

SOUTH VALLEY  
**TRANSIT  
STUDY**

**EXECUTIVE  
SUMMARY**



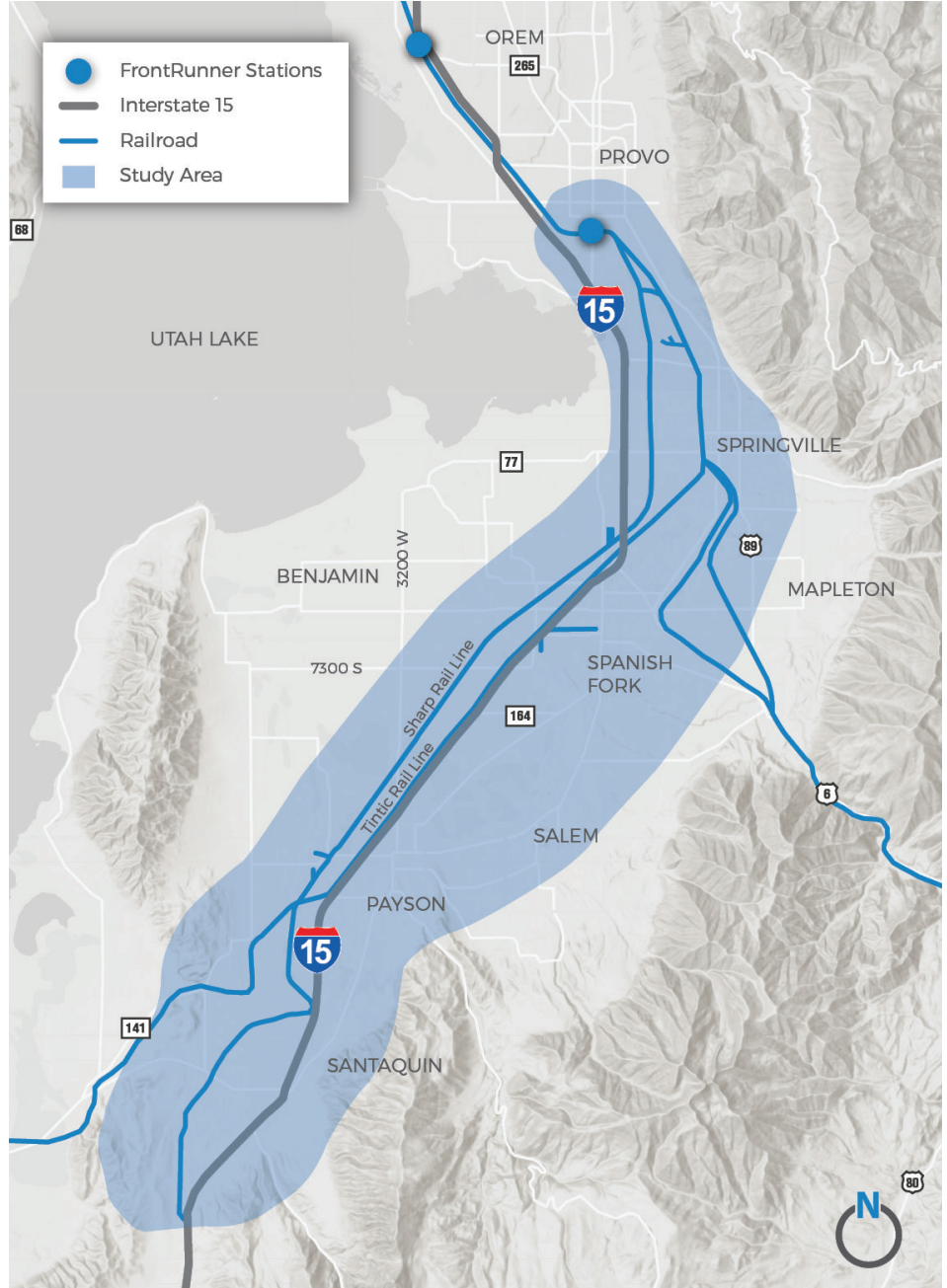


## WHY IS THIS PROJECT NEEDED?

- Population and employment are growing rapidly
- Roadway congestion is increasing and there are limited options for expanding roadways
- Current transit options are limited
- Communities are seeking transit-supportive land development to generate economic development and employment opportunities
- Partner cities are interested in alternatives to vehicle travel

## WHAT IS THE SOUTH VALLEY TRANSIT STUDY?

The South Valley Transit Study evaluated options for providing high-quality transit service from Provo to Santaquin. The purpose of the study was to determine a Locally Preferred Alternative, which identifies the transit alignment (corridor and station areas) and the transit mode (type of transit technology, such as bus, bus rapid transit, commuter rail, light rail). The study brought together the cities of Provo, Springville, Mapleton, Spanish Fork, Salem, Payson and Santaquin, in collaboration with the Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA).



## WHAT IS THE LOCALLY PREFERRED ALTERNATIVE?

The Locally Preferred Alternative extends commuter rail from Provo to Payson and provides express bus service from Payson to Santaquin. The Locally Preferred Alternative:


- Creates a north-south high-capacity transit (HCT) spine in south Utah County with connections to key rapidly developing areas
- Supports south Utah County community transit-oriented development (TOD) opportunities
- Provides a reliable regional transit commuter option to residents
- Maximizes ridership and return on investment



### KEY CHARACTERISTICS OF THE LOCALLY PREFERRED ALTERNATIVE



**COMMUTER RAIL**  
PROVO TO PAYSON




**14**  
MILES



**3**  
NEW STATIONS




**4K**  
RIDERS PER DAY IN 2050  
(APPROXIMATELY)



**\$550-750M**  
CAPITAL COSTS

This planning level estimate will continue to be refined as the project undergoes additional analysis and engineering.



**\$8M/YEAR**  
OPERATING COSTS

This planning level estimate will continue to be refined as the project undergoes additional analysis and engineering.

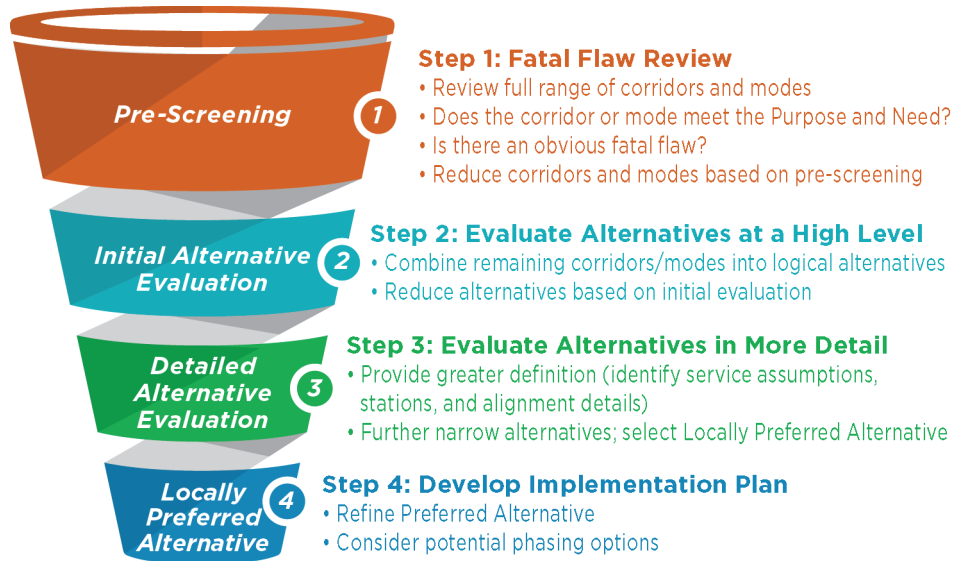


**EXPRESS BUSS**  
PAYSON TO SANTAQUIN

Additional planning work will be performed in coordination with UTA, Santaquin, and Payson to identify operational details and station locations to be served.

## LOCALLY PREFERRED ALTERNATIVE DEVELOPMENT PROCESS

The process to identify a proposed Locally Preferred Alternative used a multi-step alternatives evaluation process coupled with input from a Technical Advisory Committee (TAC) comprised of city and agency staff; an Executive Committee which included mayors, city managers, and key agency policy makers; and public feedback, as depicted in the figure to the right. The proposed Locally Preferred Alternative was presented to the Executive Committee for discussion and approval at the September 14, 2021, meeting.



## HOW WERE THE PUBLIC AND STAKEHOLDERS INVOLVED?

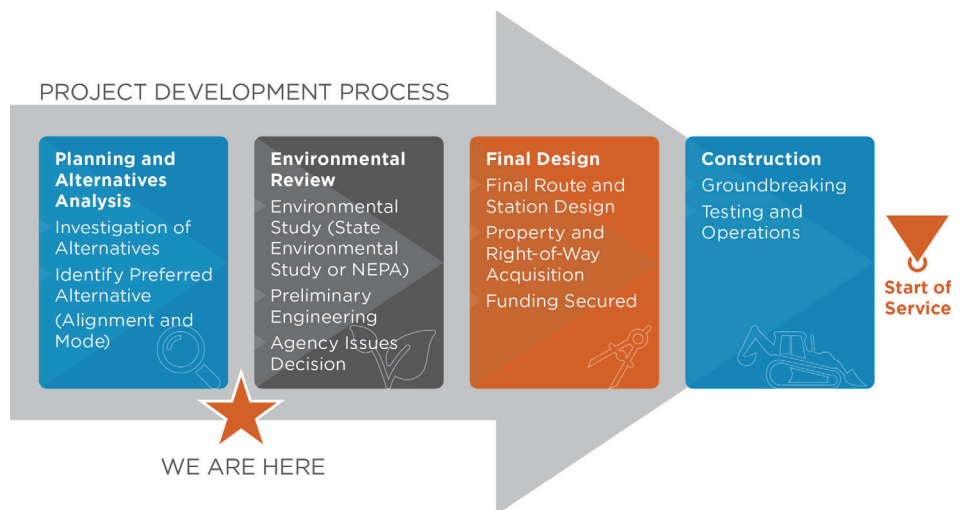
A robust public and stakeholder engagement program was utilized to provide input and coordination throughout the study. This effort included:

- Ongoing opportunities for education and input via a public website and three public outreach periods to solicit targeted feedback at key milestones.
- Coordination with a TAC that provided planning and engineering expertise throughout the process.
- Coordination with an Executive Committee that provided guidance and decisions at key milestones.



## WHAT'S NEXT?

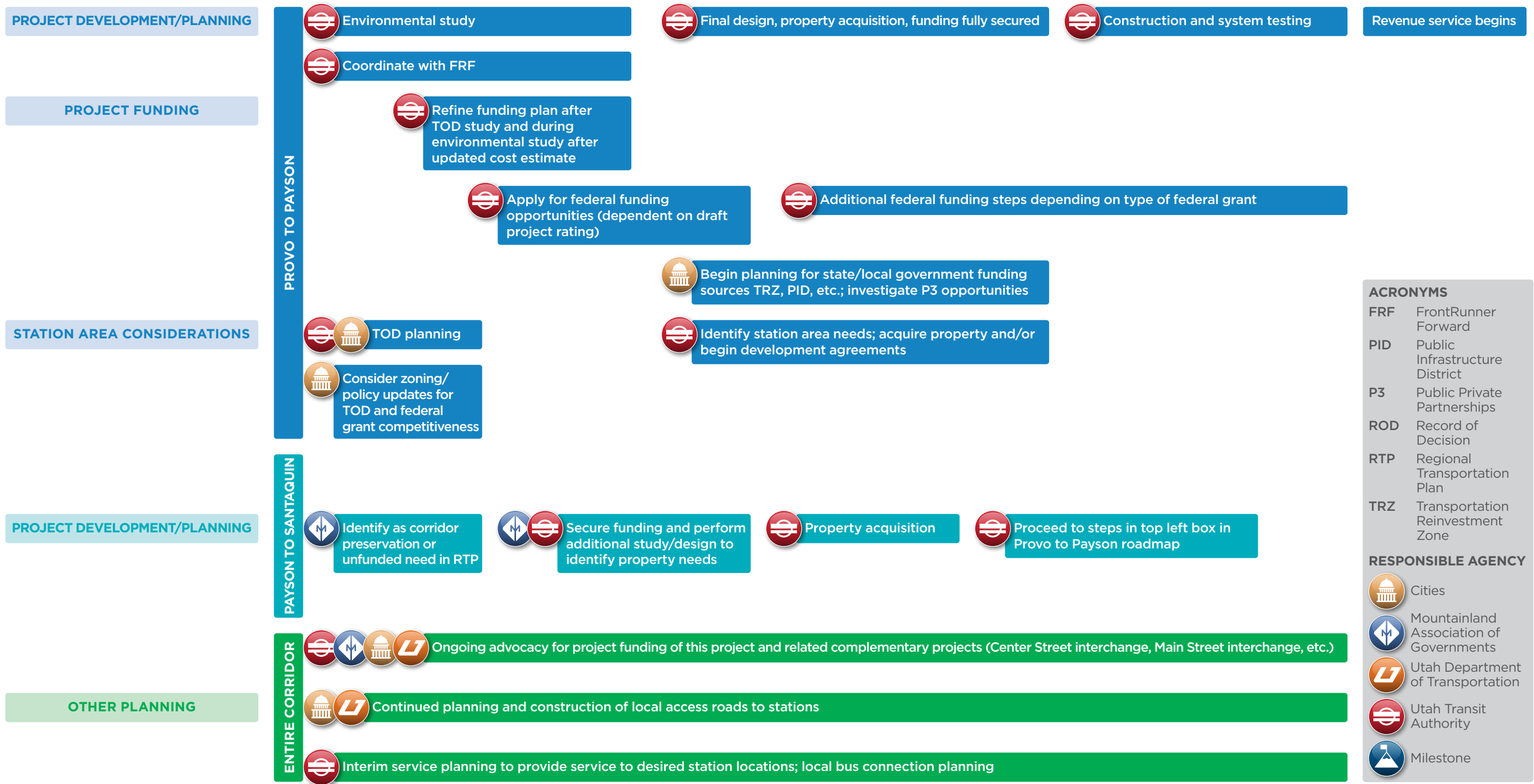
A series of next steps have been identified to advance work for both the Provo to Payson commuter rail and Payson to Santaquin express bus portions of the Locally Preferred Alternative. In addition, other ongoing actions have been identified. The implementation roadmap presented on the next page summarizes these recommendations.



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# IMPLEMENTATION ROADMAP



**ACRONYMS**

- FRF: FrontRunner Forward
- PID: Public Infrastructure District
- P3: Public Private Partnerships
- ROD: Record of Decision
- RTP: Regional Transportation Plan
- TRZ: Transportation Reinvestment Zone

**RESPONSIBLE AGENCY**

- Cities
- Mountainland Association of Governments
- Utah Department of Transportation
- Utah Transit Authority
- Milestone

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