridor could be supportive of high frequency transit (LRT) if built at the right densities, but the high degree of industrial land in the northern portion, paired with mostly residential land uses in the south, make this mode and alignment less compatible.	**Low Performance** The varied existing and future land uses along the corridor could be supportive of high frequency transit (BRT) if built at the right densities, but the high degree of industrial land in the northern portion, paired with mostly residential land uses in the south, make this mode and alignment less compatible.	**Low Performance** The varied existing and future land uses along the corridor could be supportive of high frequency transit (express bus) if built at the right densities, but the high degree of industrial land in the northern portion, paired with mostly residential land uses in the south, make this mode and alignment less compatible. Many adopted plans in the area indicate that express bus would not provide adequate service coverage and frequency to meet their land use goals and growth projections.
Economic development potential Transit investment ability to support/promote increased economic development.	**High Performance** The permanence of commuter rail stations and fixed guideway promote development certainty. In addition, corridor has supportive land uses and highest amount of development and redevelopment opportunities.	**High Performance** The permanence of LRT stations and fixed guideway promote development certainty. In addition, corridor has supportive land uses and highest amount of development and redevelopment opportunities.	**High Performance** The permanence of BRT stations and fixed guideway promote development certainty. In addition, corridor has supportive land uses and highest amount of development and redevelopment opportunities.	**Low Performance** The permanence of LRT stations and fixed guideway promote development certainty. However, siting LRT stations would have to occur directly adjacent to I-15 and would limit economic development opportunity.	**Medium Performance** The permanence of BRT stations and fixed guideway promote development certainty. BRT offers some flexibility to site stations at appropriate locations of desired development opportunity around existing/future interchanges.	**Low Performance** The lack of permanent features associated with express bus may discourage development and reduce economic development opportunity.	**Medium Performance** The permanence of LRT stations and guideways promote development certainty. The State/Main corridor is more built out than the other corridors and development and redevelopment economic development opportunities around transit may be	**Medium Performance** The permanence of BRT stations and guideways promote development certainty. The State/Main corridor is more built out than the other corridors and development and redevelopment economic development opportunities around transit may be	**Low Performance** The lack of permanent features associated with express bus may discourage development and reduce economic development opportunity.

Initial Evaluation Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
							reduced compared to other corridors.	reduced compared to other corridors.	
Cost considerations Planning-level cost per mile and other major cost items that deviate from a standard cost per mile.	**Medium Performance** This alignment adds 23.9 miles of track and four stations with approximately 5 miles of right-of-way acquisition (Payson to Santaquin). Several grade-separated bridges will also increase costs of the alignment.	**Medium Performance** This alignment adds a new operations and maintenance facility, 23.9 miles of track, and four stations with approximately 5 miles of right-of-way acquisition (Payson to Santaquin). Several grade-separated bridges will also increase costs of the alignment.	**Medium Performance** This alignment adds 23.9 miles of roadway and four stations with approximately 5 miles of right-of-way acquisition. Several grade-separated bridges will also increase costs of the alignment.	**Low Performance** This alignment requires a new operations and maintenance facility and 22.7 miles of new track to be constructed in an exclusive at-grade guideway adjacent to I-15. Numerous grade-separated bridges and/or crossing of existing interchanges adjacent to I-15 will also increase costs of the alignment.	**Medium Performance** The total length of this corridor is 22.7 miles. A shoulder-running BRT system would operate on 51% of the corridor. It is assumed that widening is not necessary to accommodate this guideway in this alternative; however, improvements would need to be made including striping, signage, and potential pavement upgrades.	**High Performance** With the Express Bus operating in mixed flow traffic for the entire 22.7 miles of the corridor, there would be minimal infrastructure improvements and therefore a low cost per mile.	**Low Performance** This alignment requires a new operations and maintenance facility and construction of 26.8 miles of track in exclusive right-of-way within a street corridor, resulting in a high cost per mile.	**Medium Performance** The total length of this corridor is 26.8 miles. An exclusive center-running guideway would need to be constructed along 51% of the corridor. Widening is assumed to be necessary to accommodate this guideway.	**High Performance** With the Express Bus operating in mixed flow traffic for the entire 26.8 miles of the corridor, there would be minimal infrastructure improvements and therefore a low cost per mile.
Constructability or operational considerations Potential conflicts with major utilities, structures, or other transportation infrastructure; unique or operational construction challenges.	**Medium Performance** Commuter rail on this alignment follows existing rail corridor and adds 23.9 miles of track. There are 4 bridges that could increase potential construction complexity. Crossing the existing Provo rail yard could be a substantial challenge. Adding nearly 24 miles of length to existing commuter rail operations may present operational challenges due to overall length of line,	**Low Performance** LRT on this alignment follows existing rail corridor and adds 23.9 miles of track. There are 4 bridges that could increase potential construction complexity. Crossing the existing rail yard could be a substantial challenge. Operation of LRT as an independent system outside of existing UTA LRT infrastructure present significant operational challenges.	**Medium Performance** This alignment follows existing rail corridor and adds 23.9 miles of BRT infrastructure, operating in an exclusive right-of-way. There could be potential conflicts within this ROW with other infrastructure and some construction complexity with the 4 bridges along the alignment. Although it does not affect performance, regional stop spacing	**Low Performance** This alignment follows I-15 with exclusive at-grade guideway within UDOT right-of-way, where available. The construction would have numerous impacts to I-15, with potential bridge widening and challenging interchange reconfiguration or grade-separated crossings in order to run adjacent to I-15. Construction would significantly interfere with traffic operations.	**Medium Performance** This alignment uses shoulder-running bus operations on 51% of the corridor and it is assumed that no widening is necessary. If upgrades to the shoulders are needed, construction would significantly interfere with traffic operations. Although it does not affect performance, regional stop spacing with BRT may not match public perception.	**High Performance** The Express Bus operates in mixed flow traffic and would have limited construction impacts or challenges.	**Low Performance** This alignment requires construction of center-running guideway in a constrained, existing street right-of-way. This could potentially conflict with utilities and other infrastructure. Construction would significantly interfere with traffic operations. Operation of LRT as an independent system outside of existing UTA LRT infrastructure present	**Low Performance** This alignment requires construction of center-running guideway in a constrained, existing street right of way for 51% of the corridor. Widening is necessary to accommodate exclusivity. Construction would significantly interfere with traffic operations. Although it does not affect performance, regional stop spacing with BRT may not	**High Performance** The Express Bus operates in mixed flow traffic and would have limited construction impacts or challenges.

Initial Evaluation Criteria | Measure	Rail Corridor Commuter Rail	Rail Corridor Light Rail	Rail Corridor Bus Rapid Transit	I-15 Light Rail	I-15 Bus Rapid Transit	I-15 Express Bus	State/Main Light Rail	State/Main Bus Rapid Transit	State/Main Express Bus
	scheduling, and required operator breaks.	Although it does not affect performance, regional stop spacing with LRT may not match public perception.	with BRT may not match public perception.	Operation of LRT as an independent system outside of existing UTA LRT infrastructure present significant operational challenges. Although it does not affect performance, regional stop spacing with LRT may not match public perception.			significant operational challenges. Although it does not affect performance, regional stop spacing with LRT may not match public perception.	match public perception.	
Natural and Built environment considerations Potential for adverse effects on natural built environment resources.	**Medium Performance** This alignment requires approximately 5 miles of right-of-way acquisition which could have potential effects on the built environment and moderate potential impacts to the natural and built environment, including small lakes and protected agriculture along the rail corridor in the southern portion of the study area.	**Medium Performance** This alignment requires approximately 5 miles of right-of-way acquisition which could have potential effects on the built environment and moderate potential impacts to the natural and built environment, including small lakes and protected agriculture along the rail corridor in the southern portion of the study area.	**Medium Performance** This alignment requires approximately 5 miles of right-of-way acquisition which could have potential effects on the built environment and moderate potential impacts to the natural and built environment, including small lakes and protected agriculture along the rail corridor in the southern portion of the study area.	**Medium Performance** This alignment has some impact on the natural and built environment because of widening to accommodate the right-of-way needed for the exclusive right-of-way.	**High Performance** This alignment has limited impacts on the built environment because it uses the existing shoulder infrastructure on I-15 along 51% of the corridor. As defined, an alignment using the existing I-15 corridor would have minimal impacts on the surrounding natural and built environment. Additional consideration would be required for clear zone and other UDOT requirements.	**High Performance** This alignment operates in mixed flow traffic and would have limited impact on the built environment. Alignments using the existing I-15 corridor would have minimal impacts on the surrounding natural and built environment.	**Low Performance** This alignment has the most substantial impact on the built environment because of the right-of-way needed due to widening for the semi-exclusive right-of-way. This alignment could have more potential impacts to elements of the natural and built environment, including water resources, parks, and historic properties.	**Medium Performance** This alignment impacts the built environment through the exclusive center-running guideway that would need to be constructed through 51% of the corridor and the associated widening. This alignment could have more potential impacts to elements of the natural and built environment, including water resources, parks, and historic properties.	**High Performance** This alignment operates in mixed flow traffic and would have limited impact on the built environment. This alignment could have more potential impacts to elements of the natural and built environment, including water resources, parks, and historic properties.
Project stakeholder input **Public input**									

SOUTH VALLEY
TRANSIT
STUDY

APPENDIX E - DETAILED EVALUATION RESULTS AND RECOMMENDATIONS



Detailed Evaluation Results and Recommendations

Overview

The South Valley Transit Study is using a multi-step alternative evaluation process to determine the long-term preferred solution for providing expanded transit service in south Utah County, from Provo to Santaquin. This document summarizes the findings from the detailed alternative evaluation, provides detailed descriptions of the ratings, and describes the methodology for scoring.

The detailed evaluation provides greater definition of the remaining alternatives, including identifying service assumptions, stations, and alignment details. This evaluation process uses more data-driven screening measures to further narrow the range of alternatives to select a Locally Preferred Alternative.

Proposed Recommendation

Based on the Detailed Evaluation results, the Locally Preferred Alternative was developed with the TAC for approval by the Executive Committee and includes:

- Commuter Rail – Provo to Payson
  - » Explore different operational scenario(s) to reduce O&M costs while maintaining high levels of ridership (focus on commuter trips)
- Express Bus Service – Payson to Santaquin
  - » Explore corridor preservation opportunities along potential future commuter rail alignment and at future station location

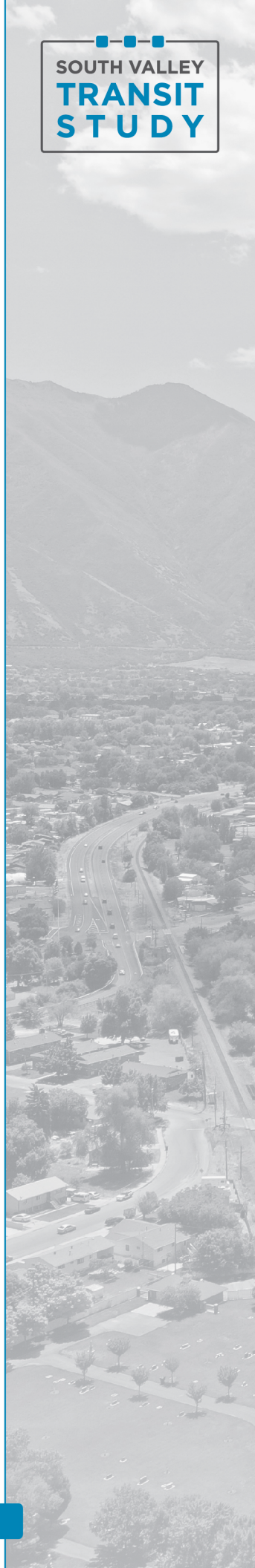
Detailed Evaluation

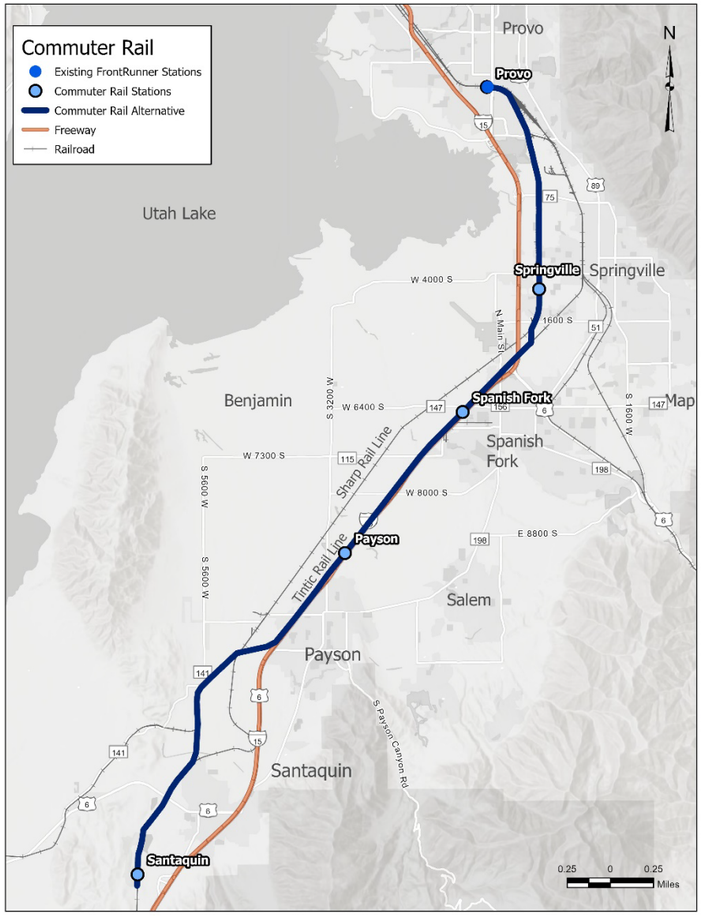
Alternatives Considered

Three primary corridor alignments and mode pairings were considered in the detailed evaluation, as illustrated in Figure 1. This includes:

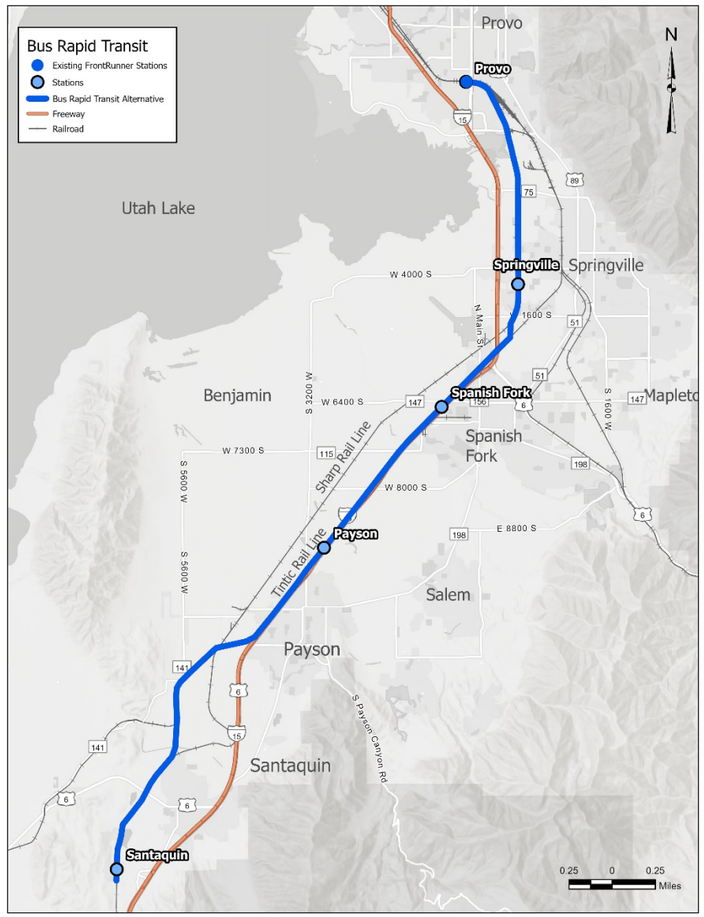
- **Commuter Rail:** Starting at the FrontRunner Provo Station, the commuter rail alternative runs along UTA's right-of-way which follows the Sharp Industrial Lead south to Springville, and then deviates onto the Tintic Industrial Lead and continues to Payson where UTA's right-of-way ends just south of the 800 South interchange. From Payson to Santaquin, the alignment continues on the Tintic Industrial Lead before deviating and rejoining the Sharp Industrial lead until the terminus near Summit Ridge Parkway. Stations are located in Provo (existing), Springville, Spanish Fork, Payson, and Santaquin. In general, the alternative utilizes a single track, with portions of double track at stations and passing sidings.

- **Bus Rapid Transit:** The Bus Rapid Transit Alternative shares the same alignment and station locations as the Commuter Rail Alternative and operates in exclusive right-of-way. Similar to Commuter Rail, the Bus Rapid Transit Alternative utilizes a single bus lane, with portions of two-lane sections at stations and passing sidings. Separation between freight and BRT would be required in select locations.
- **Bus Rapid Transit Design Option**: From the FrontRunner Provo station, the Bus Rapid Transit Design Option utilizes existing streets in mixed flow to access I-15. Following I-15 to 400 S in Springville, the bus will continue to operate in mixed flow. After the Springville station, the bus will continue south on 1200 West before accessing the rail corridor, where the bus will operate in an exclusive transit corridor. The bus will continue along the rail corridor until 800 South (Payson) where the bus will continue in mixed-use flow on I-15 until accessing the Santaquin station via Summit Ridge Parkway.

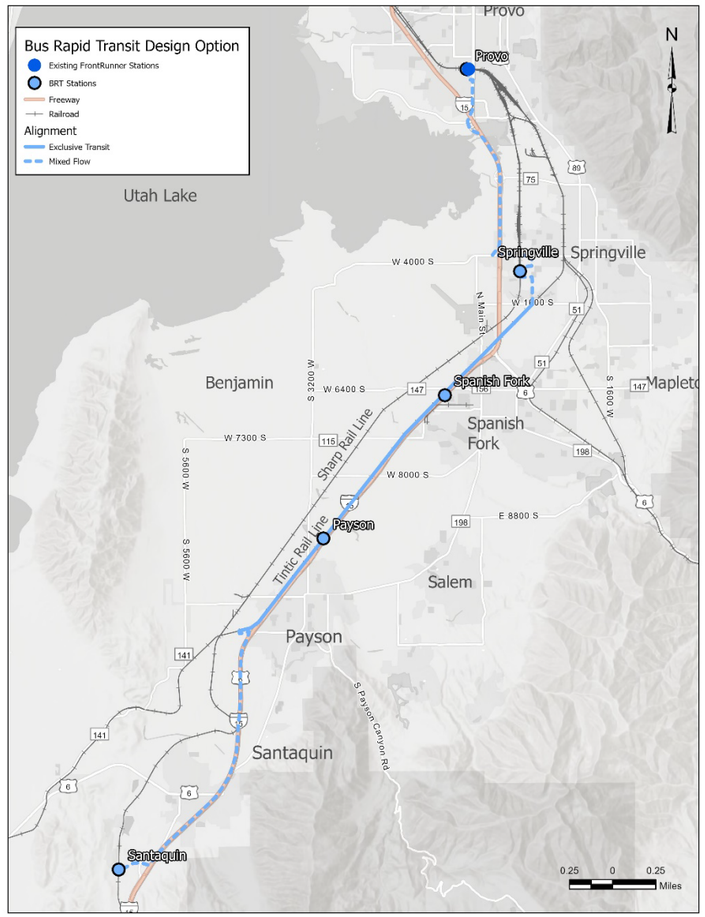




Commuter Rail Alternative



Bus Rapid Transit Alternative



Bus Rapid Transit Design Option Alternative

Each of the three alternatives was paired with two operating scenarios to better understand the influence of service frequency on ridership and cost effectiveness. These service options include:

- **Operational Scenario A: High Frequency –** All day service, with frequencies ranging between 30 and 60 minutes to match current FrontRunner operations. Commuter rail would not transfer in Provo, but BRT would include a transfer because of the mode change.
- **Operational Scenario B: AM/PM Peak Hour Only** – Four hours of service in the morning, four hours of service in the afternoon; all operating at 60 minute frequencies and requiring a transfer in Provo.

Screening Results

Table 1 provides a summary of the detailed evaluation quantitative results. Tables with the detailed accompanying data are located at the end of this document.

Detailed Evaluation Findings

The detailed evaluation revealed several findings related to the different modes, operating scenarios, and phasing considerations.

Modal Findings

From a modal perspective, the commuter rail alternative and BRT alternative both performed well with regards to:

- Transit reliability
- Transportation system impacts
- Land use compatibility
- TOD potential
- Natural/built environmental impacts

BRT did not perform as well as commuter rail in categories such as travel times, ridership, cost (note that higher BRT costs are attributed to physical barriers required along alignment where BRT operates adjacent to freight which increases costs), return on investment, and construction complexity.

The BRT Design Option scored well from a cost perspective, but the degree of mixed flow operations reduced travel times, reliability, ridership, and return on investment.

Operational Scenario Findings

Operational Scenario A, mirroring current all-day FrontRunner service, has better ridership estimates, travel times, and overall return on investment than Operational Scenario B; however, this scenario typically has higher annual operating and maintenance costs.

Phasing Considerations

The detailed evaluation illustrated several key findings related to phasing and implementation as well, which will help inform the Locally Preferred Alternative and implementation plan.

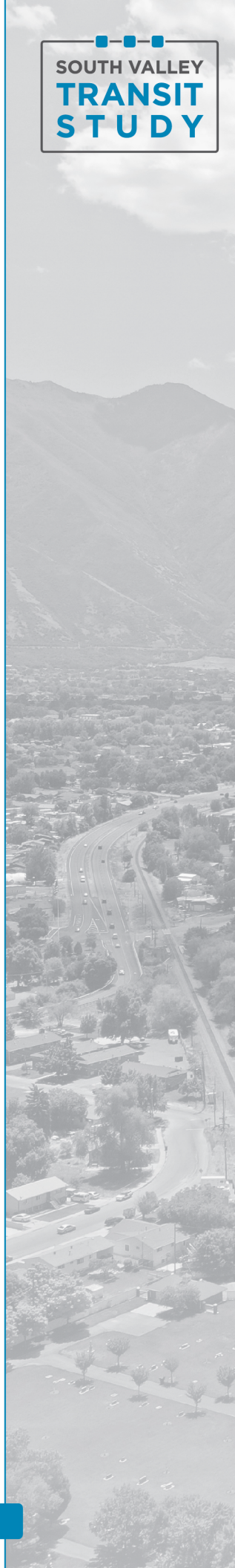


Table 1. Detailed Evaluation – Summary Results

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only
Regional transit travel times	Santaquin to FR Provo: 30 minutes Santaquin to FR Lehi: 58 minutes	Santaquin to FR Provo: 30 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 29 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 29 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 35 minutes Santaquin to FR Lehi: 78 minutes	Santaquin to FR Provo: 35 minutes Santaquin to FR Lehi: 78 minutes
Transit reliability	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	58% of transit operates in exclusive guideway	58% of transit operates in exclusive guideway
Transit ridership	Daily boardings (2050) » Provo - 6,039 » Springville - 1,969 » Spanish Fork - 1,394 » Payson - 723 » Santaquin - 658 » **Total w/o Provo – 4,744** » **Total with Provo – 10,783**	Daily boardings (2050) » Provo – 6,691 » Springville - 633 » Spanish Fork - 387 » Payson - 166 » Santaquin - 300 » **Total w/o Provo – 1,486** » **Total with Provo – 8,177**	Daily boardings (2050) » Provo – 6,428 » Springville – 420 » Spanish Fork – 293 » Payson - 143 » Santaquin - 233 » **Total w/o Provo – 1,089** » **Total with Provo – 7,517**	Daily boardings (2050) » Provo – 6,051 » Springville - 271 » Spanish Fork - 200 » Payson - 108 » Santaquin - 159 » **Total w/o Provo – 738** » **Total with Provo – 6,789**	Daily boardings (2050) » Provo – 5,750 » Springville - 124 » Spanish Fork - 187 » Payson - 100 » Santaquin - 132 » **Total w/o Provo – 543** » **Total with Provo – 6,292**	Daily boardings (2050) » Provo – 5,591 » Springville - 80 » Spanish Fork - 129 » Payson - 75 » Santaquin - 90 » **Total w/o Provo – 375** » **Total with Provo – 5,966**
Capital cost (2026 dollars) (Rough order of magnitude cost includes estimated construction, right-of-way, program, and vehicle fleet costs)	» $800 M – 1.1 B (Provo to Santaquin) » $550 – 750 M (Provo to Payson)	» $800 M – 1.1 B (Provo to Santaquin) » $500 – 750 M (Provo to Payson)	» $1.1 – 1.5 B (Provo to Santaquin)[1] » $650 – 900 M (Provo to Payson)[1]	» $1.1 – 1.5 B (Provo to Santaquin)[1] » $650 – 900 M (Provo to Payson)[1]	» $400 – 550 M (Provo to Santaquin) » $300 – 400 M (Provo to Payson)	» $350 – 500 M (Provo to Santaquin) » $250 – 300 M (Provo to Payson)
Annual O&M cost estimate (2026 dollars/year)	» $13.5 M/yr (Provo to Santaquin) » $8.1 M/yr (Provo to Payson)	» $3.5 M/yr (Provo to Santaquin) » $2.1 M/yr (Provo to Payson)	» $3.7 M/yr (Provo to Santaquin) » $2.2 M/yr (Provo to Payson)	» $1.2 M/yr (Provo to Santaquin) » $0.7 M/yr (Provo to Payson)	» $3.9 M/yr (Provo to Santaquin) » $2.4 M/yr (Provo to Payson)	» $1.2 M/yr (Provo to Santaquin) » $0.7 M/yr (Provo to Payson)
Return on investment (cost/rider)	» Lowest cost per rider of all alternatives (Provo to Santaquin) » Improves ROI performance by ~30% (Provo to Payson)	» 2x higher CRT Scenario A (Provo to Santaquin) » Improves ROI performance by ~35% (Provo to Payson)	» 4x higher CRT Scenario A (Provo to Santaquin) » Improves ROI performance by ~40% (Provo to Payson)	» 5x higher CRT Scenario A (Provo to Santaquin) » Improves ROI performance by ~40% (Provo to Payson	» 4x higher CRT Scenario A (Provo to Santaquin) » Improves ROI performance by ~20% (Provo to Payson)	» 3.5x higher CRT Scenario A (Provo to Santaquin) » Improves ROI performance by ~20% (Provo to Payson)

[1] Note that higher BRT costs are attributed to physical barriers required along alignment where BRT operates adjacent to freight.

Alignment

Provo to Payson is a key segment of the alignment. This segment, without the extension to Santaquin, reduces both capital and operating and maintenance costs, improves the return on investment, and reduces impacts to the natural and built environments. This segment from Provo to Payson has the potential to be a starter segment that can be extended as ridership warrants.

The Payson to Santaquin segment includes many implementation and construction complexities and will require more advance work. For example, an evaluation should occur on the degree and impact on prime agricultural lands. A focus should be made on identifying the route in this segment and preserving right-of-way since UTA does not own right-of-way south of approximately 800 South in Payson. Lastly, express bus service could be considered as an interim improvement to lay the foundation for ridership and connectivity to the larger project.

Modes

Table 2 presents the implementation trade-offs between commuter rail and bus rapid transit.

Table 2. Modal Phasing and Implementation Considerations

Commuter Rail	Bus Rapid Transit
• Less flexibility for phased implementation » Must be implemented from north to south » Requires fully exclusive operations	• Greatest flexibility for phased implementation » BRT can operate in various environments, fully exclusive to mixed flow if right-of-way and/or funding is limited, or if other constraints are present
• Start with regional express bus, phase to commuter rail as funding becomes available and ridership is established » BRT not recommended as a phasing step	• Start with regional express bus, phase to BRT as funding is available and ridership is established
• Less flexibility to add stations	• Greater flexibility to add stations, though may reduce efficiency
• Limitations to serving desired stations until supporting infrastructure and land use is in place (highway and roadway connections)	• Greater flexibility to serve desired stations while supporting investments are implemented (highway and roadway connections)
• Could operate as a shuttle and phased into interlined FrontRunner service as demand warrants	

Proposed Recommendation – Preferred Alternative

Based on the Detailed Evaluation results, the Locally Preferred Alternative was developed and approved by the Executive Committee. The Locally Preferred Alternative includes:

- Commuter Rail – Provo to Payson
  - » Explore different operational scenario(s) to reduce O&M costs while maintaining high levels of ridership (focus on commuter trips)
- Express Bus Service – Payson to Santaquin
  - » Explore corridor preservation opportunities along potential future commuter rail alignment and at future station location

Stakeholder Outreach and Coordination

As part of the alternatives evaluation process, a series of one-on-one meetings were held with each city in the study area to present the findings of the evaluation and discuss preferences for the Locally Preferred Alternative. In addition, a series of pop-up meetings were held at community events through the study area, resulting in over 800 public comments and more than 2,500 website views. Common input themes we received include:

- Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service.
- Desire to see high quality development at station areas, including business and commercial opportunities, in addition to housing.
- Strong support for FrontRunner to serve the coming growth and commuting needs; support for all stations (Springville, Payson, Spanish Fork, and Santaquin).
- Need more localized service (providing more frequent service to existing development on the east side of I-15) via local bus, express bus, or BRT to serve additional destinations and connect to future FrontRunner service.
- Support for BRT/express bus/local use to complement FrontRunner.
- A small percentage of opposition for transit in south Utah County was expressed, that it isn't needed and no one will use it.

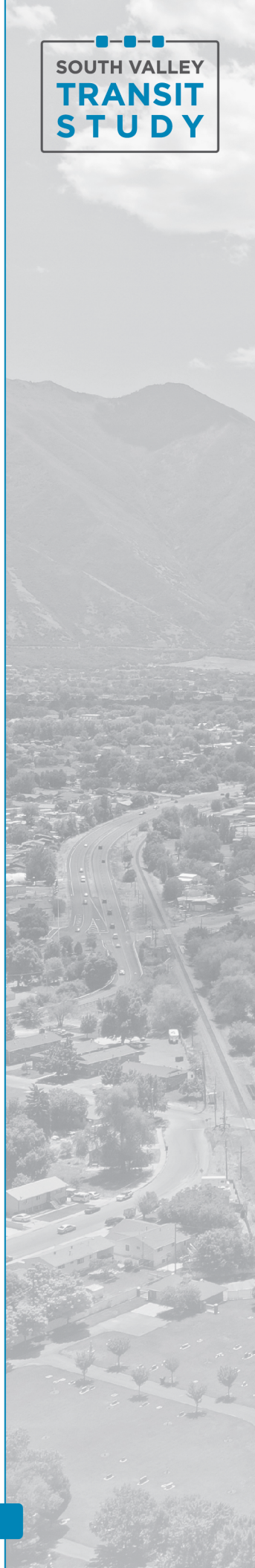
Community Events Attended

- Bike to Work Day (Provo)
- Art City Days (Springville)
- Freedom Festival (Provo)
- Fiesta Days (Spanish Fork)
- Utah County Fair (Spanish Fork)
- Orchard Days (Santaquin)
- Farmer's Market (Provo)
- Festival Latinoamericano (Provo)

Next Steps

Further detail and refinement will be made to the Locally Preferred Alternative, specifically to outline an approach to implementation. The implementation plan will include considerations on potential funding sources, potential phasing options, land use recommendations, and local transit connections.

Additional analysis on the Locally Preferred Alternative will be conducted to provide more accurate estimates on ridership, cost, readiness of development/land use and associated infrastructure projects, along with coordination with the FrontRunner Forward team.



Detailed Evaluation – Full Results

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
Description of Alternative *Rating changes from Provo to Santaquin, compared to Provo to Payson, summarized in italics in this column.*	➢ Commuter Rail Transit (CRT) with portions of single tracking and double tracking at stations and passing sidings. Fully interlined with FrontRunner. ➢ 23.6 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ CRT with portions of single tracking, and double tracking at stations and passing sidings. Shuttle service does not interline with FrontRunner, requiring transfer. ➢ 23.6 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ Bus Rapid Transit (BRT) with portions of single lane and portions of two-way passing locations (similar to Commuter Rail – Scenario A). Separation between freight and BRT in select locations. ➢ 23.4 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ BRT with portions of single lane and portions of two-way passing locations (similar to CRT – Scenario B). Separation between freight and BRT in select locations. ➢ 23.4 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ From FrontRunner Provo station, utilize existing streets in mixed flow to access I-15. Following I-15 to 400 S in Springville, the bus will operate in mixed flow. After the Springville station, the bus will continue south on 1200 W before accessing the rail corridor, where the bus will operate in an exclusive transit corridor. The bus will continue along the rail corridor until 800 S (Payson) where the bus will continue in mixed use flow on I-15 until accessing the Santaquin station via Summit Ridge Parkway. ➢ 25.2 miles, 4 new stations – Provo to Santaquin. ➢ 14.8 miles, 3 new stations – Provo to Payson.	➢ Same as BRT Design Option Scenario A. ➢ 25.2 miles, 4 new stations – Provo to Santaquin. ➢ 14.8 miles, 3 new stations – Provo to Payson.	➢ Express bus operating in mixed flow traffic on I-15 from FrontRunner Provo to Santaquin Station on Summit Ridge Parkway. ➢ 22.9 miles, 4 stops – Provo to Santaquin.
Transit travel times – within south Utah County and regional trips. *Ratings do not change for Provo to Payson.*	**High performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 30 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 58 minutes (no transfer penalty).	**Low Performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 30 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 73 minutes (with 15-minute transfer penalty).	**Medium Performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 29 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 73 minutes (with 15-minute transfer penalty).	**Medium Performance** ➢ Same as BRT Scenario A.	**Low Performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 35 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 78 minutes (with 15-minute transfer penalty). ➢ Portions operating in mixed flow traffic subject to congestion not captured here in travel times.	**Low performance** ➢ Same as BRT Design Option Scenario A.	➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: TBD. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: TBD. ➢ Operates completely in mixed flow traffic subject to congestion and not captured here in travel times.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
Transit reliability – percentage of alignment operating in exclusive right-of-way. *Ratings do not change for Provo to Payson.*	**High Performance** ➢ CRT operates 100% exclusively on the rail corridor with high priority at gate crossings and speeds of nearly 80 mph. However, there are frequent speed restrictions along curves and station sidings, and slower acceleration and deceleration speeds that increase travel times compared to BRT.	**High performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ BRT operates 100% exclusively on the rail corridor with high priority at gate crossings and consistent speeds of 70 mph along the corridor.	**High Performance** ➢ Same as BRT Scenario A.	**Medium Performance** ➢ The BRT design option is 58% mixed use along the corridor and 42% exclusive transit operations. Speeds vary from 45 to 70 mph and yield to 9 traffic signals while operating outside the rail corridor.	**Medium Performance** ➢ Same as BRT Design Option Scenario A.	➢ 0% exclusive operations.
Transit ridership – daily forecasted transit ridership (2050), boardings by station, and by access mode (walk/drive). *Ratings do not change for Provo to Payson.*	**High Performance** Daily boardings (2050) ➢ Provo - 6,039 ➢ Springville - 1,969 ➢ Spanish Fork - 1,394 ➢ Payson - 723 ➢ Santaquin - 658 ➢ **Total with Provo – 10,783** ➢ **Total w/o Provo – 4,744**	**Medium Performance** Daily boardings (2050) ➢ Provo – 6,691 ➢ Springville - 633 ➢ Spanish Fork - 387 ➢ Payson - 166 ➢ Santaquin - 300 ➢ **Total with Provo – 8,177** ➢ **Total w/o Provo – 1,486**	**Medium Performance** Daily boardings (2050) ➢ Provo – 6,428 ➢ Springville – 420 ➢ Spanish Fork – 293 ➢ Payson - 143 ➢ Santaquin - 233 ➢ **Total with Provo – 7,517** ➢ **Total w/o Provo – 1,089**	**Low Performance** Daily boardings (2050) ➢ Provo – 6,051 ➢ Springville - 271 ➢ Spanish Fork - 200 ➢ Payson - 108 ➢ Santaquin - 159 ➢ **Total with Provo – 6,789** ➢ **Total w/o Provo – 738**	**Low Performance** Daily boardings (2050) ➢ Provo – 5,750 ➢ Springville - 124 ➢ Spanish Fork - 187 ➢ Payson - 100 ➢ Santaquin - 132 ➢ **Total with Provo – 6,292** ➢ **Total w/o Provo – 543**	**Low Performance** Daily boardings (2050) ➢ Provo – 5,591 ➢ Springville - 80 ➢ Spanish Fork - 129 ➢ Payson - 75 ➢ Santaquin - 90 ➢ **Total with Provo – 5,966** ➢ **Total w/o Provo – 375**	Daily boardings (2050) ➢ **Total with Provo – 1,296** ➢ **Total w/o Provo – 893**
Study area transit trips – effects on overall transit trips within study area compared to No Build. *Ratings not expected to change for Provo to Payson.*	**High Performance** ➢ Compared to No Build, an 80% increase in transit trips within the study area.	**Low performance** ➢ Compared to No Build, a 20% increase in transit trips within the study area.	**Medium Performance** ➢ Compared to No Build, a 65% increase in transit trips within the study area.	**Low performance** ➢ Compared to No Build, a 10% increase in transit trips within the study area.	**Low performance** ➢ Provide similar transit trips compared to No Build.	**Low Performance** ➢ Compared to No Build, an 80% increase in transit trips within the study area.	➢ Not applicable

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
Transportation system impacts – potential effects on existing and planned traffic operations, including freight (rail and truck, as applicable). *Ratings do not change for Provo to Payson.*	**High Performance** ➢ CRT operates exclusive to both freight and vehicular traffic. There are 12 gated crossings and several subdivisions along the corridor that vehicular traffic could also be impacted due to the gated crossings; stops would be limited in duration.	**High Performance** ➢ Same as CRT Scenario A, but with impacts to traffic limited to peak hours only.	**High Performance** ➢ Same as CRT, BRT will operate in exclusive right-of-way (ROW) adjacent to the rail corridor with little impact on planned traffic operations. There are 12 gated crossings that vehicular traffic could be impacted due to the gate crossings; stops would be limited in duration.	**High Performance** ➢ Same as BRT Scenario A, but with impacts to traffic limited to peak hours only.	**High Performance** ➢ BRT operates 58% mixed use and 42% exclusive. In the mixed use portions, this option would have limited impacts on existing traffic operations. In exclusive portions, would have impacts similar to CRT and BRT alternatives.	**High Performance** ➢ Same as BRT Design Option Scenario A, but with impacts to traffic limited to peak hours only.	➢ Lack of an alternative transit solution will ultimately result in more vehicles on the roadway, further limiting capacity on the existing transportation system.
Access to employment – Access to employment within 30/60 minutes.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.
Land use compatibility – potential to complement and integrate with existing and planned land uses and densities in terms of capacity, stops and alignment. *Ratings do not change for Provo to Payson.*	**High Performance** ➢ *All alternatives serve the same station locations.* ➢ Stations are located in areas identified as higher growth areas for future population and/or employment. ➢ Surrounding land uses are or are envisioned to be transit-supportive: mixed use, TOD, commercial, and/or village core.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	➢ Without high-capacity transit service, planned land uses may not reach the same mix or densities as with implementation of fixed guideway/ permanent transit.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
TOD potential – development and/or redevelopment potential. *Ratings do not change for Provo to Payson.*	**High Performance** ➢ *All alternatives serve the same station locations.* ➢ The permanence of commuter rail stations and fixed guideway promote development certainty and encourage higher densities. ➢ Station locations are in areas that have a greater likelihood to develop/redevelop to support TOD (large vacant/underutilized parcels are present, or favorable zoning or policies are in place). ➢ TOD readiness varies by station, with several ready for TOD and others lacking major infrastructure to serve development.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ Same as CRT Scenario A; however, the presence of both exclusive and non-exclusive transit BRT guideway may reduce development certainty compared to commuter rail and BRT.	**Medium Performance** ➢ Same as CRT Scenario A; however, the presence of both exclusive and non-exclusive transit BRT guideway may reduce development certainty compared to commuter rail and BRT.	➢ No Build would serve the same station locations. The lack of permanent guideway and station areas associated with this type of transit service would not promote development certainty compared to commuter rail and BRT. TOD potential would be more limited.
Capital cost estimate (2026 dollars) – rough order of magnitude capital cost of program (construction, right-of-way vehicles, etc.). *Capital costs are substantially reduced for Provo to Payson, ratings do not change.*	**Medium Performance** ➢ $800 – 1.1 B (Provo to Santaquin) ➢ $550 – 750 M (Provo to Payson) ➢ Rough order of magnitude capital cost range based on representative alignment, including an allowance for real estate/soft costs, vehicles, maintenance facilities, and station programming elements. Operations, maintenance, and state of good repair costs are not included.	**Medium Performance** ➢ Same as CRT Scenario A. Slight variations based on different fleet assumptions for operational scenario. ➢ $800 – 1.1 B (Provo to Santaquin) ➢ $550 – 750 M (Provo to Payson) ➢ Could have minor cost differences due to different siding assumptions based on operational scenario but would be within estimated range.	**Low Performance** ➢ $1.1 – 1.5 B (Provo to Santaquin) ➢ $650 – 900 M (Provo to Payson) ➢ Note that higher BRT costs are attributed to physical barriers required along alignment where BRT operates adjacent to freight. ➢ Rough order of magnitude capital cost range based on representative alignment, including an allowance for real estate/soft costs,	**Low Performance** ➢ Same as BRT Scenario A. Slight variations based on different fleet assumptions for operational scenario. ➢ $1.1 – 1.5 B (Provo to Santaquin) ➢ $650 – 900 M (Provo to Payson) ➢ Note that higher BRT costs are attributed to physical barriers required along alignment where BRT operates adjacent to freight. ➢ Could have minor cost differences due to	**High Performance** ➢ $400 – 550 M (Provo to Santaquin) ➢ $300 – 400 M (Provo to Payson) ➢ Rough order of magnitude capital cost range based on representative alignment, including an allowance for real estate/soft costs, vehicles, maintenance facilities, and station programming elements. Operations, maintenance, and state of good repair costs are not included.	**High Performance** ➢ Same as BRT Design Option A. Slight variations based on different fleet assumptions for operational scenario. ➢ $350 – 500 M (Provo to Santaquin) ➢ $250 – 300 M (Provo to Payson)	➢ No major capital cost outside of purchase of additional vehicles and bus stop amenities.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
			vehicles, maintenance facilities, and station programming elements. Operations, maintenance, and state of good repair costs are not included.	different siding assumptions based on operational scenario but would be within estimated range.			
Annual O&M cost estimate (2026 dollars) – rough order of magnitude annual O&M cost. *O&M costs are substantially reduced for Provo to Payson, ratings do not change.*	**Low Performance** ➢ $13.5 M/yr (Provo to Santaquin) ➢ $8.1 M/yr (Provo to Payson) ➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (commuter rail).	**Medium Performance** ➢ $3.5 M/yr (Provo to Santaquin) ➢ $2.1 M/yr (Provo to Payson) ➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (commuter rail).	**Medium Performance** ➢ $3.7 M/yr (Provo to Santaquin) ➢ $2.2 M/yr (Provo to Payson) ➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	**High Performance** ➢ $1.2 M/yr (Provo to Santaquin) ➢ $0.7 M/yr (Provo to Payson) ➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	**Medium Performance** ➢ $3.9 M/yr (Provo to Santaquin) ➢ $2.4 M/yr (Provo to Payson) ➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	**High Performance** ➢ $1.2 M/yr (Provo to Santaquin) ➢ $0.7 M/yr (Provo to Payson) ➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	➢ No Build would include O&M costs for Express Bus service; similar to BRT, Scenario B.
Return on Investment – annualized investment per rider. *ROI is reduced for Provo to Payson, ratings do not change except for BRT (noted)*	**High Performance** ➢ Lowest cost per rider of all alternatives (Provo to Santaquin). ➢ Improves ROI performance by ~30% (Provo to Payson).	**Moderate Performance** ➢ 2x higher than CRT Scenario A (Provo to Santaquin). ➢ Improves ROI performance by ~35% (Provo to Payson).	**Low Performance** ➢ 4x higher than CRT Scenario A (Provo to Santaquin). ➢ Improves ROI performance by ~40% (Provo to Payson) – rating would improve to medium for Provo to Payson.	**Low Performance** ➢ 5x higher than CRT Scenario A (Provo to Santaquin). ➢ Improves ROI performance by ~40% (Provo to Payson) – rating would improve to medium for Provo to Payson.	**Low Performance** ➢ 4x higher than CRT Scenario A (Provo to Santaquin). ➢ Improves ROI performance by ~20% (Provo to Payson).	**Low Performance** ➢ 3.5x higher than CRT Scenario A (Provo to Santaquin). ➢ Improves ROI performance by ~20% (Provo to Payson).	
Construction complexity – noted construction challenges and complexity.	**Medium Performance** ➢ The alignment follows existing rail for the majority of the corridor but requires several major infrastructure improvements including 9 bridges, including one major flyover crossing UP active	**Medium Performance** ➢ Same as CRT Scenario A.	**Low Performance** ➢ Same as Commuter Rail Scenario A ➢ In addition, the widening required for BRT would likely impact power lines that run parallel to a long section	**Low Performance** ➢ Same as BRT Scenario A.	**High Performance** ➢ The BRT design option utilizes existing roads and infrastructure throughout the mixed-use portion of the alignment. While along the rail corridor portion, the alignment crosses over 5	**Low Performance** ➢ Same as BRT Design Option Scenario A.	➢ No construction required.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
Construction complexity is reduced for Provo to Payson, ratings do not change.	tracks. The alignment crosses under 12 bridges which could require possible widening or other improvements.		of the corridor through Springville. Where adjacent to freight rail, a crash barrier is assumed for separation purposes.		bridges that would potentially need improvements and under 4 bridges that would also require potential widening or other improvements.		
Natural or built environment considerations – potential for adverse effects on natural environment resources. *Natural environment impacts are substantially reduced for Provo to Payson, ratings do not change.*	**Medium Performance** ➢ Portion of alignment between Payson and Santaquin (where alignment connects from Tintic to Sharp lines) transects lands with agricultural protection. ➢ Water resources and wetlands in proximity to the rail corridor from Provo to Springville. ➢ Wetlands in proximity to proposed Spanish Fork Station and wetlands and water resources to the north of the proposed Payson Station.	**Medium Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Impacts to natural resources may be limited by utilizing existing roadways for sections from Provo to Springville (potential water resource impacts along rail corridor) and Payson to Santaquin (potential agricultural impacts along rail corridor).	**High Performance** ➢ Same as BRT Design Option Scenario A.	➢ No impacts to natural or built environment resources.
Estimated property impacts – Estimated square footage based on assumed project footprint. *Estimated property impacts are substantially reduced for Provo to Payson, ratings do not change.*	**Medium Performance** ➢ CRT utilizes an existing 20'-wide UTA easement from Provo to Springville. South of Springville, an existing rail corridor will be repurposed and used for transit. Available ROW terminates south of Payson and new ROW must be acquired to reestablish the corridor to Santaquin. Additional property will be required at sidings and at stations throughout the corridor. ➢ Estimated 1M sq ft (Provo to Santaquin).	**Medium Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ BRT utilizes an existing UTA easement from Provo to Springville, although additional room would be required to install crash/separation barrier between freight and BRT. South of Springville, an existing rail corridor will be repurposed and used for transit. Available ROW terminates south of Payson and new ROW must be acquired to	**Medium Performance** ➢ Same as BRT Scenario A.	**High performance** ➢ The BRT design option mainly utilizes existing roads from Provo to Springville. South of Springville, an existing rail corridor will be repurposed. South of Payson, the rail corridor changes ownership, and the BRT design option leaves the rail corridor and utilizes I-15 south to Santaquin. This design option limits the purchase of ROW. ➢ Estimated 50K sq ft (Provo to Santaquin). ➢ Estimated 50K sq ft (Provo to Payson).	**High Performance** ➢ Same as BRT Design Option Scenario A.	➢ No additional property impacts.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
	➢ Estimated 200K sq ft (Provo to Payson).		reestablish the corridor to Santaquin. Additional property will be required at sidings and at stations throughout the corridor; however, these features would require less property than CRT. ➢ Estimated 900K sq ft (Provo to Santaquin). ➢ Estimated 200K sq ft (Provo to Payson).				
Phasing and implementation considerations – notable factors related to phasing and implementation of full buildout over time. Includes vehicle technology considerations. *Measure not scored; narrative provided for consideration.*	➢ Rail-based technologies such as CRT are not as flexible for implementation and would have to be implemented from Provo south in geographically continuous segments. Implementation requires fully exclusive transit along the full corridor length. ➢ Likely phasing of CRT could include regional express bus serving desired commuter rail stations, provided highway access is available. As funding becomes available and ridership established, express bus could be replaced by CRT. BRT is not recommended for phasing to CRT. The large capital investment required for BRT would reduce the likelihood of future conversion to CRT. ➢ Operational scenarios can be scaled to meet demand. ➢ Vehicle technology would be consistent with FrontRunner,	➢ Similar to CRT Scenario A with additional considerations: – For the scenario that does not interline with FrontRunner, different vehicle technologies could be explored, including diesel, electro-diesel, or electric vehicles. – Service could be phased into a fully interlined FrontRunner service as demand warrants.	➢ BRT offers greater flexibility for phased implementation. Exclusive guideway for BRT can be implemented in non-contiguous areas based on demand and other factors. BRT can be operated in a variety of environments, from fully exclusive transit lanes to mixed flow if ROW and/or funding is limited or other constraints are present. ➢ Likely phasing of BRT could include regional express bus serving desired BRT stations. As funding becomes available and ridership established, express bus could transition to dedicated facilities for BRT. ➢ BRT would offer greater flexibility to add additional stations;	➢ Same as BRT Scenario A.	➢ Similar flexibility as BRT. ➢ This design option could be considered a phasing option as the corridor moves towards a fully exclusive BRT system.	➢ Same as BRT Design Option A.	➢ The No Build could be a phasing option as project development continues and funding is secured for full build out of the selected alternative.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
	which currently use diesel trains, although the desire to electrify the FrontRunner system in the future exists.		however, adding stations may reduce the efficiency of the desired regional service. ➢ Operational scenarios can be scaled to meet demand.				
Project stakeholder input & public input *Measure not scored, narrative provided for consideration.*	➢ Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service. ➢ Want to see high quality development at station areas, including business and commercial opportunities, in addition to housing. Support for all FrontRunner stations expressed (Springville, Payson, Spanish Fork, and Santaquin). ➢ Strong support for FrontRunner to serve the coming growth and commuting needs. ➢ Need more localized service (providing more frequent service to existing development on the east side of I-15) via local bus, express bus, or BRT to serve additional destinations and also connecting into future FrontRunner service. ➢ General support for BRT, including more frequent and localized stops. ➢ Support for BRT/express bus/local use to complement FrontRunner. ➢ Opposition for transit in south Utah County was expressed. Primarily that it isn't needed, no one will use it, waste of money, and don't trust UTA.						

SOUTH VALLEY
TRANSIT
STUDY

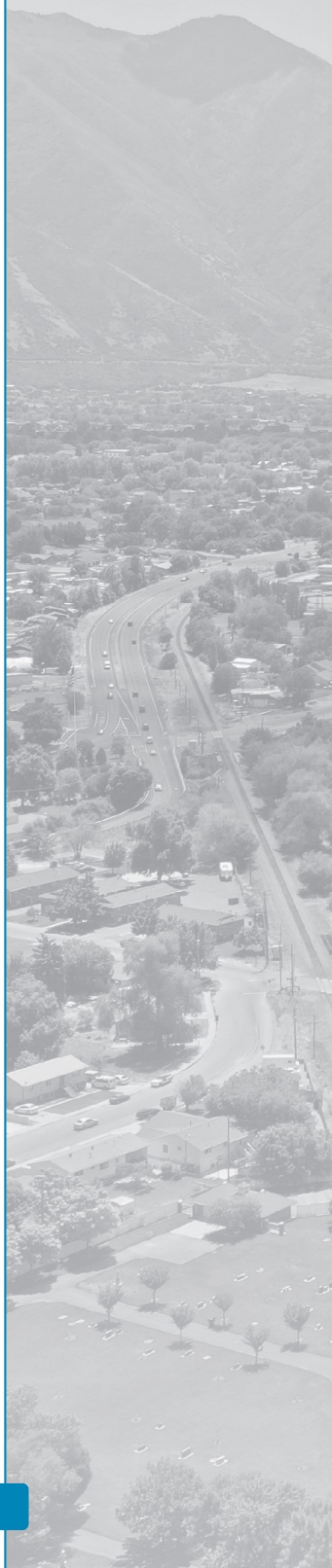
APPENDIX F - BEST PRACTICES FOR TRANSIT-ORIENTED COMMUNITIES

SOUTH VALLEY TRANSIT STUDY

BEST PRACTICES FOR TRANSIT ORIENTED COMMUNITIES

Best Practices for Transit Oriented Communities

Revised Memorandum | November 2021



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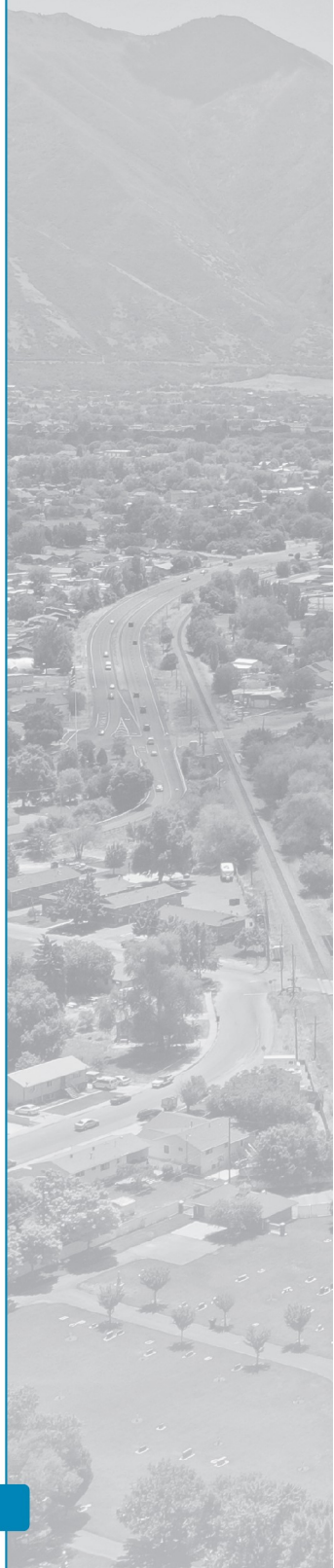


1. Introduction

1.1.1 Purpose

The purpose of this memo is to identify best practices for station area planning to align land use with high quality transit investments in south Utah County. This document aims to provide local governments an action-oriented guide to assist the South Valley communities of Springville, Spanish Fork, Payson and Santaquin in preparing for development around a future transit investment. This document was prepared as part of the South Valley Transit Study, which has explored alignment and mode options for the corridor from Provo to Santaquin. A Locally Preferred Alternative has been selected, which includes Commuter Rail from Provo to Payson and Express Bus from Payson to Santaquin.

This memo will serve as a building block for more detailed UTA led transit-oriented development (TOD) planning efforts, anticipated to begin in 2022 for Springville, Spanish Fork, and Payson.

1.1.2 Topics

High quality transit investments are a major step in creating vibrant connected communities. Planning for the immediate station area, for the walkable transit-served district within a 5-10 minute walk, and for the transit corridor are equally important to capitalizing on future public investment in high-capacity transit. For this corridor, development is likely to precede regional transit investments.

The following best practices topic areas are covered:

- Mixed land uses
- Parking management
- Pedestrian-friendly urban design
- Urban growth
- Affordable housing
- Economic development
- Land use, ridership, and federal funding

In addition to best practices, this memo contains **portraits** of each of the four station areas, and several **case studies** from across the region and nation that provide helpful examples of successful transit-oriented communities and lessons learned from implementation.

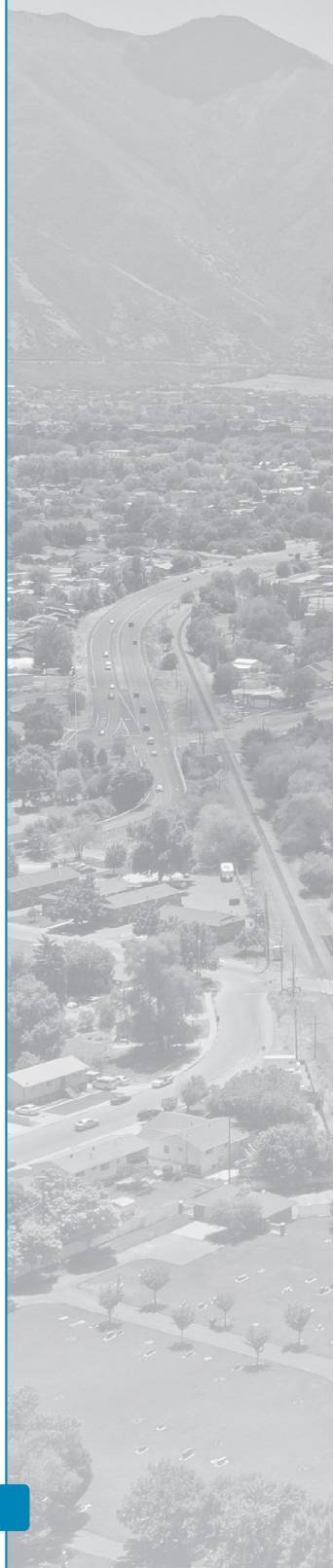
1.1.3 Context

According to MAG's TransPlan 2050 and long-term county-level population projections from the University of Utah Kem C. Gardner Policy Institute, by 2050 Utah County is expected to nearly double in population – adding over 660,000 more people and surpassing 1.3 million people. This equates to 100 percent growth and is more than double any other county in the Wasatch Front. For comparison, Salt Lake County (which is focused more on infill than greenfield development) has a growth rate of only 36

percent. During this period, Utah County's growth will be larger than the other three Wasatch Front counties combined.

Cities in south Utah County have begun planning for this growth and have been developing General Plans for increased density around future high-capacity transit service. The communities within the South Valley transit corridor are already experiencing an increase in development interest and activity, which will only become stronger with the addition of high-capacity transit.

Amid this growth pressure, it is critical that South Valley communities have the tools needed to harness development pressures in a way that realizes the one-time-only opportunity to "get it right" in terms of infrastructure, connectivity and development intensity. This moment offers a major opportunity for the South Valley to develop in a way that will support transit and provide urban infrastructure and appropriate densities that will best serve future generations of Utahns.



2. Best Practices for Creating Transit Oriented Communities

TOD typically includes a mix of commercial, residential, office and entertainment adjacent to a transit station. Dense, walkable, mixed-use places near transit attract people and catalyze additional investments. TOD is most successful when regional and local governments encourage it through land use planning, zoning laws, and changes to building codes. And successful transit-oriented development is most often supported by a coordinated ecosystem of regional, citywide, corridor-level and station area planning to ensure planning and policies are aligned to support development and maximize public benefit of the transit investment.

2.1.1 Mixed Land Uses

Successful transit-oriented districts are great places to walk around and that make driving less necessary. These places attract pedestrians with a mix of uses such as appropriately scaled retail, restaurants, services, housing, and other uses to support people who live, work and visit them.

Mixed Use Development

Some communities may find high-density TOD a poor fit with existing development and community fabric. Mixed use districts can take many forms, beyond the images that first come to mind. **Vertical mixed use** is a common form of TOD (that is, ground floor commercial uses with housing or offices in upper stories). **Horizontal mixed use**, which incorporates a variety of different single-use buildings, is equally important to creating a vibrant transit district. Horizontal mixed use can achieve the same community-building goals and can be a better fit where large multistory buildings may not be appropriate or supported by the market.

Allowed Uses

TOD districts are by nature mixed use places where people can travel and access what they need. The station areas and corridors should allow a broad range of uses compatible with walkable, urban development – from housing, office and retail employment to arts and entertainment, health care, human services, childcare, and more. Uses that are incompatible are most often excluded based on form and use of space – auto-scaled buildings such as drive-thrus or uses that need an expanse of parking. Large format warehousing, manufacturing and industrial uses are not appropriate. However small-format warehousing, manufacturing and light industrial (without nuisances such as noise that would impact nearby residents and businesses) should not be excluded based on use alone and could add to the diversity of the transit corridor as a whole. Transit-served employment can take many forms.

Action Steps for Mixed Use Development

- **Identify TOD areas within the City's General Plan.** The General Plan designation should reflect a diverse mix of future land uses and higher development intensities for transit station areas.
- **Develop a station area plan for land use and development.** The UTA TOD Department received FTA grant funding to complete station area plans for Springville, Spanish Fork, and Payson.
    - Engage the community; the station area plan should reflect community desires and clearly define the unique vision for each station area.
    - Establish vision, goals and implementation program for each station area.
    - Consider a market assessment or "highest and best use" study to understand local real estate market dynamics.
    - Consider a housing study to understand supply and demand for housing across the income spectrum to identify needs for housing units by type.
- **Undertake zoning and development code changes to establish and finetune the City's transit-oriented areas.**
    - Ensure zoning allows and encourages a mix of uses. If mixed use development is desired, it should be the most convenient path for development review and permitting.
    - Review the list of uses that are prohibited or conditional, to ensure compatibility.
    - Allow for vertical and horizontal mixed use. Consider targets or requirements for the mix of uses within the district as a whole, rather than use requirements per building.
    - Consider form-based or hybrid zoning that shifts focus from use-based approvals to the urban form. These characteristics include lot coverage, setbacks, building height and massing, pedestrian frontage and transparency (creating a "streetwall"), entry locations, parking configuration (on-street, structured or rear parking), visual screening (for parking, garbage), and wide sidewalks, among others.
    - It's also important to discourage non-transit supportive land uses at TODs: "big box" stores, auto-oriented businesses, sports fields, and parking configurations that separate uses.
    - Remain flexible and open to further changes over time. Engage with the development community to learn what is working and what is not. Revisit goals and outcomes and be willing to make additional code changes.

2.1.2 Parking Management

The role of parking supply and parking management cannot be overstated in the successful implementation of TODs. Like walkability, parking is a key ingredient to quality transit districts: *parking shapes urban form*. Driving alone is still the dominant mode of transportation, and TOD areas need an *appropriate* supply of parking to succeed. And it is likely that what is an "appropriate" amount of parking will shift and possibly decrease over the life of the district, as the area achieves full build out and transit use grows. Existing surface parking lots can be prime infill redevelopment sites as station areas mature, which provides one strategy for station area evolution as the

transit mode share increases. There are a variety of policy and code approaches to manage parking and prevent oversupply.

Reduced Parking Requirements

Generally, cities should provide lower parking requirements in transit districts, both to maximize developable land and recognize that transit will make up a greater share of trips to and from the area. Cities should consider eliminating parking minimums and add parking caps (maximums) to TOD zones to help right-size the amount of parking provided by developers.

When minimum parking requirements are high, parking is an additional cost that drives up the cost of overall development, negatively affecting housing affordability and increasing commercial lease rates. And parking can push apart land uses and prevent the density needed for walkable urban places, with building spacing that discourages walking.

Shared Parking

One way to address parking needs of mixed use, transit-oriented districts is to address the timing of parking demand for nearby uses. Parking demand for office and retail uses typically peaks during the day, where residential parking demand is typically highest in off-peak hours and overnight. Shared use of parking facilities can maximize use and efficiency of parking stalls and reduce the overall space demands for parking.

Parking Management

Active management of parking is vitally important for transit-oriented districts, once occupancy is high enough that drivers are circling in search of parking. The Cities should encourage shared parking facilities and a district parking approach of shared responsibility among anchor tenants.

A parking district is designed for residents, employees, and visitors to “park once and walk” rather than driving between destinations within the station area. This parking district approach necessitates a quality pedestrian environment that is welcoming and provides for accessibility, safety and security of users.

As parking occupancy approaches 75-85% utilization, cities should consider time limits at peak times for curbside spaces closest to destinations. Dedicated employee parking farther away from entrances can help with visitor perceptions of parking availability, as utilization increases. Eventually, cities should consider paid parking to manage demand in the future, starting with paid parking at the most desirable locations.

Park and Ride Facilities

Park and ride facilities can be an important component to a TOD, so long as the design and layout is conducive to walking and biking, including lighting, clear walking paths, bike parking, and other amenities. Commuter parking (which tend to be all-day use) should remain separate from active, high-turnover parking that serves uses within the station area development.

Action Steps for Parking Management

- **Update parking code requirements** to support walkable urban development and protect housing affordability. Eliminate parking minimums and consider adding parking maximums to TOD zones.
- **Actively manage access to public parking**. Consider time limits and parking zones for different users, based on distance to destination and length of stay. Consider paid parking and dynamic pricing in the future, beginning with curbside parking spaces with high turnover. Utilize parking revenues for district improvements.
- **Designate park and ride facilities separate from other parking areas**, and discourage park and ride users from parking in active station areas with higher parking turn over.
- **Identify and secure land for future park and ride facilities.** UTA should act ahead of development to secure appropriate space for park and ride lots.
- **Work with landowners and developers to promote surface parking as part of phased development**. Existing surface lots can provide infill sites as the station area matures and transit mode-share increases.
- **Encourage building management to unbundle cost of parking**. This means parking rental fees separated from cost of rent for residential and commercial tenants. Parking that is priced independently does not unfairly burden those who do not utilize parking.
- **Establish parking policies to encourage shared parking and district parking management**. As the station area develops, Cities can work with building managers and anchor tenants to provide coordinated parking management to encourage shared use of spaces.

2.1.3 Walkable Urban Design

Walkability is critical in TOD areas. Creating safe and accessible options throughout the station area is crucial to creating a multimodal transit district. Ensure a network of sidewalks and pathways are part of the initial development & construction, and not an afterthought.

Many factors contribute to a walkable district; the list below offers some design elements of walkable urban places. The cities should update urban design guidance (code and policy) that applies to TOD/mixed-use areas.

Building Design and Scale

Buildings should be accessible to people on foot (and mobility device). Building entrances should be located as close as possible to transit station areas. Walking distances from the station to the nearest bus stop or destination should be shorter than the distance to the nearest parking space.

Pedestrian-friendly Streets

New streets within station areas should be scaled appropriately for pedestrians and cyclists and create a network of continuous sidewalks and paths. Cities should update policy and code to require sidewalks, walkways and street connections to enable direct walking routes throughout through the district.

Cities should adopt street design guidelines for TOD areas that provide for wide sidewalks and a dense network of bike routes. These guidelines should be applied to station areas and other mixed-use places in the city. The aim is to minimize conflict points between pedestrians and vehicles by providing a dedicated space for all users. Figure 1 shows a sidewalk with space for a variety of pedestrian uses.

Bicycle-friendly Streets

By creating a robust bicycle and trail network, cities can create the conditions that make bicycling a viable alternative to driving, especially for shorter trips, which can mitigate local traffic congestion. Streets in the TOD areas should include protected bicycle lanes, bicycle parking and wayfinding signage, as well as bike access to the station platform.

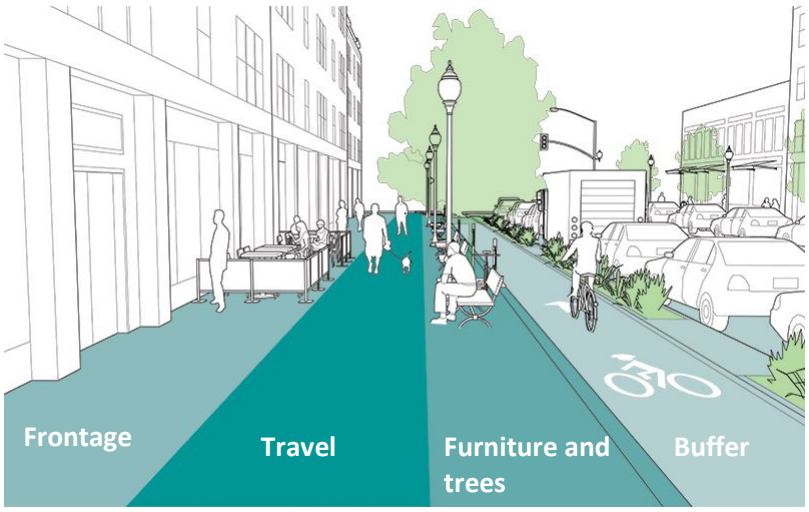


Figure 1. The pedestrian zone is crucial to creating a walkable transit district at the station area. Direct routes, safe intersections, and dedicated space make walking and biking more comfortable for people of all ages and abilities. *Source: NACTO Urban Streets Design Guide – Sidewalks.*

Action Steps for Walkable Urban Design

- **Plan for a connected network of routes**. It can be easy to design for specific trips, but the best practice is to create a connected network of sidewalks, paths and bicycle facilities that provides multiple routes between destinations. Ensure that pedestrian and bicycle routes from the station to key destinations are short and direct.
- **Design for a comfortable experience for people of all ages and abilities**. Cities must prioritize roadway safety for all users at all stages of design. The station area should be accessible for all, including people with physical disabilities and those who use mobility devices. For areas that currently have existing infrastructure, audit sidewalk conditions and intersections, and plan for capital improvements to fill gaps and intersection retrofits where needed. Ensure that infrastructure meets or exceeds ADA standards.
- **Provide clear signage and wayfinding**. Signage isn't only for people driving. Pedestrians, cyclists and transit users also need appropriate signage to navigate

the station area. Many of the station areas have major barriers to connectivity such as highways, railroads and environmental features; it will be important to provide clear signage that highlight routes across such barriers.

2.1.4 Urban Growth and Coordinated Planning

The concentration of housing and employment near in the station area is important for supporting transit. High quality development at moderate to high intensity will be needed to secure regional transit investment in South Utah County.

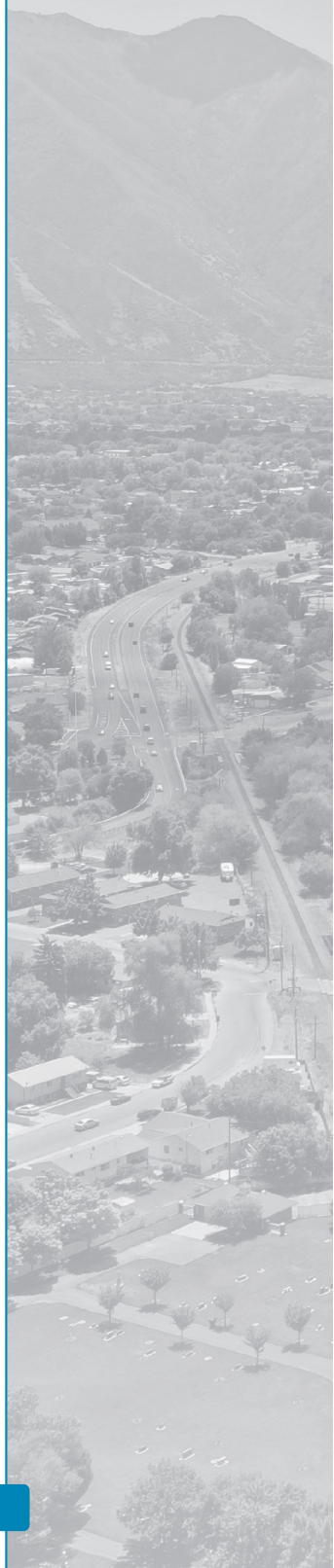
Transit Supportive Densities

For transit investments to be viable, there will need to be a critical mass of people to use the system. Increasing the density of housing and jobs creates a walkable community that can support high frequency transit. That level will vary based on the type of transit service; commuter rail can serve lower density station areas than light rail, bus rapid transit, or streetcar. Figure 2 shows the range of urban densities and the types of transit that each can support.

Density includes housing units, employment, shopping, services, and local and regional destinations. Higher density districts will be more transit-supportive; density adds to the number of people who live or work in the area, and more destinations that are accessible by transit.

The benefits of transit investment can be enhanced by mixed-use development, especially housing; bike and pedestrian connections; supportive parking management; and flexible zoning at station areas.

Each community has a unique character and determining appropriate densities around transit investments should involve extensive public involvement and careful planning to ensure the “right fit” for each community.



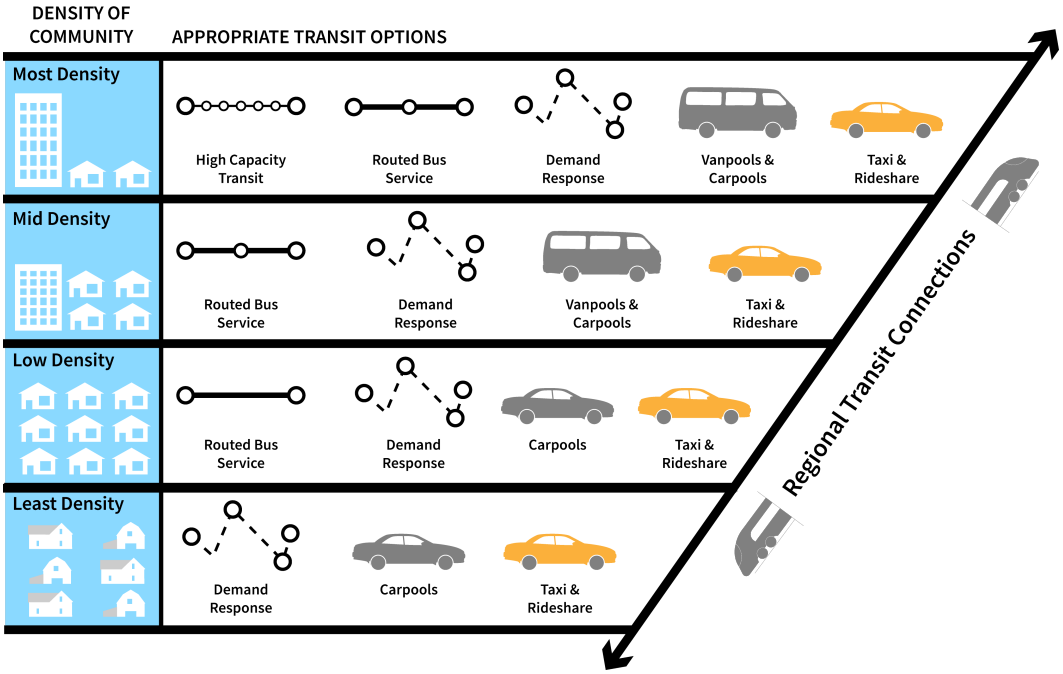


Figure 2. Appropriate Transit for Density of Community. *Source: Transit Development Plan Guidebook. Oregon Department of Transportation.*

Coordinated Planning

We know that major growth is coming to south Utah County; how growth occurs is still to be determined. The communities of south Utah County have a unique opportunity to shape this growth and create a county-wide corridor of connected station areas that can provide a wide range of amenities, accessible from the transit line. Working collaboratively will benefit residents of all communities along the proposed transit corridor.

Action Steps for Urban Growth:

- **Concentrate development at the station platform.** Density should be highest adjacent to the station and taper off from there. Cities should plan for phasing additional growth over time as conditions change.
- **Station areas serve the entire community**. Consider development densities that are 'as great as possible' within the appropriate community context. Increased density and mix of uses within the station area creates a high-value district.
- **Plan for transit-supportive densities**. Ensure residential densities are high enough to support frequent transit service, and adjacent mixed-use commercial.
- **Plan for increased growth over time**. Look for additional infill opportunities and plan for strategic infill, especially on surface parking lots.

2.1.5 Economic Development

Transit-oriented communities have proven economic benefits at the local and regional level. Creating attractive developments draws employers willing to pay a premium for space. Added job and housing opportunities have the potential to boost tax revenues. Cities should seek to maximize economic development opportunities that benefit not

only the development community, but also strengthen the City's long-term revenues, and bring benefit to residents in the form of new amenities, lower transportation costs, and new housing that includes affordable housing.

Redefine Highest and Best Use

Beyond the traditional "highest and best use" definitions that consider only benefit to the developer, communities are encouraged to take a broader view of development impacts. By understanding the implications of a range of possible development types, Cities can make better informed decisions to improve the City's fiscal health.

- **Highest and best use for the developer**: considers the greatest return to the land, and has historically been all that has been considered by most municipalities.
- **Highest and best use for the City**: addresses the proposed fiscal impacts of development and what revenue and expenses are generated for a city. The impacts may include property taxes, sales taxes, municipal energy fees, Class B/C road funds, retail buying power, and costs of services to be provided.
- **Highest and best use for residents**: often relies on feedback from community members of what amenities are lacking in the area.

FrontRunner Tax Increment Financing with Housing and Transit Reinvestment Zone (HTRZ)

Utah cities can take advantage of a state-sponsored program that provides HTRZ status to station areas along the FrontRunner. The HTRZ economic development tool is new as of 2021 and allows for 125 acres within a 1/3-mile radius of a FrontRunner station to be dedicated as a tax increment financing (TIF) area, which allow for the value capture of new growth via property taxes. It is not a new tax or a tax increase, rather it captures the increased tax revenue generated due to increasing assessed values. The revenues are available to use for improvements within the station area.

The HTRZ law intends to incentivize higher intensity development near FrontRunner stations. The tool is anticipated to maximize transit investment and to encourage uses near transit stations that will utilize the amenity provided by FrontRunner service and promote walkable, well-connected neighborhoods.

For a city to qualify for HTRZ consideration, the 125 acres must have a minimum designation of 50 residential units to the acre, with 51 percent or more of the land to be zoned for residential use. For nearly all affected communities (those with FrontRunner stations), this will require zoning changes and potentially small area plans. This HTRZ program may be subject to additional changes in the upcoming legislative session.

Transportation Reinvestment Zones (TRZ)

Any two or more public agencies may enter into an agreement to create a transportation reinvestment zone. One of these entities must have land use authority over a TRZ area. While an HTRZ has focused depth and appeal, it only applies to 125 acres surrounding a FrontRunner station. A TRZ may be established anywhere and has the capacity to cover a much larger area.

A TRZ must be centered on transportation infrastructure needs because the agreement between the parties must define the transportation need and proposed investment.

However, the type of transportation needs is not defined in the law. There could be a wide range of uses, including roads, multi-modal transportation improvements, airports, street widenings, street landscaping, pedestrian access and walkways, transit-oriented development, transit, expanded bus routes, parking garages, etc. Ultimately, a TRZ could be used to fund the connections that will be vital to the success of a healthy station area.

Another possible advantage to TRZs and HTRZs is the ability to obtain the commitment of transportation agencies, such as UDOT or UTA, for specific planning projects. Interlocal agreements between the public entity with the land-use authority and a transportation agency will identify the specific projects associated with the TRZ or HTRZ. This will add another level of certainty to City planning efforts and will give these public entities some additional leverage in prioritizing needed transportation projects around the future transit stations.

Funding Opportunities

Funding sources at the local, MPO, state, and federal level are available for transit, first/last mile, and active transportation planning and projects. By understanding and anticipating legislation, local, and other funding sources, Cities can establish internal protocols and timelines for grant applications and management. In addition to the HTRZ, detailed above, there are several other potential funding sources available.

- **UDOT Transportation Investment Fund**. Funded in part by state sales taxes, the TIF provides funding for first/last mile, transit, and active transportation capital improvements. Programmed funding ranges from around $350 million to $650 million each year.
- **MAG TIP Transportation Funding.** MAG allocates federal, state, county funding for projects that mitigate congestion, and offers technical support for jurisdictions, supporting approximately $45 million in transportation projects annually. https://web.mountainland.org/tip
- **Public Infrastructure Districts (PID).** Cities should consider allowing the establishment of PIDs, which are a new and independent taxing entity that can raise revenue to fund public infrastructure. Ultimately property users pay for the improvements through property tax assessments; this tool results in higher taxes for property owners and/or users in the defined district, so benefits of the infrastructure investments should be targeted within the district. Improvements could include better landscaping, street lighting, public spaces, parks, trails, finishes, among others, all of which contribute to creating property appeal and increasing property values.

Actions and Tools for Economic Development:

- **Conduct small area plans for land within 1/3 mile of possible transit stations**. These studies should look closely at current land use options, needed connections to maximize transit infrastructure, market dynamics and what type of development is market supported, and possible implementation of economic development tools.
- **Conduct Highest and Best Use analyses** in conjunction with small area plans to clearly understand 1) what property types create the greatest return to the

land; 2) what fiscal impacts are created by possible uses; and 3) what uses are most desired by the public.

- **Establish guidelines for instituting economic development tools**, including HTRZs and TRZs. These guidelines should clearly note what types of projects qualify for tax increment reimbursement.
- **Establish a Public Infrastructure District (PID) policy** so that the development community clearly understands the available tools for financing options.

2.1.6 Affordable Housing

Cities should pay special focus to housing affordability in transit corridors, especially at the outset of district planning and development. Cities can take steps to stabilize and increase the supply of affordable housing and increase equitable access to TOD station areas, for the benefit of all residents. Federal funding for transit investments (particularly the Small Starts and New Starts programs) take considerable interest in the steps cities have taken to ensure a supply of affordable housing in TOD areas.

Evaluate Corridor-Specific Needs

As part of city-wide housing needs analysis or as part of upcoming station area planning efforts, Cities should identify specific needs along transit corridors and in station areas and should compare needs to current affordable housing supply. It is important to understand corridor-specific needs and how TOD areas can serve the local community and region in providing transit-accessible affordable housing.

There are a wide variety of tools available to preserve and increase affordable housing supply, many of which can be accomplished with zoning and parking code changes targeted to the station areas.

- Zoning to allow "missing middle" housing types such as accessory dwelling units, townhouses, family-size units, which can help to create *de facto* affordable housing by providing a broader range of small and mid-size housing units
- Developer incentives for income-restricted affordable units
- Density bonus or parking requirement reduction to incentivize developers to provide affordable units
- Employer-assisted housing using tax credits, partnerships, matching funds or other mechanisms that increase workforce housing
- Affordability covenants; rent controls or condo conversion controls
- Inclusionary zoning that requires a portion of all new units built are reserved for lower income individuals and families

Additionally, there are financing tools available to expand affordable housing, which include:

- Funding for property acquisition, rehabilitation and development of affordable housing
- Low-income housing tax credits (LIHTC), and local tax abatement for low income or senior housing
- Land banking by public, private or nonprofit developers

- Direct financial assistance to owners and renters in need (including home repairs, weatherization, utility support, tax abatement, mortgage or rent assistance)
- Housing trust funds for low-interest loans to housing developers
- Directing revenue from targeted tax increment financing, value capture, or transfer tax programs toward affordable housing

Permanently Affordable Units

In creating a program to expand affordable housing and equitable access to housing in TOD station areas, it is important for cities to prioritize strategies that result in *permanently* affordable housing. Equally important is to understand the timing of restrictions on units that are not permanently affordable, to ensure a consistent long-term housing supply for low-income households.

Actions and Tools to Increase Affordable Housing

- **Track inventory of affordable and permanently affordable housing.** To support a successful high-capacity transit investment, cities should track the inventory of housing availability within one-half mile of all existing and proposed transit stations, including the number of total housing units, affordable units, and permanently affordable units.
- **Evaluate housing needs for the City and within station areas.** Affordable housing targets can be tailored to the community's needs, depending on the needs for lower income seniors (who may want studio and 1-bedroom units), for families (2+ bedroom units) and other household types.
- **Update zoning and parking requirements to reduce development costs and increase affordability.** Cities can expand the range of possible housing development types to include more small and mid-sized units, reduce land costs associated with high parking requirements, and target these changes to station areas.
- **Be proactive in planning for TODs that benefit the whole community, including low-income residents.** Transit-served affordable housing provides multiple benefits for lower-income individuals and families. There are many tools available to Cities for enabling, encouraging and requiring affordable housing units.

2.1.7 Land Use, Ridership, and Federal Funding

Cities that incorporate best practices for TOD will also be in a better position to compete for and secure federal transit investment funding, specifically Federal Transit Administration (FTA) Capital Investment Grant (CIG) opportunities (New Starts and Small Starts programs). These discretionary federal grant programs are highly competitive at a national level, and projects receive ratings based on a series of criteria, including economic development and land use.

Criteria for economic development include:

- Transit supportive plans and policies
- Demonstrated performance of plans and policies

- Policies and tools in place to preserve or increase the amount of affordable housing

Criteria for land use include:

- Existing corridor and station area development and character
- Existing station area pedestrian facilities, including access for persons with disabilities
- Existing corridor and station area parking supply
- Proportion of existing "legally binding affordability restricted" housing within ½ mile of station areas to the proportion of "legally binding affordability restricted" housing in the counties through which the project travels.

A key factor in computing a federal grant rating for several criteria (mobility improvements, environmental benefits, congestion relief, and cost effectiveness) is existing and future **ridership** generated by the project. Transit ridership forecasts take into account the expected density of population and employment around a station area and multimodal access to the station. Stations that serve appropriate densities and are well connected typically result in better access and connectivity which leads to higher ridership, which in turn supports more favorable ratings in the CIG process.

Actions and Tools to Improve Federal Funding Opportunities

- **Compute a draft project rating for the transit investment** to understand where the project stands in the context of the CIG process given current and planned land use in and around the project area
- **Identify action steps based on draft rating.** Use information developed in the draft project rating to determine areas of improvement related to land use.
- **Develop strategies for implementing policies** and/or plans that encourage transit supportive land use and urban design as a means to enhance funding potential of the project.

3. Station Area Considerations

3.1.1 Springville

Development overview: Springville City is positioned for near-term station area growth. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Springville.**

The City is already seeing high demand for developable land in the area, and there is active development interest in greenfield properties near the proposed station. The challenge for Springville will be to align development interests with community desires for a "village center" to realize development that will bring the highest value to the City, both in transit-oriented community building and strong fiscal return for the City.

Planning context: An updated planning vision and complementary zoning and future land use designations are needed to achieve the robust potential for transit-oriented development. Current zoning permits mixed use and community commercial in undeveloped properties adjacent to the proposed station location. However, the zoning would also allow for low-density single-family housing across a significant portion of the station area. The 2002 Westfield Community Plan established this area as a mixed-use center, but the plan is now nearly 20 years old, and should be updated along with zoning code changes. This plan calls for residential development at 3-7 dwelling units per acre, which is far lower than needed to create a transit-oriented community.

Transportation connections: The Springville station area is along the existing Union Pacific freight rail line, and less than a mile from the I-15 interchange, which provides great access. The rail line presents a barrier to east-west travel and is especially challenging for multimodal access within a station area; a grade-separated multimodal crossing is recommended. There is an at-grade vehicle crossing at 900 South (which may be converted to a grade-separated crossing in the future) and a grade separated crossing at 1600 South. Future connections to nearby commercial developments will be possible.

Anticipated development: There is active development interest in the station area. PRI/SLR have active development interests in moving forward development in the near-term. UTA, Springville, and PRI/SLR are collaborating on a shared development vision through the UTA TOD planning process, which will kick off in early 2022.

TOD readiness: MEDIUM.

- Transit supportive planning and zoning: NO
- Development potential: YES
- Infrastructure and connectivity: YES

Additional considerations:

- **Flexibility of station location:** The 400 South overpass to the north and horizontal curves of the alignment to the south restrict how far the station can slide to the north and the south. The flexibility to move this station is limited.
- **Engineering considerations:** A well-functioning commuter rail station would require approximately 123' of UTA right-of-way for a platform, double tracks, a

station plaza for riders, and a bus facility (Figure 3). In addition, a public access road is needed to connect the station to the local road network. UTA currently does not own additional space outside of their 20' right-of-way that is adjacent to the east side of the Union Pacific corridor. To allow for appropriate train passing movements, approximately 3000' feet of double tracking is needed at the station. UTA will require additional right-of-way in this area. In addition, electrical transmission lines on the east side of this area will need to be relocated to accommodate the station programming elements shown in Figure 3. Considerations to address these constraints need to be an integral component of the future UTA TOD planning effort at the Springville Station, as well as the City's roadway network planning to ensure adequate space is maintained for commuter rail.

- **Interim transit recommendations:** This area could be served by express bus in the interim. If development comes in before commuter rail investment has been constructed, this area could be easily served by express bus with a park-and-ride as part of the development and construction of local access roads. If there is a desire to serve this area before development occurs and before the commuter rail investment has been made, a park-and-ride for express bus could be provided in proximity of 400 South/1750 West or 400 South/1200 West.

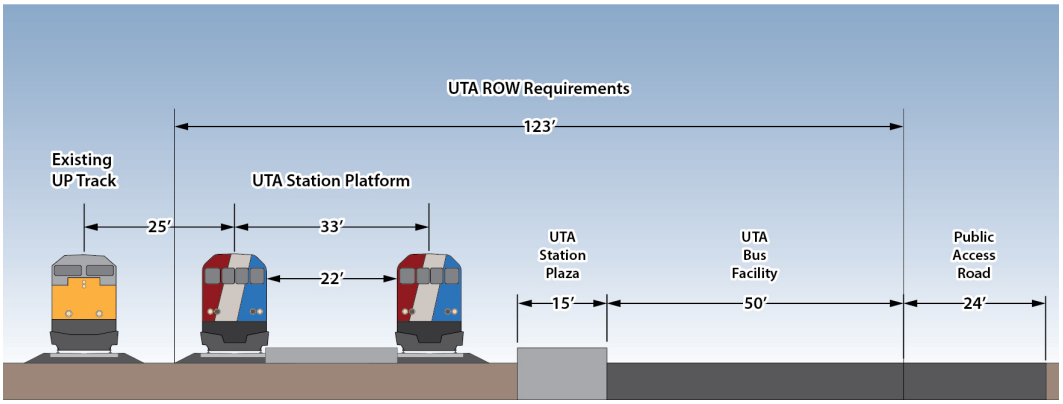


Figure 3. Typical section for Springville Station

3.1.2 Spanish Fork

Development overview: Spanish Fork is laying the groundwork for urban expansion to create a transit-oriented, mixed-use district. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Spanish Fork.** UTA is most likely to make a transit investment in communities that commit to creating walkable districts with transit-supportive densities.

Planning context: The proposed transit station location is outside current city limits, so the area will be given a zoning designation when it is annexed. The City intends to implement form-based code, which could be applied to this new area. The City is also exploring a program for transfer of development rights (TDR), and the transit station area would be a receiving area for added density.

Transportation connections: The Spanish Fork station area is along the existing freight rail line and I-15 corridor; the nearest highway interchange is at the intersection of

Highway 6, located 1.6 miles northeast. The rail line and interstate highway present a barrier to east-west travel; there are at-grade vehicle crossings at 100 S and 400 N. Future connections to existing residential developments is desirable to increase bike and pedestrian connectivity. A future interchange at Center Street is proposed, but based on current UDOT funding, the projects is not likely to be initiated for at least 15 years.

Anticipated development: Spanish Fork City expects the station area will see mixed use development with a focus on residential land uses. A sewer line is being installed across the highway to the west side along 100 South to serve future development.

TOD readiness: LOW.

- Transit supportive planning and zoning: NO
- Near-term development: NO
- Infrastructure and connectivity: YES

Additional considerations:

- **Flexibility of station location:** Station location could slide to the north or south based on Center Street interchange concept refinement and desired alignment with Spanish Fork future development. Previous engineering concepts showed the station south of the future Center Street Interchange; however, locating the station north of the Center Street Interchange would provide better connectively to 400 North which is shown as a Major Collector in the Spanish Fork Transportation Master Plan. Additional consideration to this station location should be an integral component of the future UTA TOD planning effort at the Spanish Fork Station.
- **Engineering considerations:** A well-functioning commuter rail station would require approximately 123’ of UTA right-of-way for a platform, rail double track, a station plaza for riders, and a bus facility (Figure 4). In addition, a public access road is needed to connect the station to the local road network. UTA owns the property rights of the Tintic corridor, which is roughly 70’ wide. To allow for appropriate train passing movements, approximately 3000’ feet of double tracking is needed at the station. UTA will require additional right-of-way in this area. Considerations to these constraints need to be an integral component of the future UTA TOD planning effort at the Spanish Fork Station.
- **Interim transit recommendations:** This area could be served by express bus in the interim. The desired station location could be served by future improvements to 400 North and a local access road to a park-and-ride and express bus stop if prior to the construction of the Center Street interchange and development has started on the west side of I-15. If development has not started on the west side of I-15, an interim express bus station along Main Street with park-n-ride could be provided.

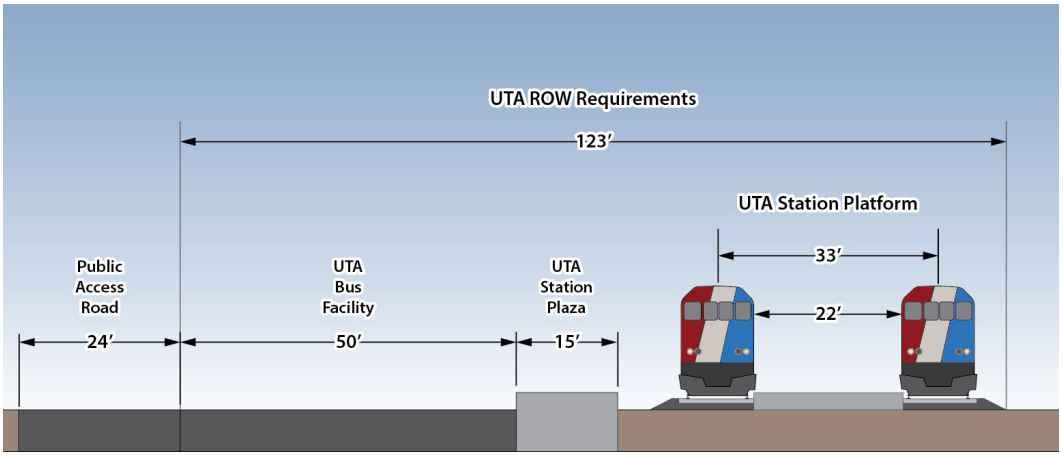


Figure 4. Typical section for Spanish Fork and Payson Stations

3.1.3 Payson

Development overview: Payson has identified a station location with strong longer-term development prospects. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Payson.** UTA is most likely to make a transit investment in communities that commit to creating walkable districts with transit-supportive densities.

Planning context: The City recently completed its General Plan update, which identifies a transit station area at the north end, where the City expects higher residential and commercial densities and a greater mix of uses. The Bamberger Ranch P-C Zone Plan (completed in 2011) created a more detailed plan and Planned Community zoning district for this area. The City has also designated the district with a Transit Station Overlay, intended for high-density mixed use development and pedestrian friendly neighborhoods.

Transportation connections: The proposed station area is located along the existing Union Pacific freight rail line and I-15 corridor. The rail line and interstate highway present a barrier to east-west travel, especially for multimodal access within a station area. An interchange upgrade is proposed at Main Street, and an EIS has been prepared; however, without an outside funding source, the project is not likely to be initiated for at least 15 years. Additionally, the Nebo Beltway is a proposed new 5-lane roadway that runs perpendicular to the rail and interstate corridor and would provide for access across the district. Other transportation investments (new roads, trails, and bike and pedestrian facilities) and urban infrastructure will all be needed.

Anticipated development: In the long term, there are two key players with interests in Payson's North End. The North End station area is the future home of a Utah Valley University (UVU) campus expansion, which will greatly contribute to the station area mix of uses and pedestrian orientation. Property Reserve Inc. (PRI) also has land entitlements in the station area vicinity, but no known development plans.

TOD readiness: LOW.

- Transit supportive planning and zoning: YES

- Near-term development: NO
- Infrastructure and connectivity: NO

Additional considerations:

- **Flexibility of station location:** Station could slide to the north or south based on interchange and Nebo Belt Route construction and desired alignment with Bamberger Ranch development. Additional consideration to this station location should be an integral component of the future UTA TOD planning effort at the Payson Station.
- **Engineering considerations:** A well-functioning commuter rail station would require approximately 123' of UTA right-of-way for a platform, rail double track, a station plaza for riders, and a bus facility (Figure 4). In addition, a public access road is needed to connect the station to the local road network. UTA owns the property rights of the Tintic corridor, which is roughly 80' wide at this location. To allow for appropriate train passing movements, approximately 3000' feet of double tracking is needed at the station. If the Payson station serves as the terminus station, additional storage track will be needed to accommodate train operations. These storage tracks would extend beyond the end of the station platform and the length varies depending on the layover capacity required by UTA based on the frequency. Considerations to these constraints need to be an integral component of the future UTA TOD planning effort at the Payson Station.
- **Interim transit recommendations:** It would be challenging to serve desired station location with express bus in the interim due to lack of local roadway connections. Could have interim express bus station along Main Street with park-n-ride could be served by express bus in the interim before interchange construction and Bamberger Ranch development.

3.1.4 Santaquin

Development overview: Santaquin is growing faster than some of its northern neighboring cities, and the City is prepared to invest in urban infrastructure and utility expansion to support continued growth. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Santaquin in the long term.** UTA is most likely to make a transit investment in communities that commit to creating walkable districts with transit-supportive densities.

Planning context: Santaquin began a General Plan update in 2021, which will replace the 2014 General Plan. The existing plan identifies the potential future land use mix as mixed-use commercial, mixed-use residential, and multifamily residential to the east of the rail line, and high residential (5-10 dwelling units per acre) to the west. The City's zoning does not establish transit-oriented or mixed-use zoning districts or overlays; however mixed-use development is allowed in the two commercial zones (C-1, interchange commercial and PO, professional office).

Transportation connections: Moderate density housing development has been completed recently to the west of the rail line and has spurred development of a local street and trail network. Additional trails are planned as the area continues to develop.

Ridership forecasts between Payson and Santaquin may not support commuter rail connection in the next 15-20 years. As well, land ownership for the proposed transit corridor right of way between Payson and Santaquin presents a challenge to implementation, as do some engineering challenges with the station siting.

Anticipated development: The City owns 35 acres in the station area and is planning for transit-oriented development. There are an additional 2,600 housing units approved at Summit Ridge.

TOD readiness: LOW.

- Transit supportive planning and zoning: YES
- Near-term development: YES
- Infrastructure and connectivity: NO

Additional considerations:

- **Flexibility of station location:** Station should remain in proximity the Santaquin owned parcel on the east side of the existing Union Pacific line, north of Summit Ridge Parkway.
- **Engineering considerations:** A well-functioning commuter rail station would require approximately 123' of UTA right-of-way for a platform, rail double track, a station plaza for riders, and a bus facility (Figure 4). In addition, a public access road is needed to connect the station to the local road network. UTA currently does not own any right of way in this location. To allow for appropriate train passing movements, approximately 10,000' feet of double tracking is needed at the station. In addition, if the Santaquin station serves as the terminus station, additional storage track will be needed to accommodate train operations. These storage tracks would extend beyond the end of the station platform and the length varies depending on the layover capacity required by UTA based on the frequency. UTA would need to purchase additional right-of-way in this area. Most notably, a future commuter rail alignment would require a flyover of Union Pacific or a pedestrian bridge at the station to ensure that riders are on the east side of the tracks where the desired TOD is anticipated. Considerations to these constraints need to be an integral component of the future planning efforts at the Payson Station.
- **Interim transit recommendations:** This location could be easily served in the interim by express bus with a park-and-ride in proximity to Summit Ridge Parkway.

4. Case Studies

4.1.1 Benefits and Challenges of Commuter Rail

Commuter rail extensions that serve less urbanized areas offer great quality of life and economic development benefits but can be challenging to fund, especially in the context of COVID-19 impacts to commute patterns and telework.

Commuter rail brings the economic benefits of TOD and increased business investment. In a recent study of commuter rail benefits for less urbanized communities,[1] all 10 commuter rail agencies interviewed cited the economic benefits that commuter rail brings to both urban and less urbanized communities, especially the economic benefits of compact, walkable, mixed-use TOD.

Quality of life benefits of the commuter rail investment include increased mobility and transportation choice, especially for those who have mobility limitations and cannot drive; greater convenience and safety; and improved access to education, employment, and essential services such as medical care. Commuter rail can also help reduce traffic congestion.

The most commonly cited challenge was funding a commuter rail system in areas of less density because of high capital and operating costs compared to the number of riders. This often means it is more difficult to generate the ridership, revenues and return on investment for less urbanized commuter rail than it is for urban systems. Another challenge in less urbanized areas is convincing residents who are accustomed to driving to choose commuter rail for some of their trips.

The following TOD case studies provide several examples of relevant projects that illuminate best practices for TODs in built environments like those in South Utah County. These highlighted project areas focus on two ingredients:

- The timing of land use and transit development
- Rural areas that are quickly suburbanizing

4.1.2 Case Study 1: RailRunner – Albuquerque, NM

Los Lunas Station

- A station area plan has been adopted, but the plan did not include proposed zoning changes. Following plan adoption, the station area was designated as an urban redevelopment area to enable desired development types.
- The station area plan proposed two sub-districts: Mixed-Use Core with high density and mixed-use areas, and Station Neighborhood, which has lower densities, closer to existing neighborhood development patterns.

[1] "Commuter Rail: Information on Benefits and Funding Challenges for Service in Less Urbanized Communities." U.S. Government Accountability Office. April 2021. (GAO-21-355R Commuter Rail)

- Because of the line, Facebook decided to build a six-building data center in the lower-density area because the commuter rail line would allow the company to attract workers from a larger labor pool.

Town of Belen Station

- The station is located in downtown Belen and surrounded by low-density development. Some galleries and restaurants are already built in the station vicinity.
- Pedestrian access between the station and parking areas will be improved by a planned pedestrian overpass.

Bernalillo Station

- The station area is envisioned as a multimodal TOD district. Currently, much of the surrounding area is rural residential and industrial uses. Most parcels adjacent to the station are vacant.
- The town of Bernalillo adopted a moratorium on building permits on areas near the station to allow time to establish and adopt a community vision for TOD.
- The station area plan included an elective TOD zoning classification that allows mixed uses, higher density, and TOD-compatible development standards. Properties within the station area are designated as eligible for zoning changes.

Kiwa Station

- As one of the most rural station areas, the rail line has meant economically disadvantaged residents are able to access essential services such as medical care, education and employment.
- The Santo Domingo Tribal Housing Authority received federal funding to create 41 low income housing units near the station.

4.1.3 Case Study 2: Northstar – Minneapolis metro, MN

Fridley Station

- Due to low utilization of the existing park-and-ride facilities, developers chose to reduce the number of planned parking spaces, opting to use that area for future development instead.
- A station area master plan was created to support transit-oriented development and establish a TIF (tax increment financing) district.
- TIF revenues are planned for use on bike and pedestrian safety improvements in the station area.
- The adjacent area was already fully developed, but new land use changes are proposed based on station area investments and will increase density as properties redevelop incrementally.

Coon Rapids/Riverdale Station

- A station area master plan was created to support transit-oriented development and establish a TIF (tax increment financing) district.
- Development is planned in multiple phases to increase density over time.

Anoka Station

- A station area master plan was created to support transit-oriented development and establish a TIF (tax increment financing) district.
- The largest development in the station area was the Homestead at Anoka, a senior living facility that includes 149 units of assisted living.
- Approximately 40% of land in the station area is still vacant; many opportunities for continued TOD investment.

4.1.4 Case Study 3: Music City Line – Lebanon, TN

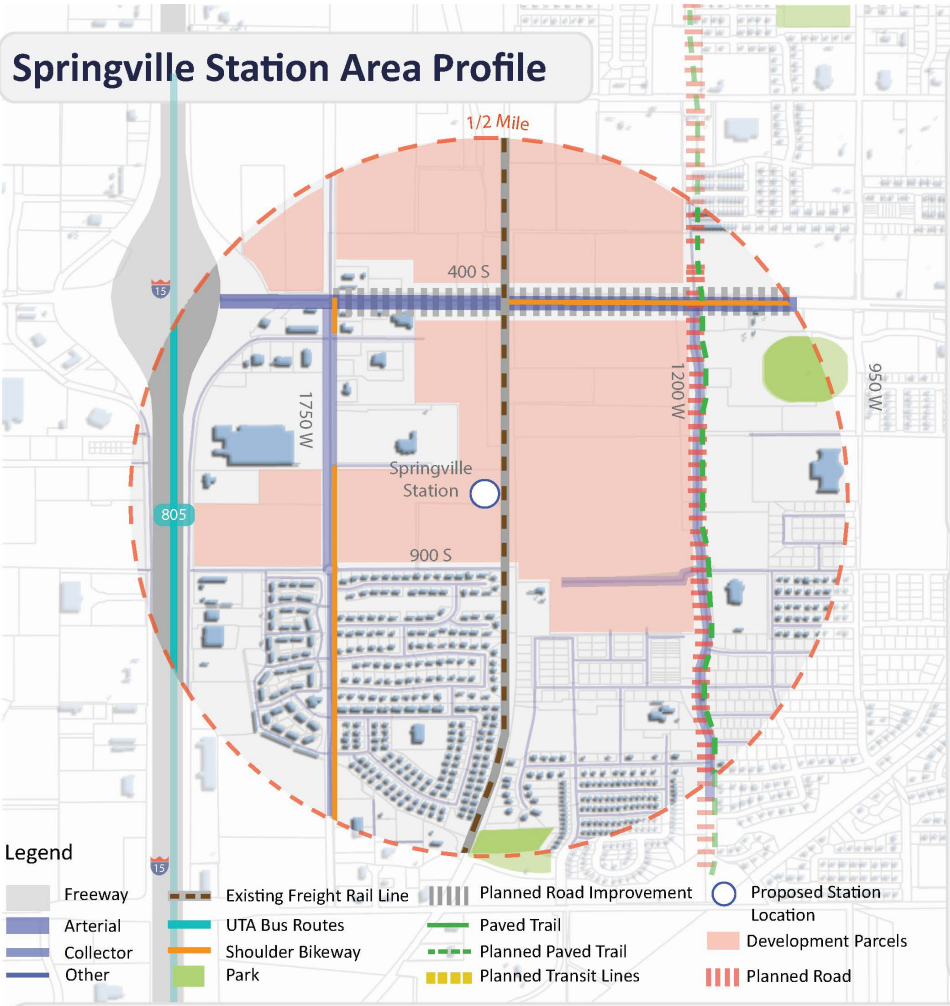
Hamilton Station

- The city adopted a land use plan with provisions to encourage TOD.
- Hamilton Springs was constructed as a traditional-style "village" with housing and businesses centered on a new transit station; emphasis on multiple modes of transportation within a walkable community.
- Station TOD includes 13,000 square feet of retail space, 396 luxury apartments, and 260-unit complex for seniors.
- Station development was region's first public-private TOD development, worth $4.1 million.
- Since first phase, an additional 312 apartments have been constructed, and the City has approved over 1,300 apartments within a mile of the station.

Mt. Juliet Station

- The Nashville MPO provided funding for needed infrastructure improvements to prioritize mixed use developments.
- The area was rezoned to allow multi-family housing; station area development occurred in five phases.
- This rural area quickly developed with multi-story housing.

Springville Station Area Profile



Development Overview

Springville City is positioned for near-term station area growth. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Springville.**

The City is already seeing high demand for developable land in the area, and there is active development interest in greenfield properties near the proposed station. The challenge for Springville will be to align development interests with community desires for a "village center" to realize development that will bring the highest value to the City, both in transit-oriented community building and strong fiscal return for the City.

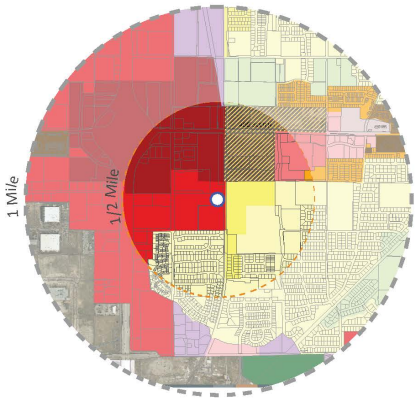
Transportation connections

The Springville station area is along the existing Union Pacific freight rail line, and less than a mile from the I-15 interchange, which provides great access. The rail line presents a barrier to east-west travel and is especially challenging for multimodal access within a station area; a grade-separated multimodal crossing is recommended. There is an at-grade vehicle crossing at 900 South and a grade separated crossing at 1600 South. Future connections to nearby commercial developments will be possible.

Planning context: An updated planning vision and complementary zoning and future land use designations are needed to achieve the robust potential for transit-oriented development. Current zoning permits mixed use and community commercial in undeveloped properties adjacent to the proposed station location. However, the zoning would also allow for low-density single-family housing across a significant portion of the station area. The 2002 Westfield Community Plan established this area as a mixed-use center, but the plan is now nearly 20 years old, and should be updated along with zoning code changes. This plan calls for residential development at 3-7 dwelling units per acre, which is far lower than needed to create a transit-oriented community.

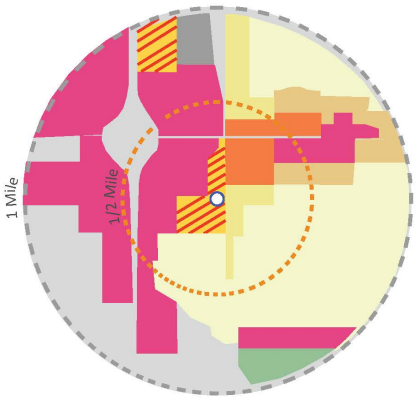
Anticipated development: There is strong development interest in the station area. PRI/SLR have active development interests that are expected to move forward in the near-term. UTA, Springville, and PRI/SLR are collaborating on a shared development vision through the UTA TOD planning process, which will kick off in early 2022.

Existing Zoning



- Single Fam Res (R1-15)
- Single Fam Res (R1-10)
- Single Fam Res (R1-8)
- Single Fam Res (R1-5)
- Single and Two Family Res (R2)
- Neighborhood Commercial (NC)
- Community Commercial (CC)
- Highway Commercial (HC)
- Regional Commercial (RC)
- Village Center

Planned Land Use

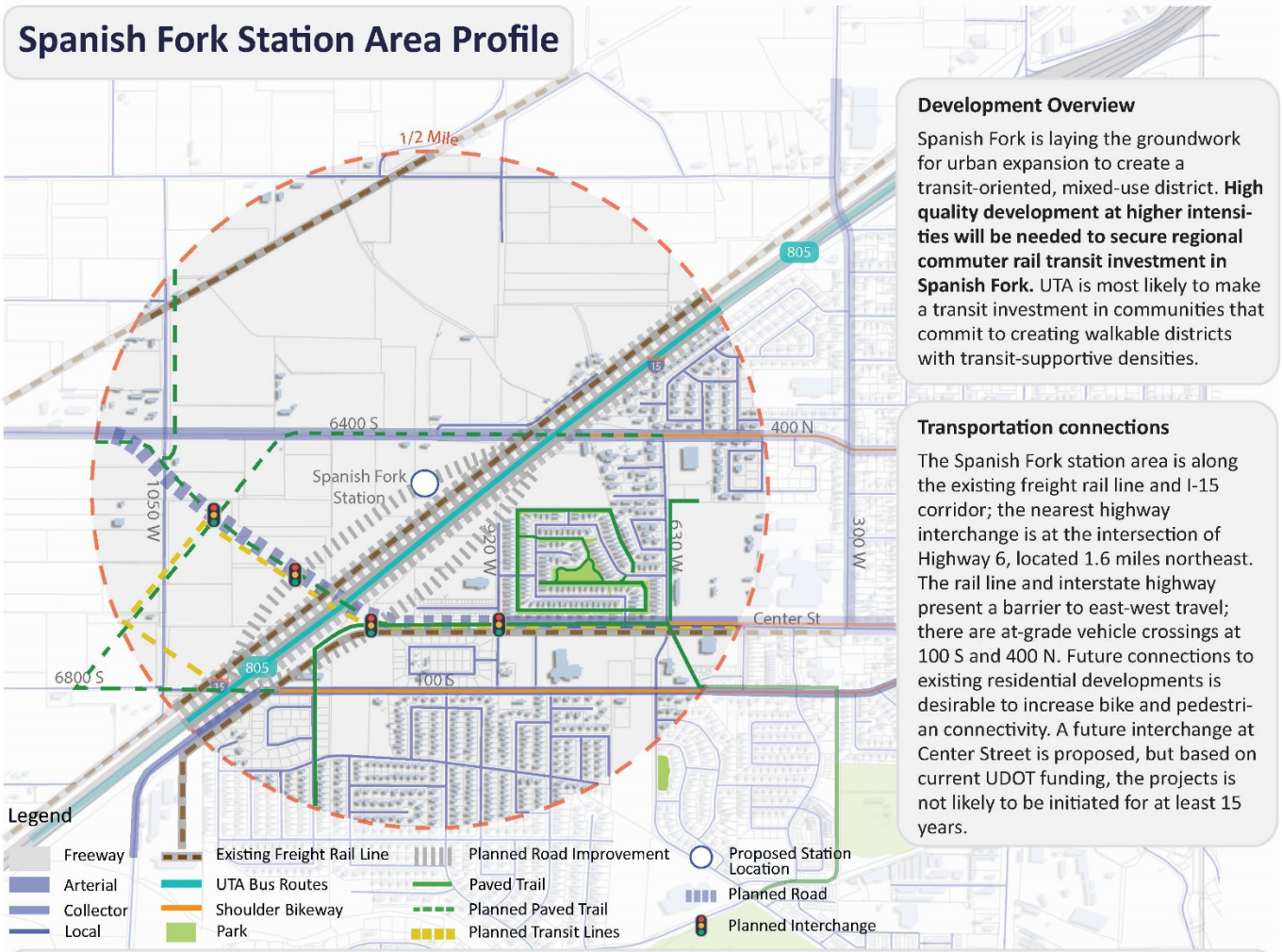


- Agricultural
- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Commercial/ Residential Option
- Mixed Use
- Industrial

TOD Readiness

- ☐ Transit supportive planning and zoning
- ☑ Development potential
- ☑ Infrastructure and connectivity

Spanish Fork Station Area Profile



Development Overview

Spanish Fork is laying the groundwork for urban expansion to create a transit-oriented, mixed-use district. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Spanish Fork.** UTA is most likely to make a transit investment in communities that commit to creating walkable districts with transit-supportive densities.

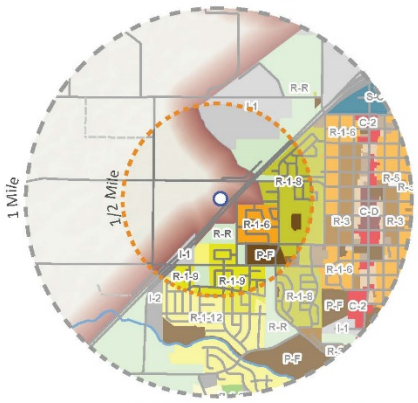
Transportation connections

The Spanish Fork station area is along the existing freight rail line and I-15 corridor; the nearest highway interchange is at the intersection of Highway 6, located 1.6 miles northeast. The rail line and interstate highway present a barrier to east-west travel; there are at-grade vehicle crossings at 100 S and 400 N. Future connections to existing residential developments is desirable to increase bike and pedestrian connectivity. A future interchange at Center Street is proposed, but based on current UDOT funding, the projects is not likely to be initiated for at least 15 years.

Planning context: The proposed transit station location is outside current city limits, so the area will be given a zoning designation when it is annexed. The City intends to implement form-based code, which could be applied to this new area. The City is also exploring a program for transfer of development rights (TDR), and the transit station area would be a receiving area for added density.

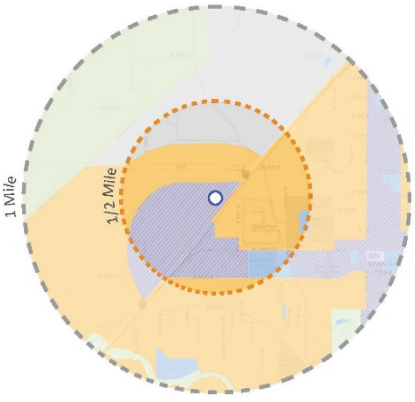
Anticipated development: Spanish Fork City expects the station area will see mixed use development with a focus on residential land uses. A sewer line is being installed across the highway to the west side along 100 South to serve future development.

Existing Zoning



- Rural Residential
- Residential District (R-1-30)
- Residential District (R-1-20)
- Residential District (R-1-15)
- Residential District (R-1-12)
- Residential District (R-1-9)
- Residential District (R-1-8)
- Residential District (R-1-6)
- Residential District (R-3)
- Residential Office
- Public Facilities
- Commercial Office
- Downtown Commercial
- Neighborhood Commercial
- General Commercial
- Shopping Center
- Light Industrial
- Medium Industrial

Planned Land Use

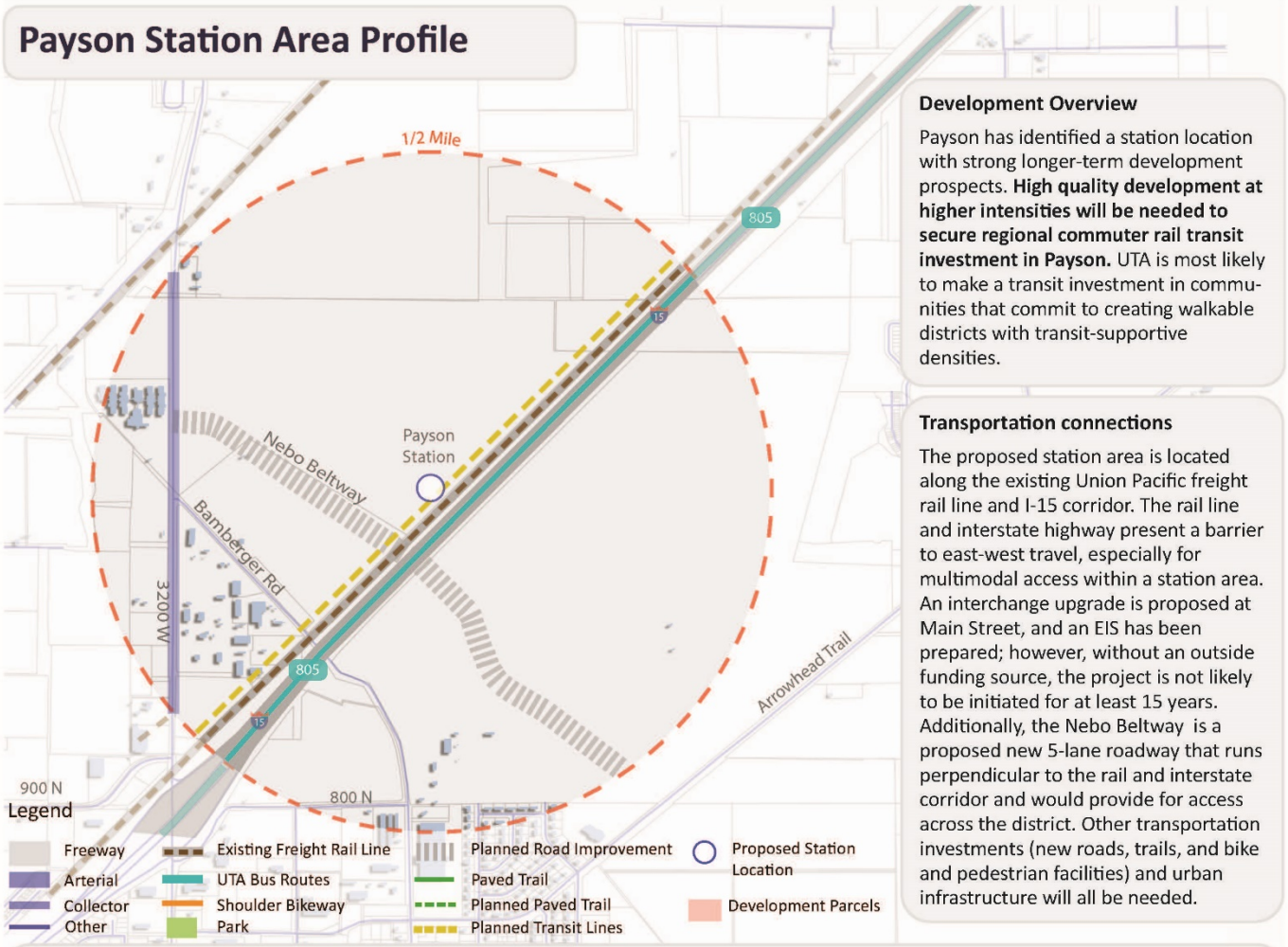


- Agricultural
- Business Park
- Commercial
- Industrial
- Mixed Use
- Open Space
- Public
- Residential

TOD Readiness

- ☐ Transit supportive planning and zoning
- ☐ Development potential
- ☑ Infrastructure and connectivity

Payson Station Area Profile



Development Overview

Payson has identified a station location with strong longer-term development prospects. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Payson.** UTA is most likely to make a transit investment in communities that commit to creating walkable districts with transit-supportive densities.

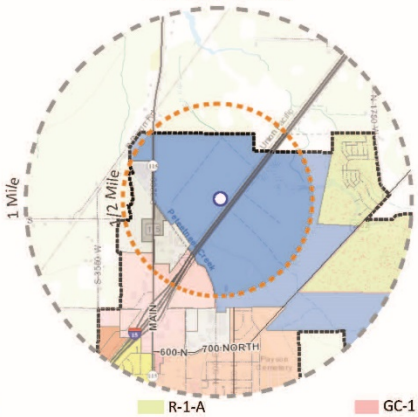
Transportation connections

The proposed station area is located along the existing Union Pacific freight rail line and I-15 corridor. The rail line and interstate highway present a barrier to east-west travel, especially for multimodal access within a station area. An interchange upgrade is proposed at Main Street, and an EIS has been prepared; however, without an outside funding source, the project is not likely to be initiated for at least 15 years. Additionally, the Nebo Beltway is a proposed new 5-lane roadway that runs perpendicular to the rail and interstate corridor and would provide for access across the district. Other transportation investments (new roads, trails, and bike and pedestrian facilities) and urban infrastructure will all be needed.

Planning context: The City recently completed its General Plan update, which identifies a transit station area at the north end, where the City expects higher residential and commercial densities and a greater mix of uses. The Bamberger Ranch P-C Zone Plan (completed in 2011) created a more detailed plan and Planned Community zoning district for this area. The City has also designated the district with a Transit Station Overlay, intended for high-density mixed use development and pedestrian friendly neighborhoods.

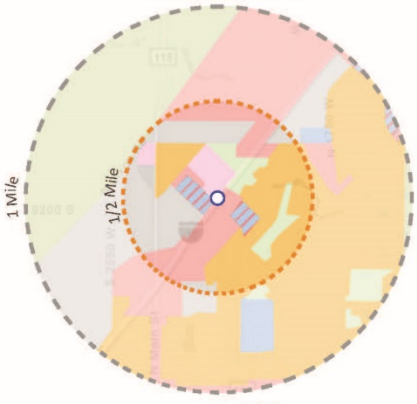
Anticipated development: In the long term, there are two key players with interests in Payson's north end. The station area is the future home of a Utah Valley University (UVU) campus expansion, which will greatly contribute to the station area mix of uses and pedestrian orientation. Property Reserve Inc. (PRI) also has land entitlements in the station area vicinity, but no known development plans.

Existing Zoning



R-1-7.5
R-2-7.5
R-1-9
R-1-10
R-1-12
RMF
R-1-A
A-5-8
P-C
PRZ
BPD
CC-1
GC-1
PQ-1
NC-1
S-1
I-1
I-2

Planned Land Use

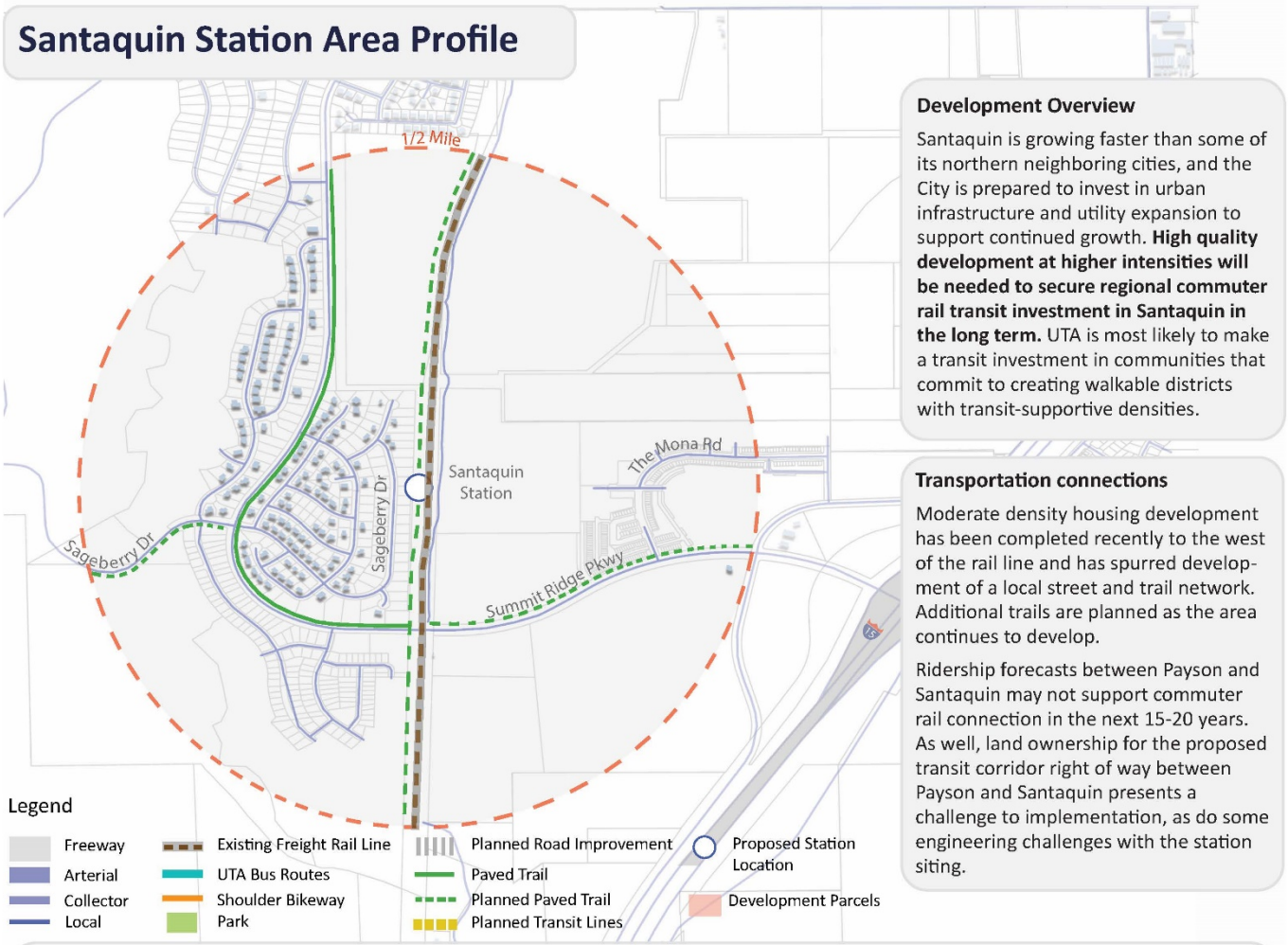


Agricultural
Business Park
Commercial
Industrial
Mixed Use
Open Space
Public
Residential

TOD Readiness

- [x] Transit supportive planning and zoning
- [ ] Development potential
- [ ] Infrastructure and connectivity

Santaquin Station Area Profile



Development Overview

Santaquin is growing faster than some of its northern neighboring cities, and the City is prepared to invest in urban infrastructure and utility expansion to support continued growth. **High quality development at higher intensities will be needed to secure regional commuter rail transit investment in Santaquin in the long term.** UTA is most likely to make a transit investment in communities that commit to creating walkable districts with transit-supportive densities.

Transportation connections

Moderate density housing development has been completed recently to the west of the rail line and has spurred development of a local street and trail network. Additional trails are planned as the area continues to develop.

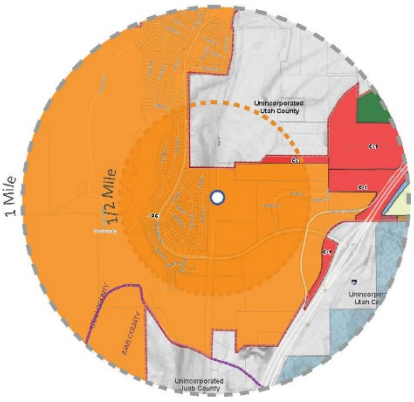
Ridership forecasts between Payson and Santaquin may not support commuter rail connection in the next 15-20 years. As well, land ownership for the proposed transit corridor right of way between Payson and Santaquin presents a challenge to implementation, as do some engineering challenges with the station siting.

Planning context: Santaquin began a General Plan update in 2021, which will replace the 2014 General Plan. The existing plan identifies the potential future land use mix as mixed-use commercial, mixed-use residential, and multifamily residential to the east of the rail line, and high residential (5-10 dwelling units per acre) to the west. The City's zoning does not establish transit-oriented or mixed-use zoning districts or overlays; however mixed-use development is allowed in the two commercial zones (C-1, interchange commercial and PO, professional office).

Anticipated development

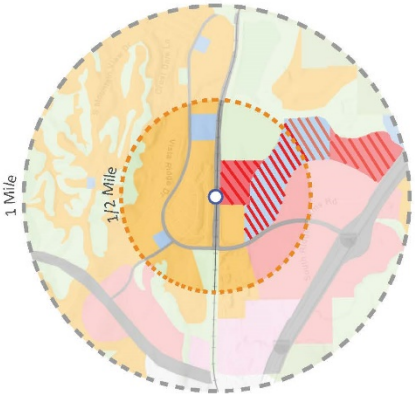
The City owns 35 acres in the station area and is planning for transit-oriented development. There are an additional 2,600 housing units approved at Summit Ridge.

Existing Zoning



- Main Sreet Commercial
- Main Sreet Residential
- General Commercial
- Residential Commercial
- Core Area Residential (R-8)
- Planned Unit Development (R-10)
- Single Family (R-12)
- Planned Unit Development (R-12)
- Single Family (R-15)
- Planned Unit Development (R-15)
- Single Family (R-20)
- Single Family (R-43)
- Residential Agriculture
- Agriculture
- Planned Community
- Public Facilities
- Industrial
- Utah DNR

Planned Land Use



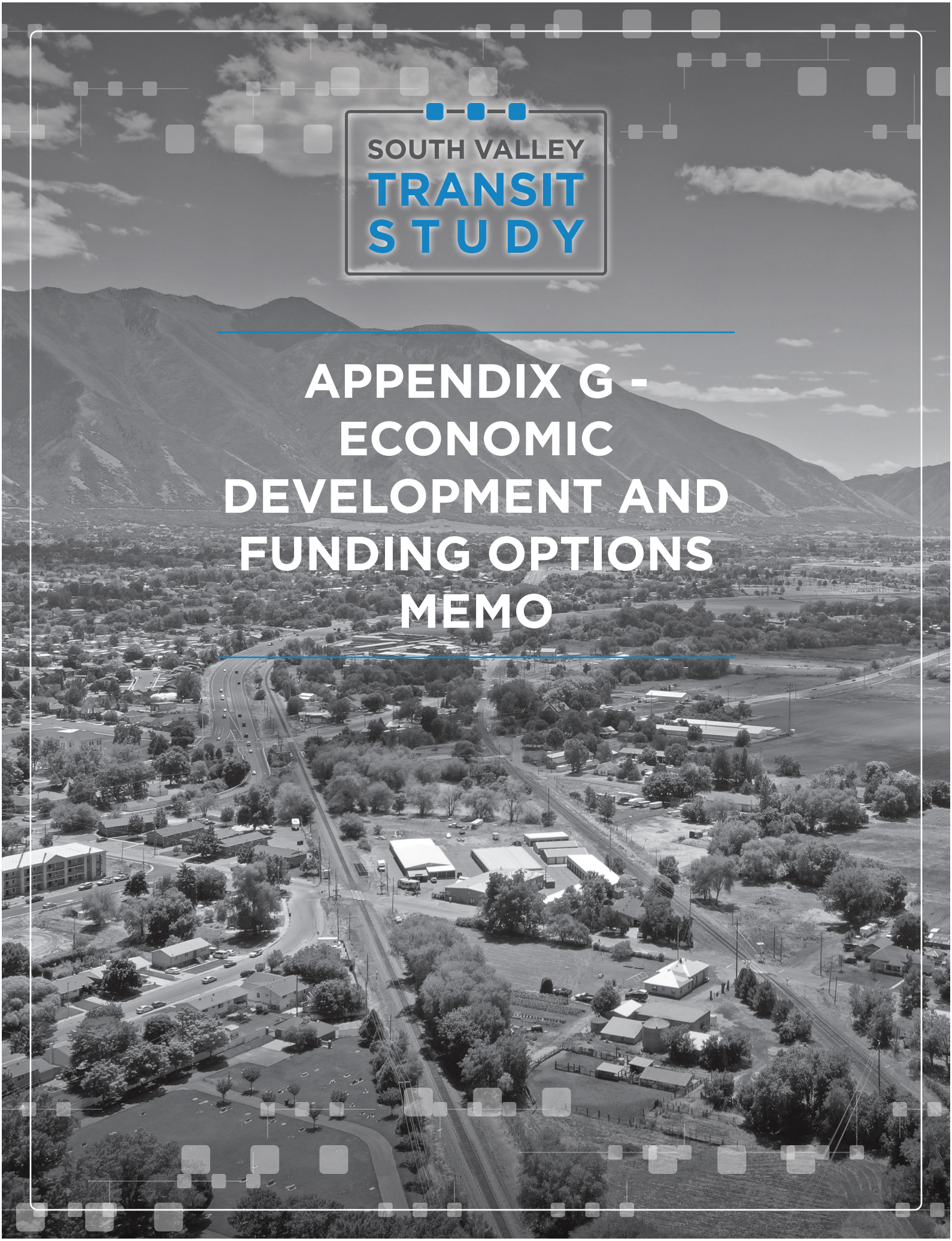
- Agricultural
- Business Park
- Commercial
- Industrial
- Mixed Use Residential
- Mixed Use Commercial
- Open Space
- Public
- Residential

TOD Readiness

- [x] Transit supportive planning and zoning
- [x] Development potential
- [ ] Infrastructure and connectivity

SOUTH VALLEY
TRANSIT
STUDY

APPENDIX G - ECONOMIC DEVELOPMENT AND FUNDING OPTIONS MEMO



ECONOMIC DEVELOPMENT AND FUNDING OPTIONS MEMO

The purpose of this memo is to capture a wide range of potential funding tools that could be used to fund the South Valley Transit project as well as provide some initial economic development opportunities for consideration. The intent is not to propose a specific funding plan but instead highlight potential sources and opportunities to guide more specific funding plan development in the future.

This report considers funding mechanisms for the South Valley Transit project from two perspectives: 1) new revenue streams; and 2) existing revenue sources, many of which may need increases in order to cover additional projects. New revenue streams may be a more likely source of funding, as most existing revenue streams are already allocated to specific projects in the State's funding plan.[1]

Economic development is a key component of generating new revenue streams and is addressed in this report, along with the potential funding mechanisms that such development could enable. Specifically, economic development opportunities associated with potential commuter rail or other high-capacity transit improvements that are being considered for several cities in the South Valley of Utah County are evaluated as to how these opportunities might translate into revenue streams available for funding for the transit improvements.

TABLE 1: PRIMARY REVENUE STREAMS FOR CONSIDERATION

New Revenue Streams	Existing Revenue Sources
Transportation Reinvestment Zones (TRZs)	Transportation Taxes
Housing & Transit Reinvestment Zones (HTRZs)	Sales Taxes
Community Reinvestment Areas (CRAs)	Property Taxes
Public Infrastructure Districts (PIDs)	User Fee Increases
Legislative Appropriations	Transit Transportation Investment Fund (TTIF)
Grants	Gas Taxes
Transportation District	
Public Private Partnerships (P3s)	

While construction plans are not finalized, it is currently estimated that costs will be in the range of $550 million - $750 million. Given a range of bonding scenarios, this would likely require a range of $28 million - $38 million in annual bond payments assuming a 30-year term on bonds. This report explores a wide variety of ways to raise these revenues. The table below summarizes some of the most likely revenue sources.

[1] All dollar amounts expressed in this study are in $2021

TABLE 2: PROJECTED REVENUE AMOUNTS BY SOURCE

Description	Annual Revenue Increase
Tax increment (TRZ, HTRZ, CRA)	$3M-$10M
$50 annual property tax increase per $400,000 primary residence – So. Utah County cities	$2.16 M
$50 annual property tax increase per $400,000 primary residence – Utah County	$12.5 M
Transportation District - .0008 mill rate	$7.6 M
Sales tax-related increase of 0.2% in Utah County	$25.6 M
Sales tax-related increase of 0.05% statewide	$37.4 M
Grants	
TTIF	
Legislative appropriation	

ECONOMIC DEVELOPMENT CONSIDERATIONS TO MAXIMIZE REVENUE STREAMS

A key consideration for cities which may eventually house a commuter rail or light rail station will be to maximize economic development opportunities surrounding stations. High-capacity transit improvements are most often permanent and represent an opportunity to create policies and economic development tools that will help surrounding land reach its highest and best use potential.

The first consideration in determining how economic development tools may be applied is through a Highest and Best Use analysis. Cities must understand how highest and best use works, and, more importantly, how they can achieve the type of development they want by better understanding market conventions and the implications of various development types. Historically, Highest and Best Use has only been considered by cities as to what creates the greatest return to the land. This is a developer-centric model for Highest and Best Use and relies upon an understanding of developer figures and intentions. A wider implementation of Highest and Best Use should consider the following:

- Highest and Best Use to the developer. This scenario considers the greatest return to the land, and has historically been all that has been considered by most municipalities
- Highest and Best Use to the city (fiscal). This consideration addresses the proposed fiscal impacts of development and what revenue and expenses are generated for a city. The impacts may include, but are not limited to, property taxes, sales taxes, municipal energy fees, Class B/C road funds, retail buying power, and costs of services to be provided
- Highest and Best Use to the citizens. This scenario is often less quantitative and relies upon feedback from citizens of what amenities are lacking in the area. This process also requires notable education, as residents will often resort to desires that are not market feasible. Data is necessary to show, for example, that a certain retailer will not occupy a site until surrounding demographics hit specific metrics. Or residents may be unaware that their transportation costs are higher than those of other communities due to a lack of employment centers, and that adding jobs at a site (instead of an alternative, publicly desired use) may result in notable community benefits.

Ultimately, highest and best use studies will provide the framework for a municipality to understand the full implications of development. These studies will show what the market can build, what impacts the city should expect, and what property types are currently not feasible. If the non-feasible (in the market) uses are still desired by the city, various economic development tools may need to be implemented to see that use to fruition.

This memorandum does not include highest-and-best use analyses for specific sites as development plans are currently not in place for specific sites surrounding stations. Further, it is the intent of this memorandum to provide a higher-level approach to funding options that includes general economic and financing tools that can be used in a wide variety of instances. That said, it is important to remember that highest-and-best use development around stations – the type of development that will produce the most fiscal impacts to the taxing entities – will produce more revenue streams that can be used to fund transit development.

COMBINED COMPONENTS FOR FUNDING OPTIONS

The available tools and issuing entities discussed in this report may be combined in a variety of viable options to arrive at the desired funding level for the South County transportation corridor. When selecting funding components, it is important to retain the ability to issue other forms of debt, including commercial paper or bond anticipation notes, which can provide significant timing and funding flexibility.

TAX INCREMENT AREAS

Through the creation of a tax increment area, tax revenues generated within the designated project area are split into two components:

(i) Base Revenues – The amount available before the tax increment area is established. Base revenues are shared among a mix of local governments that have the power to assess taxes such as schools, cities, counties, and special districts; and

(ii) Incremental Revenues – These are tax revenues in excess of the base revenues that are generated by new growth in the project area. If a project area is created, the incremental tax revenues can flow to the project area for a period of time to encourage economic development.

Some states, including Utah, allow incremental local sales tax revenues, as well as property taxes, to flow to a project area for a period of time. By giving exclusive use of incremental revenues to the project area, the creation of a successful tax increment area generates a new revenue stream that can be used to pay for projects, provide incentives to developers, or collateralize tax increment bonds.

The most common uses of tax increment have been for infrastructure such as roads, utilities, CGS, telecommunications, electrical upgrades and burying power lines, and parking structures. Tax increment has also been used for demolition, tenant improvements, land acquisitions, environmental cleanup,

trails, lighting, signage, playgrounds, incentives to developers, economic development activities, housing, etc.

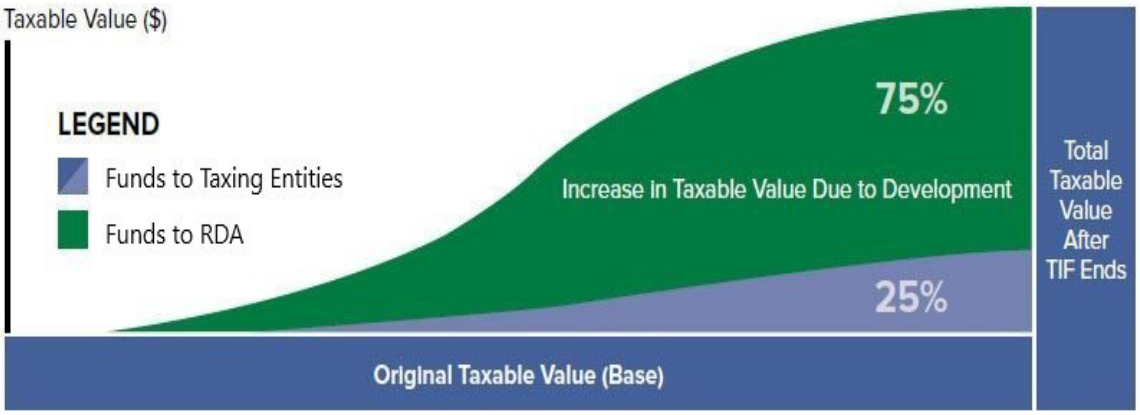
Utah currently allows for the enactment of three types of tax increment areas:

- Transportation Reinvestment Zones (TRZs)
- Housing & Transit Reinvestment Zones (HTRZs)
- Community Reinvestment Areas (CRAs)

TRANSPORTATION REINVESTMENT ZONE (TRZ)

A TRZ is one type of area that can be formed where tax increment can be used to accelerate development within the defined project area. According to Utah Code §11-13-103(22), "Transportation Reinvestment Zone" means an area created by two or more public agencies by interlocal agreement to capture increased property or sales tax revenue generated by a transportation infrastructure project. TRZs are ideal for projects, such as Frontrunner, that span multiple jurisdictions.

A TRZ could be formed along the corridor that would include each station area – Spanish Fork, Springville and Payson – with tax increment available to assist with funding of commuter rail in the area. This tool is intended to aid projects that would not otherwise be built given existing market conditions. Any two or more public agencies may enter into an agreement to create a transportation reinvestment zone but one of these entities must have land use authority over the TRZ area.



A TRZ is much like a Community Reinvestment Area (CRA) in that a portion of tax increment is pledged to the project for a specified period of time. The agreement between the two or more public entities must include the following, as specified in Utah Code §11-13-227(2):

- Define the transportation need and proposed improvement
- Define the boundaries of the zone
- Establish terms for sharing sales tax revenue among the members of the agreement
- Establish a base year to calculate the increase of property tax revenue within the zone
- Establish terms for sharing any increase in property tax revenue within the zone
- Hold a public hearing regarding the details of the TRZ

Property tax revenues that are shared between members of the agreement are required to be incremental (Utah Code §11-13-227(2)(e). In order to identify incremental revenues, a "base year" needs to be established. The law clearly allows for the sharing of both sales tax and property tax revenue among the members of the agreement.

There are advantages to governance with TRZs, as compared to CRAs, for projects that span multiple jurisdictions. In fact, there are only a few redevelopment areas in Utah that currently overlap multiple communities. While such are allowed by law, governance can be tricky. For example, in a CRA spanning two cities, each city would have its own redevelopment agency. Who then governs the project area? Joint RDA board meetings can be held, each agency board can meet separately, or there can be a MOU designating one of the RDA boards as the lead agency. Experience dictates that concerns often arise when more tax increment is generated in one jurisdiction of the project area than in another. There are often concerns about equity in spending funds in the same jurisdiction from which they come. Each redevelopment agency involved has to submit its annual report detailing the increment generated and how funds were spent, further exacerbating this concern.

The TRZ overcomes many of these problems. First, with a TRZ, there is no requirement for RDA involvement, and therefore no need for RDA meetings. The TRZ is simply governed by an interlocal agreement signed by the parties. TRZs have proven effective in other states where projects cross multiple jurisdictions. With a TRZ there is no requirement to measure where increment is generated and where funds are spent. The purpose is simply to achieve an overall project. And only one annual report has to be filed for the TRZ – not separate reports for each participating entity.

Another advantage to TRZs is the ability to obtain the commitment of transportation agencies, such as UDOT or UTA, for specific projects. Interlocal agreements between the public entity with the land-use authority and a transportation agency will identify the specific projects associated with the TRZ. This will add another level of certainty to local planning efforts and will give these public entities some additional leverage in prioritizing needed transportation projects.

In order to estimate incremental property tax revenues that could be generated near planned Frontrunner stations, vacant acres were measured within a ¼-mile radius as shown on the rolls of the Utah County Assessor's Office. No site visits were conducted so "vacant" versus "developed" status was solely determined by information from the Utah County Assessor. Note that for some larger parcels that appear vacant in the figures below, buildings may be present outside of the aerial image and/or aerial imagery may not capture current development.

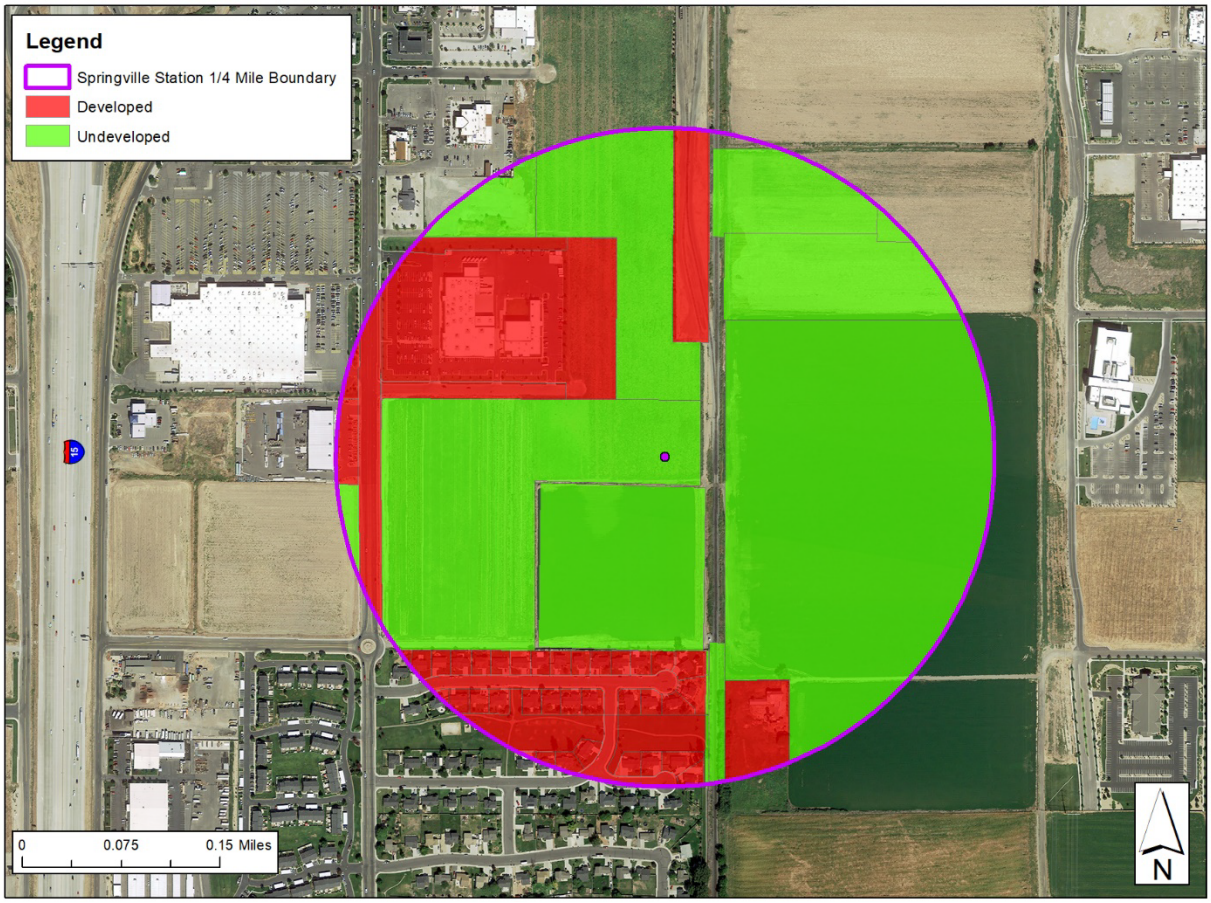


FIGURE 1: SPRINGVILLE STATION, ¼-MILE BOUNDARY

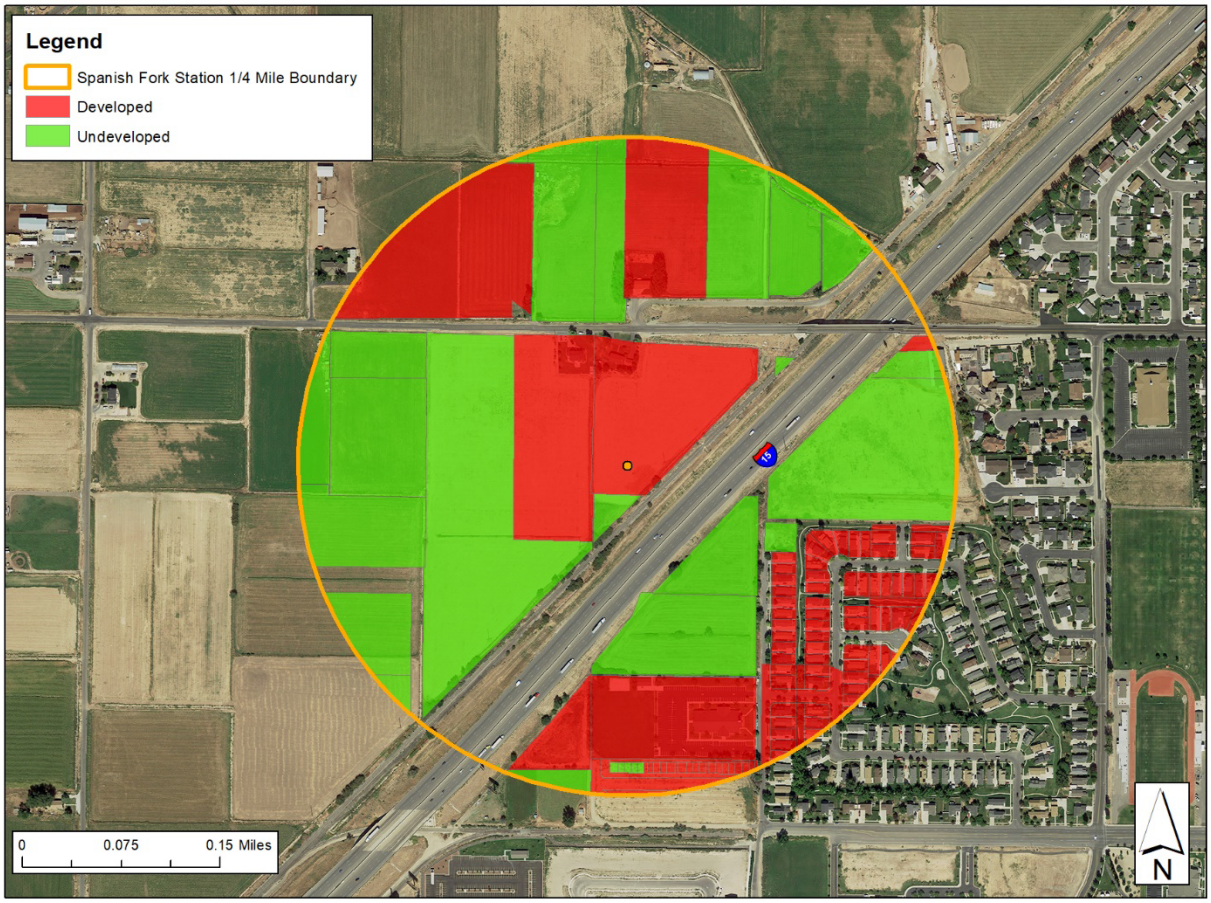


FIGURE 2: SPANISH FORK STATION, ¼-MILE BOUNDARY

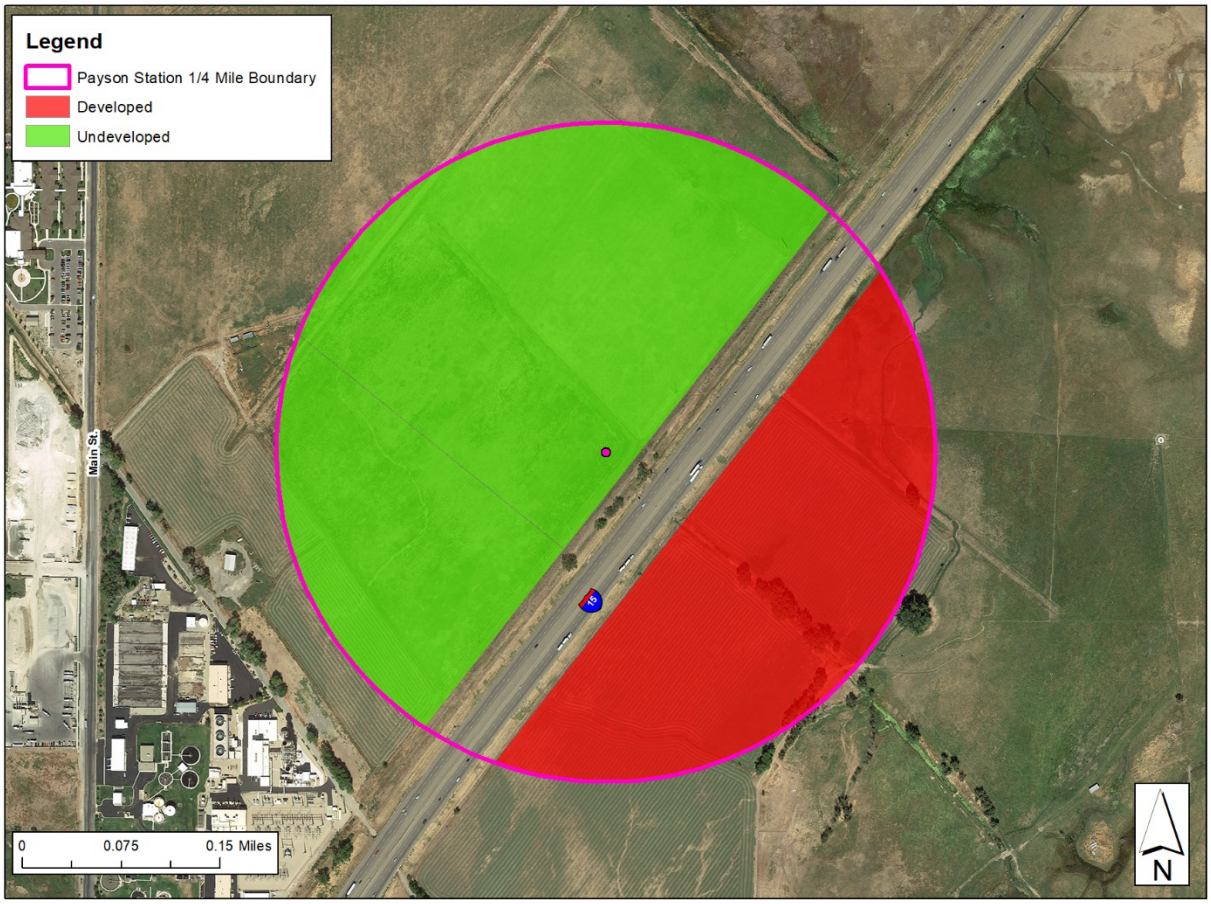


FIGURE 3: PAYSON STATION, ¼-MILE BOUNDARY

TABLE 3: VACANT ACRES WITHIN ¼-MILE RADIUS OF FRONTRUNNER STATIONS

Summary	Vacant Acres
Springville	88.50
Spanish Fork	54.85
Payson	69.29
Source: Utah County Assessor's Database; ZPFI GIS	

With the construction of stations, somewhat higher-density residential development, office space and support retail would be expected to occur. Given the following assumptions for property value per acre, the following incremental revenues could be generated. This is important because it would provide a new revenue stream that could be used for bond payments issued to fund capital infrastructure.

Assumed property values, by development type, as well as potential development scenarios for each site are shown in the table below. The "potential" scenarios shown below are just that – potential options for development. The projections shown are simply examples of the type of development that may take place due to the construction of the transit stations. The intent is simply to show a range of

the magnitude of revenues that could be generated, a portion of which could be used to fund transit, from various types of development.

The potential market values per acre were determined by using current capitalization rates, rent rates and construction costs as researched in today's market.

TABLE 4: POTENTIAL DEVELOPMENT GROWTH NEAR STATIONS

Summary	Vacant Acres	Retail Acres	Office Acres	20 Units per Acre	8 Units per Acre	Other
Springville	88.50	2	2	20	20	44.50
Spanish Fork	54.85	2	2	20	20	10.85
Payson	69.29	2	2	20	20	25.29
Value per Acre		$3,000,000	$4,000,000	$4,500,000	$2,500,000	$1,000,000

The above taxable values are then multiplied by the 2021 tax rates for each taxing entity in order to estimate the potential tax revenues generated by development around station sites.

TABLE 5: 2021 TAX RATES

Taxing Entities	2021 Tax Rate
Springville	0.001497
Spanish Fork	0.001129
Payson	0.001193
Utah County	0.000853
Nebo School District	0.008694
Central Utah Water Conservancy District	0.0004
Source: Utah State Tax Commission	

Based on the above values[2] and tax rates, as well as a ¼-mile radius around the three station sites, it is estimated that roughly $3.5 million could be generated in property tax revenues annually from the taxing entities. However, it is likely that the entities would choose to contribute only a portion of these revenues, such as 60-75 percent for a period of 20 years, thereby reducing available funds to $2.1 - $2.7 million.

TABLE 6: POTENTIAL INCREMENTAL ANNUAL REVENUES FROM TAXING ENTITIES AT BUILDOUT OF VACANT PROPERTIES

	Incremental Taxable Value	City Annual Revenues	Utah County	Nebo School District	CUWCD	TOTAL
Springville	$115,475,032	$172,866	$98,500	$1,003,940	$46,190	$1,321,496
Spanish Fork	$96,969,384	$109,478	$82,715	$843,052	$38,788	$1,074,033
Payson	$104,909,521	$125,157	$89,488	$912,083	$41,964	$1,168,692
TOTAL	**$317,353,937**	**$407,502**	**$270,703**	**$2,759,075**	**$126,942**	**$3,564,221**

[2] All residential development has been assumed to be primary residences and therefore the 45 percent residential exemption has been applied to the taxable value.

The tax increment available can be vastly increased by including a larger area around the stations. While a ¼-mile radius covers about 125 acres, a ½-mile radius covers roughly 500 acres, or 4 times the area. Larger TRZ project areas could therefore generate 3 to 4 times the tax increment shown above, or closer to $10 million.

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding transportation projects with tax increment generated in Transportation Reinvestment Zones:

TABLE 7: TRANSPORTATION REINVESTMENT ZONES AS A FUNDING SOURCE FOR TRANSPORTATION PROJECTS.

Advantages Transportation Reinvestment Zones	Disadvantages Transportation Reinvestment Zones
Creates a new revenue stream.	Revenue directed to transportation projects will not be available to provide other services.
Relatively easy to create.	Requires cooperation between at least two entities.
Projected to produce substantial revenue stream over time.	Must find a nexus with transportation projects to justify use of the increment.
No affordable housing requirement.	Other taxing entities may oppose their use.
	Revenues may take years to build up as development occurs over time.

HOUSING AND TRANSIT REINVESTMENT ZONES (HTRZs)

HTRZs are another form of tax increment district that attempt to promote higher density housing near major transit stations. The intent is to encourage increased ridership (through a greater population base within walking distance of the station) and to reduce housing costs.

Because of the relatively high-density requirements of 50 units per acre on residential housing within these zones, this tool is more likely to be used in more urbanized areas along the Wasatch Front. However, consideration could be made for land use changes that would allow areas surrounding a future transit station to qualify for HTRZ (Housing and Transit Reinvestment Zone) status.

The HTRZ economic development tool is new as of 2021 and allows for 125 acres within a 1/3-mile radius of a Frontrunner station to be dedicated as a tax increment financing (TIF) area. TIF areas allow for the capture of new growth via property taxes (not a new tax or increase to the tax but more taxes being generated due to increased assessed values) and for the use of those funds within a dedicated area. A HTRZ can capture a maximum of 80% of each taxing entity's tax increment above the base year for a term of no more than 25 consecutive years on each parcel within a 45-year period not to exceed the tax increment amount approved.

Currently, only Frontrunner station areas are considered for HTRZ implementation, but possible changes to the law may result in more possible areas of implementation. The HTRZ law intends to incentivize significant development near Frontrunner stations and may result in participation in increment sharing

from all taxing entities. This "all-hands-on-deck" approach is anticipated to maximize the transit investment and to encourage uses near transit stations that will utilize the amenity and promote walkable, well connected neighborhoods.

For a city to qualify for HTRZ consideration, the 125 acres must have a minimum designation of 50 residential units to the acre, with 51 percent or more of the land to be zoned for residential use. For nearly all affected communities (those with Frontrunner stations), this will require zoning changes and potentially focused, small area plans.

To best understand necessary zoning changes for the HTRZ tool to be applicable, Highest and Best Use studies will be important. Particularly, a city will need to understand the various fiscal impacts from potential property types, and, if the market will support that use once the transit improvements are in place. If not, the land will remain vacant or underutilized and will not generate the tax increment necessary to create viable incentives.

TABLE 8 HOUSING & TRANSIT REINVESTMENT ZONES AS A FUNDING SOURCE FOR TRANSPORTATION PROJECTS.

Advantages Housing & Transit Reinvestment Zones	Disadvantages Housing & Transit Reinvestment Zones
Creates a new revenue stream.	Revenue directed to transportation projects now will not be available to provide other services.
Relatively easy to create.	Requires cooperation between at least two entities.
Projected to produce substantial revenue stream over time.	Must find a nexus with transportation projects to justify use of the increment.
No affordable housing requirement.	Other taxing entities may oppose their use.
	Revenues may take years to build up as development occurs over time.
	Relatively high residential density requirements may not be compatible with City vision for the area.

COMMUNITY REINVESTMENT AREAS (CRAs)

A CRA is another form of tax increment area. While each city with a Frontrunner station could create a separate CRA to reinvest the tax increment generated back into the project area, a TRZ would provide more continuity and cohesion between cities along this corridor.

In Utah, tax increment areas have been known by a wide variety of names over time – RDAs, URAs, EDAs, CDAs, and now as CRAs or Community Reinvestment Areas. As of 2016, the Legislature combined all types of project areas—urban renewal, economic development, and community development into a new single "Community Reinvestment Project Area" (CRA). Existing project areas will be allowed to continue, but all new project areas will be known as CRAs.

The CRA Budget may either be approved by a Taxing Entity Committee (TEC) or through Interlocal Agreement with taxing entities, except where the Agency chooses to have a blight study to determine

the existence of blight and to utilize limited eminent domain powers, which requires the approval of a TEC of both blight and the budget.

If there is a finding of blight, 20 percent of the tax increment must be set aside for affordable housing. For all other projects, 10 percent of the tax increment is required to be set aside for affordable housing, if the annual increment is over $100,000. Noticing and hearing requirements remain unchanged with the CRA designation.

After the tax increment collection period has expired, the tax increment dollars that previously flowed to the CRA will flow to the taxing entities that levy the property taxes within the project area. In most cases, taxing entities receive more property tax revenues annually following expiration of the tax increment collection period than before, as property values are likely to have increased significantly through the redevelopment process.

TABLE 9: COMMUNITY REINVESTMENT AREAS AS A FUNDING SOURCE FOR TRANSPORTATION PROJECTS.

Advantages Community Reinvestment Areas	Disadvantages Community Reinvestment Areas
Creates a new revenue stream.	Revenue directed to transportation projects now will not be available to provide other services.
Relatively easy to create.	Requires cooperation of other taxing entities.
Projected to produce substantial revenue stream over time.	10% of revenues must be directed to affordable housing.
	Revenues may take years to build up as development occurs over time.

TAX INCREMENT BONDS

Tax increment Bonds were developed in California in 1952 as an innovative way of raising local matching funds for federal grants. They became increasingly popular in the 1980s and 1990s, when there were declines in subsidies for local economic development from federal grants, state grants, and federal tax subsidies (especially industrial development bonds).

Tax Increment Bonds are collateralized by the incremental growth in property taxes within a given project area. They capture the future tax benefits of real estate improvements to pay the present cost of those improvements. It is a financing strategy designed to make improvements to a targeted project area or district without drawing on general fund revenue or creating a new tax.

Ratings on tax increment bonds are tied to the performance of the area or district, not to the creating government's general fund. As a result, the ratings differ from those of the creating entity's general obligation rating. The rating of tax increment bonds hinges on local economics, trends, and taxpayer diversity, with taxpayer diversity being the most highly correlated statistic.

Rating agencies evaluate whether the tax increment revenues could survive the loss of one or more top taxpaying property owners, how debt service could be managed in the case of broad-based decline of assessed value, real estate trends and historical assessed values in the designated area, and the types of properties located or being developed in the tax increment area. The assessed value of hotels is the most volatile, followed by warehouses, commercial, condos, and last residential.

Many issuers opt to offer tax increment bonds on a non-rated basis. It is virtually impossible to secure a rating for or sell a tax increment bond before the increment is actually flowing, unless there is recourse to the local government's credit or some other enhancement.

Typically, tax increment bonds carry longer terms (anywhere from 10 to 30 years) and are purchased at a fixed rate using larger denominations of $100,000. There is usually no recourse to either the issuer or the developers who may benefit from the bonds. Pledged revenues vary, but a typical pledge is a senior security interest in the tax increment revenues as well as any debt service reserve funds. The bonds are often offered via a limited public offering and most often sold to institutional buyers (primarily mutual funds and occasionally property/casualty insurers) using a limited offering memorandum.

It is typical to see interest capitalized for at least two to three years to allow increment to begin flowing before debt service payments are required from that increment. Unspent proceeds, capitalized interest and reserve funds are held by a Trustee. Debt service coverage covenants vary based on type of tax increment revenue and other security features associated with the bonds, but minimum coverage requirements are almost always at least 1.25 times annual debt service.

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding with tax increment bonds:

TABLE 10: TAX INCREMENT BONDS AS A FUNDING SOURCE FOR TRANSPORTATION PROJECTS

Advantages Tax Increment Bonds	Disadvantages Tax Increment Bonds
Create a new revenue stream that can fund capital improvements and economic development.	Tend to carry higher interest and costs of issuance.
Creating entity does not have to bear financial burden alone but can share it with other taxing entities within a project area.	Often require the cooperation and agreement of multiple taxing entities to generate sufficient incremental revenues to finance the desired infrastructure.
Tax increment revenues can be used to pay for administrative expenses.	Bonds can't be sold unless the tax increment is already flowing or is imminent and nearly certain to flow or is enhanced by a government's credit or other mechanism.

Advantages Tax Increment Bonds	Disadvantages Tax Increment Bonds
Financial and legal liability is limited by having a redevelopment agency.[3]	Typically take longer from start to finish than other financing types.[4]
Creating entity may gift tax revenues or property to provide incentives for development.	Critics of Tax Increment Bonds sometimes assert that tax increment is just a reallocation of tax revenues by which some municipalities win, and others lose.[5]
Creating entity may be able to encourage or accelerate the timeframe of desired development types through offering tax increment incentives to the developer.	
Mortgage on the property can also be given as bond security under Utah law in addition to incremental revenue.	

PUBLIC INFRASTRUCTURE DISTRICTS (PIDs)

PIDs are generally most successful in larger, undeveloped areas where there are significant infrastructure needs. Because the unanimous consent of all property owners is required for the creation of a PID, it is difficult to establish PIDs in areas with numerous property owners. A PID is not seen as a likely revenue source for the transit projects but is included in the discussion because it is such a "hot" economic development tool currently in Utah and questions may arise concerning it.

If created, however, a PID can be combined with other revenue sources such as tax increment and those revenues could be used to pay the PID bonds. These funding tools may further facilitate development and increase property values, which may in turn provide for more opportunities to fund transportation infrastructure (through tax increment financing or general tax collection). The PID tool allows for creation of a separate taxing entity in order to fund public infrastructure. Ultimate users of the property pay for the improvements via the taxing entity through property assessments. These assessments permit for bonding, allowing for covering upfront infrastructure expenses that are repaid over periods typically near 30 years. This tool results in higher property taxes for property owners/users in the defined district.

Consequently, benefits beyond the improved infrastructure need to be included in the area. This can be in the form of better landscaping, street lighting, public spaces, parks, trails, finishes, etc. These benefits aid in creating property appeal and property value increases.

[3] An RDA is a separate political subdivision which can enter into agreements with developers and issue the bonds.

[4] It is difficult to estimate the time required for the "political" side of the process, which often requires significant information sharing between local government and developers, including a public hearing for approval of the Project Area Plan and Budget. Setting aside the political requirements, the bond issuance process usually takes three to five months.

[5] Critics of Tax Increment Bonds sometimes assert that some or all the increment is not attributable to the creation of the tax increment area and that the new property value growth would have occurred anyway.

The PID tool also represents a valuable option for cities who are reticent to bond with property tax revenues in an HTRZ or standard tax increment collection area. Bonding permits for upfront infrastructure costs to be covered, oftentimes expediting development that may not have otherwise occurred. A city may create a PID with no increase in the tax rate and use the PID as a conduit to issue bonds. In this approach, the city is not financially responsible for the bond payments, and the bonding does not affect the city's credit rating.

The process for starting a Public Infrastructure District begins with a citywide policy. This represents a "30,000-foot" view of the tool for the municipality and merely outlines the guidelines as to how a developer should submit for a PID. The PID policy may incorporate specific goals and vision statements of the city. Once a policy is adopted, a developer may submit a letter of intent to create a PID. This is reviewed by the city, and if approved, governing documents are required to be submitted and approved by the City Council. The simple passing of a general PID policy does not require the City Council to approve governing documents or letters of intent.

Consequently, the PID policy represents another tool that can be used when appropriate. As of mid-2021, several cities throughout Utah have adopted PID policies and multiple public infrastructure districts have been formed.

TABLE 11: PUBLIC INFRASTRUCTURE DISTRICTS AS A FUNDING SOURCE FOR TRANSPORTATION PROJECTS

Advantages PIDs	Disadvantages PIDs
Create a new revenue stream that can fund capital improvements and economic development.	Tend to carry higher interest and costs of issuance.
Any debt issued is not on the books of the local government entity.	Cities may feel it limits public support for future tax rate increases or bond elections due to the perception of already-high rates.
Can raise a significant amount of revenue with legally-allowed tax rates of up to 15 mils.	Requires unanimous support of all taxing entities to put in place.
Accelerates development timeframe through upfront funding for capital costs.	Ongoing PID governance
Can reduce the need for impact fees.	Competitiveness of site with other sites given higher tax rates
Mortgage on the property can also be given as bond security under Utah law in addition to incremental revenue.	
Cost is much lower than other development financing.	

LEGISLATIVE APPROPRIATION

The Legislature could choose to appropriate funds for this project or could authorize the issuance of additional State debt for funding. UDOT currently pays for a large share of its capital program with cash that is appropriated annually for that purpose in the State's budget.

FEDERAL GRANTS AND POTENTIAL FEDERAL FUNDING SOURCES

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) – a $1.2 trillion bill focused on improving and modernizing the country's infrastructure. The bill includes significant provisions for transportation infrastructure in particular, including roadway and bridge repairs; roadway safety; increased funding for public transportation; enhanced freight and passenger rail; and upgrades to the nation's electric vehicle charging network.

Under the IIJA Utah will receive about $665 million in formula funding over five years to improve public transportation options across the state. This funding amount represents a 38 percent increase over FAST Act formula transit funding levels. The bill also created a number of new competitive grant programs for transportation infrastructure and expanded the scope of several existing programs. The amount received by the State of Utah will not all be available to UTA as a large portion of the funds will be used by UDOT and will therefore not all be available for this project. However, it is still important to point out that there has been an increase in funding to the State and to UTA.

American Rescue Plan Act of 2021 (ARPA)

The American Rescue Plan Act of 2021 (ARPA), which President Biden signed on March 11, 2021, includes $30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population. The relief funds are distributed as follows, at 100-percent federal share:

- $26.6 billion to be allocated by statutory formulas to urbanized and rural areas and tribal governments
- $2.2 billion to FTA grant recipients in communities that demonstrate additional pandemic-associated needs.
- $1.675 billion for projects in the Capital Investment Grants (CIG) Program (discussed in more detail below)
- $50 million under the Enhanced Mobility of Seniors and Individuals with Disabilities formula program
- $25 million for competitive planning grants
- $5 million for competitive tribal grants

While these funds have now been allocated to other projects, it is still important to include this information in this memorandum because future funds will not now be needed.

Capital Investment Grants (CIG) and Expedited Project Delivery (EPD)

The FTA Capital Investments Grants (CIG) is a discretionary program that funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. Projects are divided into groups based on their sizes and requirements.

- **New Starts** programs are those which request $150 million or more or have an anticipated capital cost of $400 million of more. For these projects, the law requires completion of three phases in advance of receipt of a construction grant agreement – Project Development, Engineering, and Construction
- **Small Starts** projects are those that cost less than $400 million and total funding sought is less than $150 million. For these projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development.

Federal law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitments. Due to the scope and cost of the South Valley Transit project, it is likely that New Starts funding would be sought.

The Fixing America's Surface Transportation Act (FAST), enacted on December 4, 2015, is the law that authorizes the CIG Program. It specifies that eligible applicants for the CIG program are State or local governmental authorities. FAST builds upon the changes to the CIG program instituted by the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was enacted on July 6, 2012 and took effect on October 1, 2012. The laws outline a multi-year, multi-step process that proposed transit construction projects must go through to be eligible to receive discretionary CIG program funding from the FTA. The Infrastructure Investment and Jobs Act (IIJA), passed on November 15, 2021, makes additional changes to the CIG program, including an increase in funding through the next five years through the various CIG programs (subject to appropriations).

FTA Expedited Project Delivery Program

The Expedited Project Delivery (EPD) Pilot Program, authorized by the FAST Act, is aimed at expediting delivery of new fixed guideway capital projects, Small Starts projects, or core capacity improvement projects that have not entered into a full funding grant agreement with FTA. These projects must:

- Utilize public-private partnerships,
- Be operated and maintained by employees of an existing public transportation provider, and
- Have a federal share not exceeding 25 percent of the project cost.

The EPD Pilot Program streamlines project delivery of new transit infrastructure that meets program requirements.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE, formerly known as BUILD and TIGER, has awarded over $8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009. Projects for RAISE funding are evaluated

based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the United States Department of Transportation under the current administration will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.

Under the recently-passed IIJA, the RAISE grant program was significantly expanded to include an eligible funding pool of $15 billion.

For this last round of RAISE grants, the maximum grant award was $25 million, with no more than $100 million awarded to a single State, as specified in the appropriations act. Up to $30 million will be awarded to planning grants, including at least $10 million to Areas of Persistent Poverty.

Infrastructure for Rebuilding America (INFRA) Grants

The INFRA grant program is a product of the FAST Act. These grants are designed to rebuild America's infrastructure and create jobs by funding highway and rail projects of regional and national economic significance that position America to win the 21st century.

INFRA grants are selected based on several criteria. In addition to prioritizing projects that would improve local economies, create jobs, and meet all statutory requirements, for the first time in USDOT's history, grants were considered by how they would address climate change, environmental justice, and racial equity. INFRA projects are also rated on the extent that they apply innovative technology and whether they can deliver projects in a cost-effective manner.

Eligible applicants for INFRA grants are:

- a State or group of States
- a metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals
- a unit of local government or group of local governments
- a political subdivision of a State or local government
- a special purpose district or public authority with a transportation function, including a port authority
- a Federal land management agency that applies jointly with a State or group of States
- a tribal government or a consortium of tribal governments; or
- a multi-State or multijurisdictional group of public entities.

Further, USDOT prioritized funding to rural areas to address historic underinvestment. Approximately 44 percent of proposed funding will be awarded to rural projects, which exceeds the statutory requirements for rural projects set by Congress by 19 percent.

Last year, demand for INFRA grants far exceeded available funds. USDOT evaluated 157 eligible applications from 42 states, as well as Guam. Applicants collectively requested approximately $6.8 billion in grant funds—more than seven times the funding available. Under the recently-passed IIJA, the INFRA grant program was significantly expanded to include an eligible funding pool of $14 billion.

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding transportation projects with federal grants:

TABLE 11: FEDERAL GRANTS AS A FUNDING SOURCE

Advantages **Federal Grants**	**Disadvantages** **Federal Grants**
Grants do not need to be repaid.	Qualifying is difficult, time-consuming, and must align with specific, qualifying project.
Federal grants are available for any type of project.	Grants are short term.
There is no limit to the number of grants for which you can apply.	Cannot deviate from original plan or risk repayment.
	Some grants face multiple levels of approval.
	Project cost may increase due to certain federal requirements, such as: Davis Bacon wages, NEPA requirements, Civil Rights requirements in employment and hiring, Uniform Relocation, Buy America provisions for certain construction materials, Titles 23 and 49, etc.

TRANSPORTATION DISTRICT

A new South Utah County Transportation District for roads and transit improvements could be created by Utah County under Title 17 of the Utah Code. The process is initiated either by the County itself by resolution, or by petition from a group of citizens.[6]

The resolution or petition to create a local district must contain a description of the proposed boundaries of the district, a map that shows those boundaries, a description of the services to be provided, the type of local district to be created, the anticipated method of paying the costs of providing the service(s), and the number of board members for the proposed district.

If the local district being created is a basic local district, the petition must also state whether the board members will be appointed or elected, and if one or more board members will be elected, the basis of the election, and, if applicable, how the election or appointment of board members will transition over time from one method to another.

[6] A local district can also be created by resolution of the Board of another local district as long as the proposed district is being created to provide one or more components of the same service that the creating district is authorized to provide, but which it is not currently providing.

Governing Boards

Every local or special service district is governed by a board of trustees. Each Utah district board must have at least three members, but there is no limit on the number of trustees. The regular term for all board members is four years. There are no limits on the number of terms a person may serve.

Board members of local districts must be registered voters residing within the district. With a few exceptions, the Utah Code prohibits a trustee from also being an employee of the district. All trustees must take an oath of office and be covered by fidelity bond insurance.

Finances

For financial reporting, districts can utilize either a calendar year ending December 31 or a fiscal year ending June 30, as stated in the documents that created the district. All accounting records must be kept according to generally accepted accounting principles (GAAP), and funds, accounts, systems of accounts must also be kept in accordance with the State Auditor's Uniform Accounting Manual for Local Districts. All Utah districts must also comply with the Utah Money Management Act.

Taxes

Each local district may levy a property tax in accordance with the State's Property Tax Act.[7] Such property tax cannot exceed the certified rate unless one of the following applies:

- Majority of the board of trustees are elected officials
- Property tax has been approved by majority of voters at an election; or
- Property tax has been approved by the legislative body of the majority of municipalities within the district or county within which the district is located.

If a district sets a proposed tax rate which exceeds the certified rate, it cannot adopt its final budget until the public hearing specified in Title 59-2-919 has been held. All districts are subject to limitations on property taxes imposed to pay for operations and maintenance. A new basic local district has a maximum property tax levy of 0.0008.

The maximum allowed property tax levy of 0.0008 within the new district would produce approximately $7.6 million annually from the southern portion of Utah County.

Impact Fees

If a district desires to impose an impact fee, it must comply with Title 11-36 of the Utah Code and do the following:

- Prepare and pass a resolution calling for the impact fee
- Conduct an impact fee study to determine the appropriate amount of such a fee
- Provide public notice of the possible fee 14 days prior to the public hearing

[7] Title 59-2 of the Utah Code.

- Hold a public hearing to take comment regarding the proposed fee

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding transportation projects with impact fees:

TABLE 12: TRANSPORTATION DISTRICT AS A FUNDING SOURCE

Advantages **Transportation District**	**Disadvantages** **Transportation District**
Property taxes are a reliable source of revenue and can be used as a revenue stream for bonding.	Places additional burdens on property owners.
Impact fees can be imposed by the District.	May be difficult to determine the boundaries of the District – who benefits and who does not?
	Adds another layer of government with administrative costs.

PUBLIC PRIVATE PARTNERSHIPS (P3s)

As the federal and state governments continue to grapple with scarce resources in the face of dramatic infrastructure needs, public-private partnerships (P3s) have been increasing as a delivery method.

There is no standard definition that encompasses all aspects of a P3 project. One of the more general definitions is that a P3 is a contractual arrangement between a public agency (federal, state or local) and a private sector entity (often referred to as the "concessionaire"). Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a project for the use of the general public. In addition to the sharing of resources, each party shares in the risks and potential rewards in the delivery of the project.

A P3 is not privatization. The public sector retains ownership and ultimate control of the public asset.

A P3 creates a cooperative venture between the public sector and private companies that may transfer the risks of designing, building, financing, operating, and maintaining infrastructure from a government entity to a group of private partners. If properly structured and well controlled, P3s can benefit both the public authority and the private party. The public is benefitted through the infusion of capital that allows projects to be built on an accelerated schedule while private parties can benefit from the profits generated by the enterprise (assuming that revenues exceed expenses to a degree to make the project attractive to investors).

The allocation of risks is essential to the success of a P3. The main types of risk can be grouped into the following five categories:

Construction Risk

Events related to the construction and completion of the P3 assets, such as delayed completion, non-compliance with specified standards, significant additional costs, technical deficiency and external negative effects (including environmental risk) which trigger compensation payments to third parties.

Availability Risk

Covers situations where, during the operational phase of a P3, an underperformance linked to the condition of the P3 assets results in services being partially or wholly unavailable, or where these services fail to meet the quality standards specified in the P3 contract. All or a portion of the P3 asset becomes "unavailable for use as intended.

Demand Risk

Relates to the variability of demand (higher or lower than expected when the P3 contract was signed), irrespective of the performance of the P3 company. Such a change in demand could be due to factors such as the business cycle, new market trends, a change in final users' preferences or technological obsolescence. It is part of the usual economic risk borne by private businesses in a market economy.

Political Risk

The chance that political instability may upend the P3 procurement process or disrupt investors' and lenders' returns on a P3 project. Policy chances as the result of fluctuating public sentiment have made P3s more susceptible to procurement cancellations and project implementation issues.

Financial Risk

There are uncertainties in the costs and revenues associated with the project not related to market circumstances, but instead related to an intrinsic lack of certainty.

The theory behind a P3 is that looking holistically over the life of the P3 agreement, the private sector can design a more cost-effective project via innovation (while still meeting the minimum requirements), build it cheaper and faster than the public sector, then, in part because of the innovative and cost-effective design and construction, end up with lower maintenance costs over the life of the asset. The claim is that these efficiencies and lower maintenance costs can overcome the financing disadvantage over time, and that the major benefit of the P3 model is that with private capital comes discipline and oversight not feasible at the public-sector level.

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding transportation projects with Public Private Partnerships:

TABLE 13: PUBLIC PRIVATE PARTNERSHIPS AS A FUNDING SOURCES

Advantages **Private Public Partnerships**	**Disadvantages** **Private Public Partnerships**
Does not affect the entity's debt limit.	Very complex and not well understood.
May take debt off the government's balance sheet.	Requires specialized expertise at each step.
No requirement to hold a bond election.	Financing costs are almost always higher than that of the public sector.
May be able to transfer risks of constructing, operating and maintaining the asset to the private sector.	May require tolling, which is politically unpopular.
May produce efficiencies in design, construction, operations, and maintenance.	Costlier if efficiencies do not materialize.

EXISTING REVENUE STREAMS

The traditional, existing revenue streams discussed in this section would either have to be diverted from other projects and uses, or rates/fees would need to be increased to provide additional revenues.

Property Taxes

The southern part of Utah County (incorporated areas only) has a taxable value of $9.5 billion.[8] This amount slightly understates the true taxable value as it does not include unincorporated areas of the County such as West Mountain.

[8] Source: Utah State Tax Commission

TABLE 14: 2020 TAXABLE VALUE OF SOUTHERN UTAH COUNTY

Cities in Southern Utah County and Taxable Value	Taxable Value
Elk Ridge	$314,442,050
Woodland Hills	$179,468,449
Genola	$140,364,432
Goshen	$41,619,305
Mapleton	$1,111,654,332
Spanish Fork	$3,031,443,395
Springville	$2,642,662,581
Salem	$15,894,383
Payson	$1,351,521,602
Santaquin	$696,578,745
TOTAL	**$9,525,649,274**

If taxes were to be increased by $50 per year on a $400,000 primary residence in the cities shown above in southern Utah County, annual tax revenues of $2.16 million would be generated. However, the project improvements would benefit all of Utah County. Therefore, if the County were to increase taxes countywide, additional annual revenues of $12.5 million could be generated.

TABLE 15: TAX REVENUES GENERATED FROM INCREASE OF $50 PER YEAR ON A $400,000 PRIMARY RESIDENCE

Description	Amount
Taxable Value	$9,525,649,274
Increase in Tax Rate	0.00023
Tax Revenue Generated Annually – Southern Utah County	$2,164,920
Impact on $400,000 Primary Residence	$50
Utah County Taxable Value	$54,956,245,000
Tax Rate	0.00023
Tax Revenue Generated Annual – Utah County	$12,490,056

UTA cannot charge a property tax directly. The cities or Utah County would need to allocate a portion of their property tax revenues to this project.

Sales and Use Taxes

This section discusses the many forms of sales and use taxes enacted in Utah County. All counties in Utah have adopted ordinances to impose a 0.25 percent County Option Sales and Use Tax. This tax applies on the purchase price of the same transactions for which statewide sales and local sales taxes apply. Gross taxable sales in Utah County reached $12,811,205,911 in 2020.[9] If the County were to increase any of the sales-related taxes discussed in this section by 0.2%, it would generate annual

[9] Source: Utah State Tax Commission

revenues over $25.6 million. If the State of Utah were to increase its sales tax rate by 0.05% it would receive an additional $37.4 million annually.

TABLE 16: SALES TAX REVENUE PROJECTIONS

Description	Utah County	State of Utah
Gross sales 2020	$12,811,205,911	$74,730,705,784
Sales tax increase	0.20%	0.05%
Annual revenues	$25,622,412	$37,365,353

County option sales and use taxes are collected by the State Tax Commission and distributed on a monthly basis to each county. The distributions are based on a formula that, in general, provides:[10]

(i) 50 percent of each dollar of sales and use taxes collected will be distributed to the county in which the tax was collected; and

(ii) 50 percent of each dollar of sales and use taxes collected shall be distributed proportionately among all counties imposing the tax, based on the total population of each county.

One of the advantages of sales tax revenues is that public entities have great flexibility in how these revenues may be used. Politically an entity that receives sales tax revenues may not choose to use them to fund transit, but it is a viable option nonetheless.

Utah Transit Authority Sales Tax Revenues

Sales and use taxes received by UTA and pledged under its bond indentures consist of revenues received from the following sales taxes in Utah County:

- 0.25% Mass Transit Sales Tax
- 0.30% Mass Transit Fixed Guideway Tax
- 0.25% County Airport, Highway and Public Transit
- 0.25% Transportation Infrastructure

Mass Transit Sales Taxes

Counties, cities and towns may levy a sales and use tax of up to 0.30 percent to fund a public transportation system.[11] However, the maximum rate for the Mass Transit Tax is 0.25 percent for any county, city, or town in which the Mass Transit Fixed Guideway Tax (defined below) is also levied. Utah County levies the 0.25 percent rate under this tax because it has also enacted the Mass Transit Fixed Guideway Tax.

[10] Source: County Option Sales and Use Tax Act, Title 59, Chapter 12, Part 11, Utah Code, the "County Option Sales and Use Tax Act."

[11] Section 2213 of the Sales and Use Tax Act.

Utah County has seen solid growth in these revenues over the past few years:

TABLE 17: UTAH COUNTY MASS TRANSIT TAX REVENUES

	2018	2019	2020
Annual Revenue	$20,809,463	$22,274,149	$24,789,582

Mass Transit Fixed Guideway Taxes

Counties that do not levy, and do not contain any municipalities that levy the Additional Mass Transit Tax (defined below), may, upon approval of the voters of the county at an election, levy a sales and use tax of up to 0.30 percent of taxable sales for fixed guideway, public transit, and highway projects within the county.[12] Utah County is the only county in the State that has levied the Mass Transit Fixed Guideway Tax.

Interlocal Utah County BRT Agreement. In August 2018, UTA began operations of the Provo–Orem BRT. In 2016, Utah County issued $65 million subordinated transportation sales tax revenue bonds, which proceeds were used to construct portions of the Provo–Orem BRT. UTA and Utah County entered into an interlocal agreement that requires UTA to reimburse Utah County for all bond costs (principal, interest, and cost of issuance) prior to December 31, 2028.

As of Fiscal Year 2020, the principal balance outstanding on this interlocal loan agreement is $65,665,597. However, UTA has also agreed to reimburse Utah County an additional $10,422,107 (consisting of interest on bonds; operation and maintenance support costs; project studies; and interest on operation and maintenance costs). Payments to Utah County for the additional $10,422,107 are to be completely paid by UTA by the end of Fiscal Year 2021. Revenues to pay for the interlocal loan agreement and the additional reimbursements are collected from the Utah County's County Option Proposition 1 Tax, collected by the State Tax Commission, and then paid to UTA.

Additional Mass Transit Taxes – County, Airport, Highway and Public Transit

Any county, city or town may, upon approval of the voters of such entity at an election, levy an additional sales tax to fund a system for public transit or a project or service related to an airport facility of up to 0.25 percent on all taxable sales within its boundaries.[13]

County Option Transportation Taxes

Additionally, counties may, upon approval of the voters of the county at an election, levy a sales and use tax of up to 0.25 percent of taxable sales for corridor preservation, congestion mitigation, or to expand capacity for regionally significant transportation facilities.[14]

[12] Section 2216 of the Sales and Use Tax Act.

[13] Section 2214 of the Sales and Use Tax Act. Less 20% of such taxes in the case of counties of the first class (i.e., Salt Lake County), which is allocated to fund highway and other improvements.

[14] Section 2217 of the Sales and Use Tax Act; less 25% of such taxes in the case of counties of the first or second class, which is allocated to highway projects.

New Fifth Cent Sales Tax (59-12-2220 Sales Tax)

In 2018, Senate Bill 136 also provided for a new 0.20 percent sales tax that may be imposed beginning July 1, 2019 by any county that had already imposed every other county option sales tax allowed under Utah Code Section 59-12. Utah County is eligible to impose this tax in the future. The funds must be spent for public transit purposes. This new tax must be imposed before June 30, 2023.

GENERAL OBLIGATION (GO) BONDS

General obligation bonds are the least expensive way of issuing debt. The following section provides a brief background about these types of bonds.

State

The State has bonded for various transportation projects from time to time by issuing general obligation bonds. There are various limits imposed on the amount of GO bonds the State may have outstanding at any time. The State carefully monitors its debt limits and carefully plans for when existing bonds will expire and new debt can be issued.

Counties

The general obligation indebtedness of all Utah Counties is limited by State law to two percent of the fair market value of taxable property in the County.[15] For debt incurring capacity only, the value of all motor vehicles and state–assessed commercial vehicles are included as a part of the fair market value of the taxable property in the County.[16] Similar to the State of Utah, net unamortized premium on GO bonds is included as outstanding debt when calculating the GO debt limit.

Cities

The amount of general obligation indebtedness of each city in Utah is limited by State law to four to eight percent of the fair market value of taxable property in the City[17]; as computed using the last equalized assessment rolls for the State or County purposes prior to incurring the general obligation debt.

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding transportation projects with GO bonds.

[15] Based on the last equalized property tax assessment roll.
[16] The value of all motor vehicles and state-assessed commercial vehicles is determined by dividing the uniform fee revenue by 1.5%.
[17] B*ased on the last equalized property tax assessment roll*. Four percent for general purposes and an additional four percent for sewer, water, and electric purposes.

TABLE 18: GENERAL OBLIGATION BONDS AS A FUNDING SOURCE

Advantages General Obligation Bonds	Disadvantages General Obligation Bonds
GO bonds carry the lowest interest rates of all the funding mechanisms.[18]	Property tax levied to support a GO bond can only be levied to pay debt service and only for so long as the bonds are outstanding.
Lowest costs of issuance compared to other funding vehicles.[19]	Once a bond has matured, a tax levy to support it is no longer valid and must be eliminated or "sunsetted." This is not true for the sales tax. It does not currently have a sunset provision.
	Voter approval is required before GO bonds may be issued by all local governments in Utah.[20] State GO bonds issued when authorized by a simple majority of the State Legislature.
	Cost, timing requirements, and political uncertainty associated with a GO bond election channel many local governments into the use of other financing vehicles.

UTA RIDERSHIP AND FARE INCREASES

If higher-density development occurs near transit stations, this will likely increase transit ridership. However, current rider fares in the Utah Transit Authority service area generate only enough revenue to pay for just under 20 percent of the cost of operating the system (called "farebox recovery"). This means that relative to the overall UTA budget, rider fares are actually a small component of paying for transit service, and don't generate any excess revenues to contribute towards debt service for UTA bonds.

UTA uses a pricing model that measures the elasticity of demand for bus and transit service, setting rates at a level that optimizes both ridership and revenues. UTA has for years acknowledged that steep fare increases would lead to commensurate drops in ridership. Such fare increases could result in lower overall farebox revenues, thus completely defeating the purpose of the fare increase. On the other hand, free transit rides offered on days with extremely poor air quality, or on days like "Free Transit Friday," have been shown to result in higher ridership (with obviously lower revenues).

UTA received a federal grant associated with the new Utah Valley Express (UVX) bus rapid transit service in the Provo/Orem area that made the service free for at least the next three years. In addition, UTA has entered into broad agreements with businesses and universities that allow significantly discounted or

[18] Due to the strength of the security (full faith, credit, and taxing power).
[19] Due to the simple legal documentation and ease in selling such bonds into the market. The State's 2018 15-year General Obligation Bonds sold at a True Interest Cost of 2.54% which was an average of about 3 basis point under the Municipal Market Data AAA General Obligation Bond Index.
[20] Source: State Constitution.

free ridership access for employees, students and their families. If anything, the pricing model for transit in Utah has recently been moving toward less expensive service to promote higher ridership, as opposed to looking at fare increases that might bring in additional revenue but would likely decrease the number of users. Rider fare increases are not capable of generating sufficient additional revenues to fund projects.

Advantages and Disadvantages

The following table lists the advantages and disadvantages of funding transportation projects with rider fare increases:

TABLE19: UTA RIDER FARE INCREASE AS A FUNDING SOURCE

Advantages **UTA Rider Fare Increase**	**Disadvantages** **UTA Rider Fare Increase**
Links usage to payment.	Will reduce demand for service pushing people to use vehicles.
	Limited and potentially no ability to raise additional revenue.

MOTOR VEHICLE REGISTRATION FEES

Article 13, Section 5 of the Utah State Constitution allows the State to levy a fee, tax, or other charge "related to the operation of motor vehicles on public highways." The funds can be used for construction, maintenance, and repair of State and local roads, including property acquisition or any debt obligation created to fund those uses. The Constitution does not specifically include payments for mass transit systems as an allowable use of motor vehicle registration fees.

Vehicle Registration Fees Allocation
63% Transportation Investment Fund
33% General Transportation Fund
<5 % Other

However, UDOT allocates revenues, a portion of which are received from motor vehicle registration fees, to both the Transportation Fund and the Transportation Investment Fund (TIF and TTIF). In FY 2021, Utah allocated $55.3 million to the Transportation Fund from this source and $90.3 million to the Transportation Investment Fund. This is not a likely source of funding for commuter rail in southern Utah County unless the Legislature were to change the allowable uses and current allocation system.

TABLE 20: UTA 2022 TRANSPORTATION BUDGET

Revenues		**Expenses**	
Motor Fuel	$385,369,000	Support Services	$39,823,300
Special Fuel	$169,220,000	Engineering Services	$31,776,000
Motor Vehicle Registration	$57,179,800	Operations/Maintenance	$175,388,400
Provisional Registration Fees	$19,649,080	Region Management	$28,847,800

Revenues		Expenses	
Special Transportation Permits	$13,015,080	Highway Systems Construction	$137,329,661
Highway Use Tax	$11,564,852	Safe Sidewalk	$500,000
Vehicle Control Fees	$7,590,123	B&C Roads	$202,442,100
Interest Income	$7,300,787	Transfer to TIF	$46,778,839
Motor Carrier Fees	$3,587,723	Other Agencies	$11,920,900
Temporary Permits	$330,555		
Total Transportation Funds	**$674,807,000**		**$674,807,000**

UTAH DEPARTMENT OF TRANSPORTATION (UDOT) GAS TAXES

Gas Tax Revenues FY 2021

$384.5 million
Directed to the Transportation Fund for Highway purposes (70% of Total Revenues)

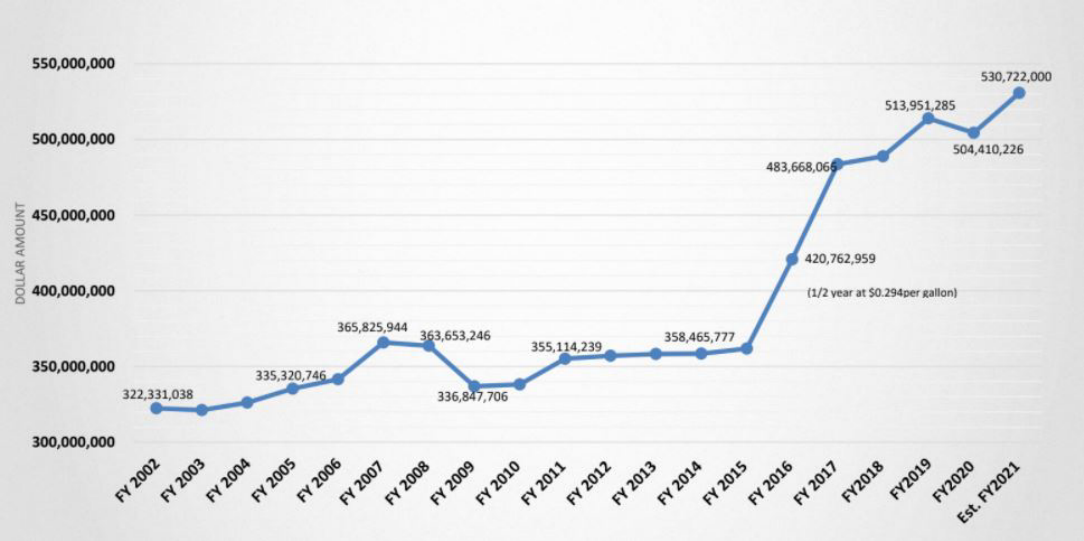
The State imposes a Motor Fuel Tax on each gallon of gasoline sold at the pump. Effective January 1, 2021, the tax was $0.314 per gallon. These taxes are directed to the Transportation Fund and must be used exclusively for highway purposes.[21] The term “highway" means “any public road, street, alley, lane, court, place, viaduct, tunnel, culvert, bridge, or structure laid out or erected for public use, or dedicated or abandoned to the public, or made public in an action for the partition of real property, including the entire area within the right-of-way.”

Going forward, the tax will be indexed to the average rack price at the pump based on an annual calculation of the three-year average rack price based on a June 30 year end and is capped at $0.40 per gallon. The current allocation formula requires that 30 percent of the motor fuel taxes collected be distributed to counties and cities through the Class B & C Road Fund program. The remaining 70 percent is retained by UDOT to address statewide transportation needs.

Total motor fuel and special fuel tax revenues are summarized in the figure below.

[21] Utah Code §72-2-102.

FIGURE 5: MOTOR FUEL AND SPECIAL FUEL TAX REVENUES



UTAH TRANSIT TRANSPORTATION INVESTMENT FUND (TTIF)

UDOT has provided the following estimates for its FY2022 TTIF budget. There is a detailed prioritization scoring process for receiving TTIF funds. South Valley Commuter Rail (Provo to Payson) was the top-scoring project on UDOT's TTIF Transit Prioritization Ranked List (October 2021) by a large margin.

TABLE 21: 2022 TTIF BUDGET

Estimated Revenues	Amount	Appropriated Budget	Amount
Sales Tax	$13,005,800	Current Projects	$13,005,800
General Fund	$101,600,000	Frontrunner Commuter Rail System	$100,000,000
		Vineyard Station	$1,600,000
Total	**$114,605,800**	**Total**	**$114,605,800**

Source: https://drive.google.com/file/d/1dRPm178_H9s22IvZ_hMVuKbXhjBfDYUW/view

In comparison, the Transportation Investment Fund (TIF) anticipates revenues and expenses of $1.56 billion in 2022. These funds are reserved for highway projects whereas TTIF funds are directed at transit projects.

UTAH DEPARTMENT OF TRANSPORTATION (UDOT) SURPLUS BUDGET ALLOCATION

During the 2021 session of the Utah State Legislature, the Utah Dept. of Transportation received $869.6 million in one-time funding for a variety of projects around the state as well as authorization for $264 million in new bonding to be used chiefly for improvements to the Front Runner commuter rail line.

While these projects have already been prioritized, future Legislative allocations could be a source of funding for the South Utah County transit project.