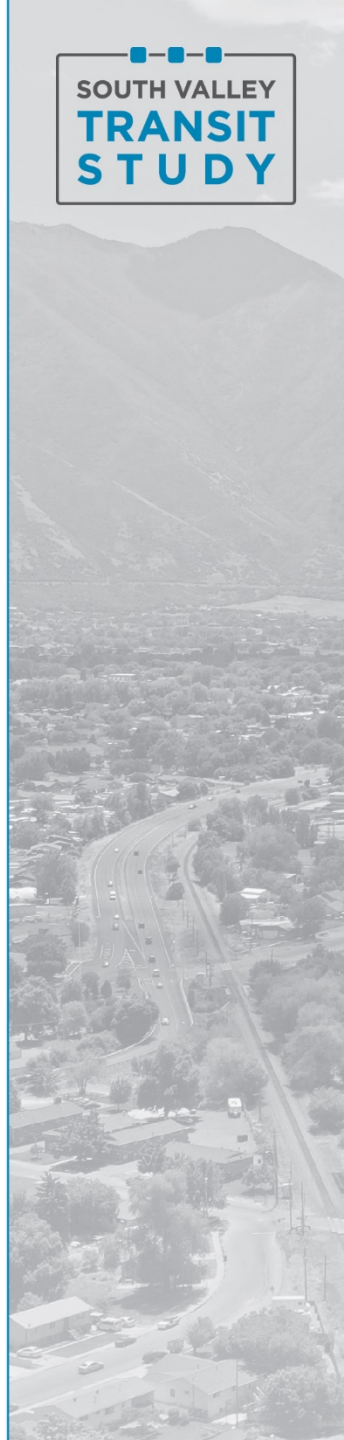


South Valley Transit Study

Executive/TAC Workshop #5
November 9, 2021 | 1-2 p.m.

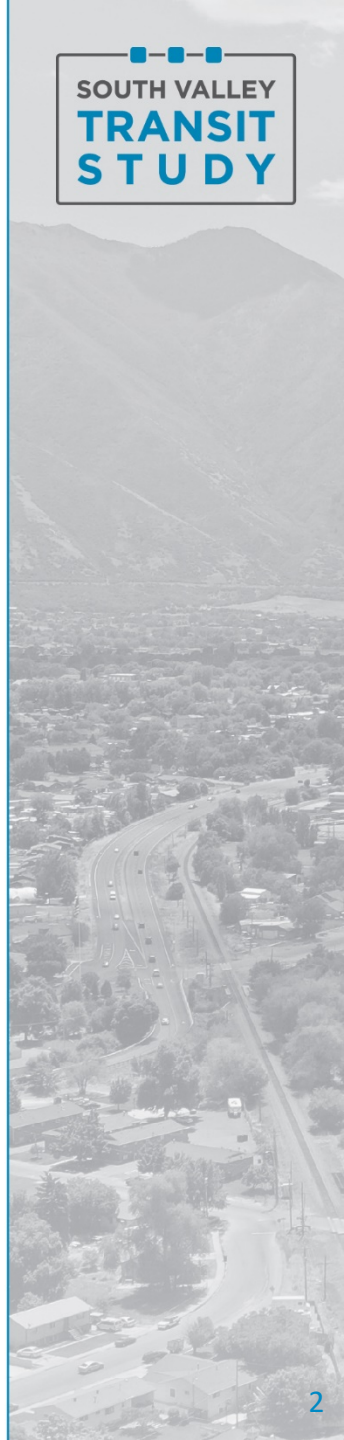


Welcome

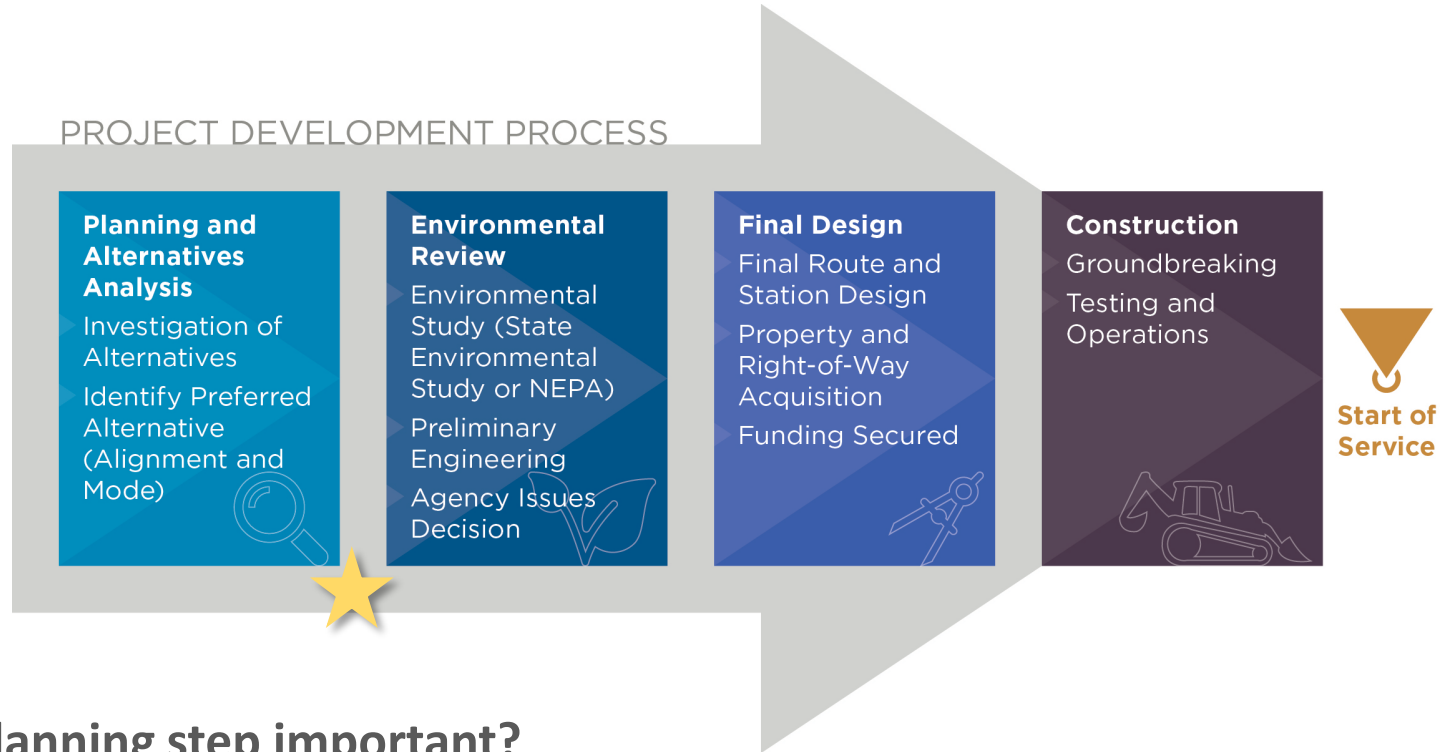
➤ Welcome

➤ Meeting Agenda

- Stakeholder Engagement Update
- Review Implementation Considerations
- Potential Funding Options
- Immediate Next Steps



Transit Project Development Roadmap



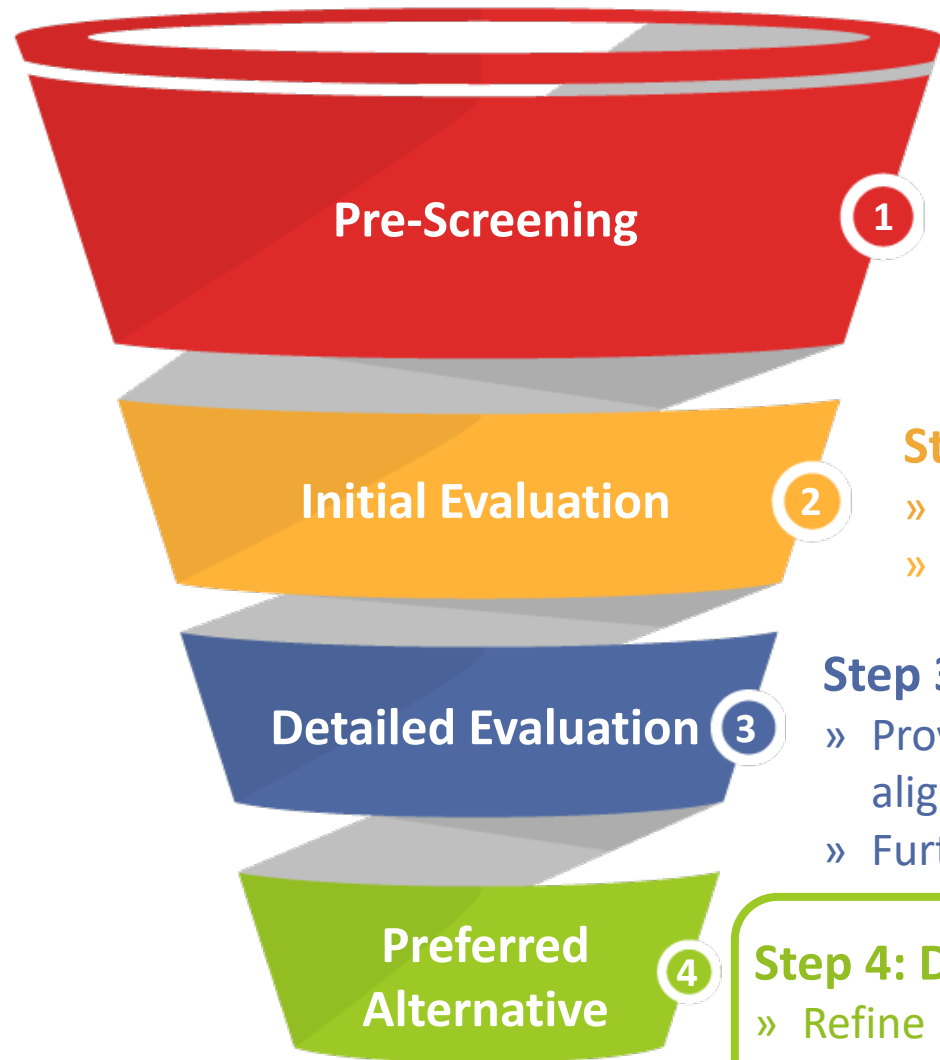
Why is this planning step important?

- Define the project need
- Develop alignment and transit mode decision for major capital investment
- Future phases build on this step

How is this step different than environmental review and other future steps?

- Increasing level of detail about engineering, cost, and environmental effects with each step

Alternatives Evaluation Roadmap



Step 1: Fatal flaw review

- » Review full range of corridors and modes
 - Does the corridor or mode meet the Purpose & Need?
 - Is there an obvious fatal flaw?
 - Reduce corridors and modes based on pre-screening

Step 2: Evaluate alternatives at a high-level

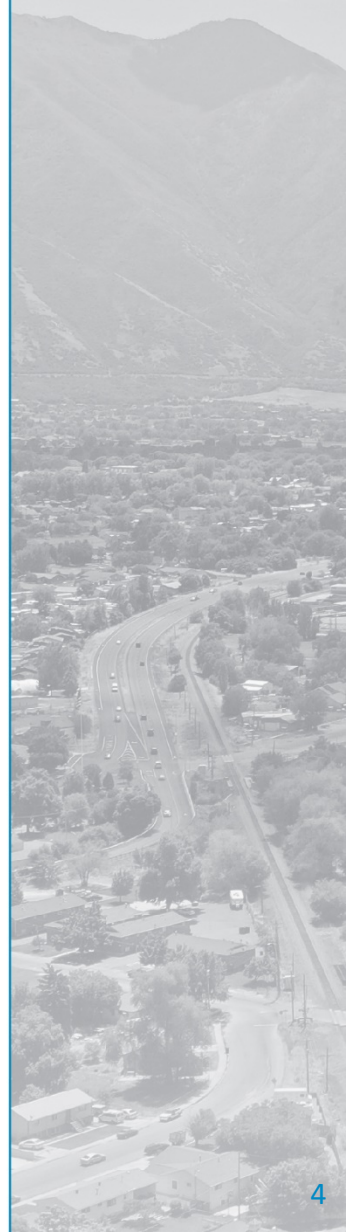
- » Combine remaining corridors/modes into logical alternatives
- » Reduce alternatives based on initial evaluation

Step 3: Evaluate alternatives in more detail

- » Provide greater definition (identify service assumptions, stations, alignment details)
- » Further narrowing of alternatives – select Preferred Alternative

Step 4: Develop Implementation Plan

- » Refine Preferred Alternative
- » Consider potential phasing options



3

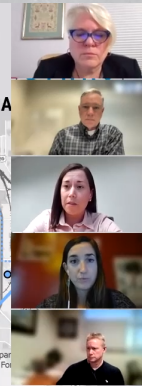
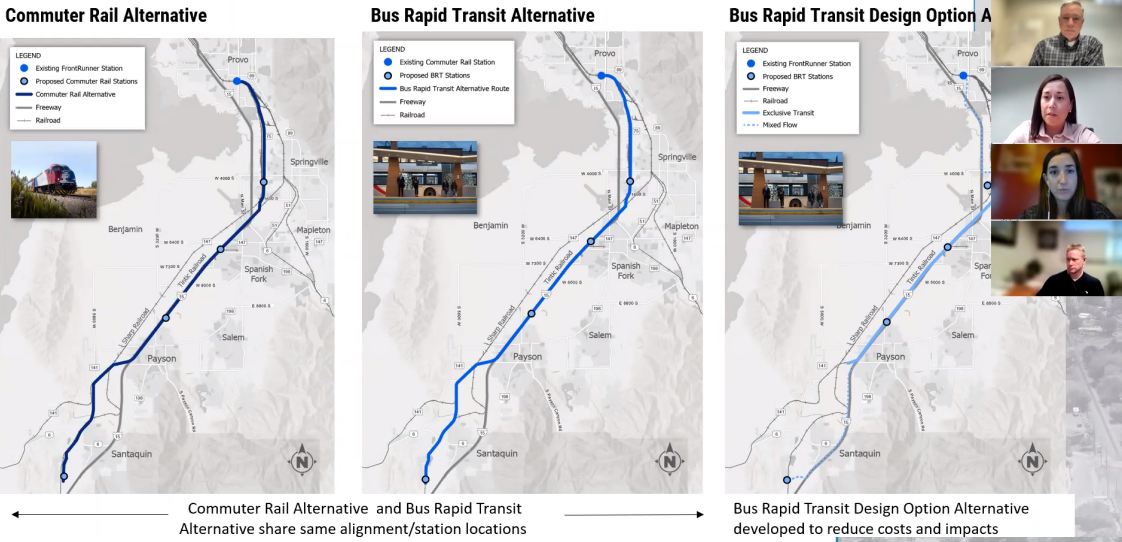
Detailed Evaluation – Public Input



Online Public Meeting Thursday, Oct. 21

- 136 registered
- 47 attendees
- 52 questions asked
 - Common question/comment topics:
 - Stop location and design
 - Red Bridge development
 - Study, design and construction schedule

DETAILED RANGE OF ALTERNATIVES



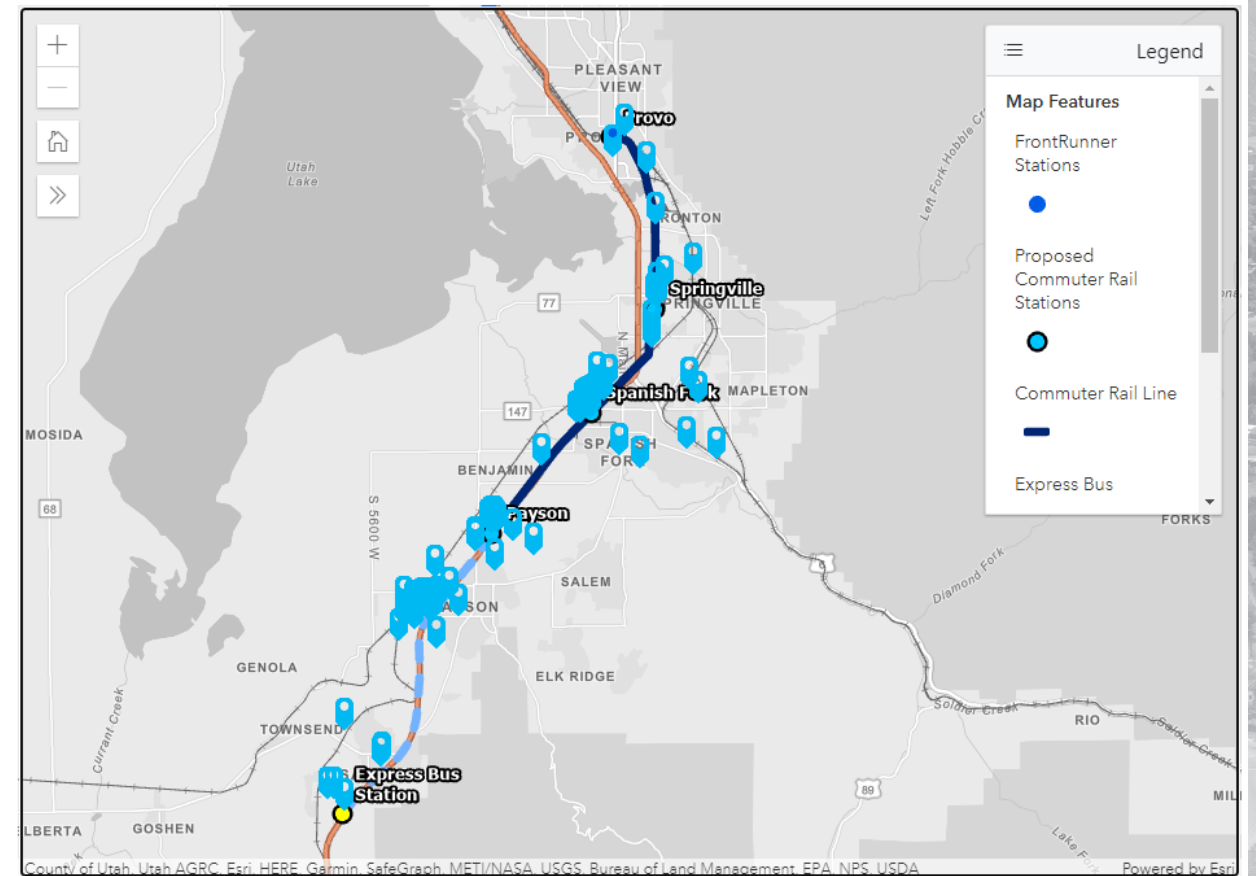
3

Preferred Alternative— Public Input



Preferred Alternative Comment Period

- 96 comments received
- Comment summary:
 - Support of commuter rail
 - Station and stop suggestions
 - General support of study
- Demographics
 - Majority of respondents from 84660, 84651 and 84663 zip codes
 - Household income
 - 29% \$100,000-\$149,000
 - 14% \$67,000-\$79,999
 - 13% \$80,000-\$99,999
 - Race and ethnicity
 - 89% White
 - 3% Hispanic or Latino
 - 2% Asian or Asian American



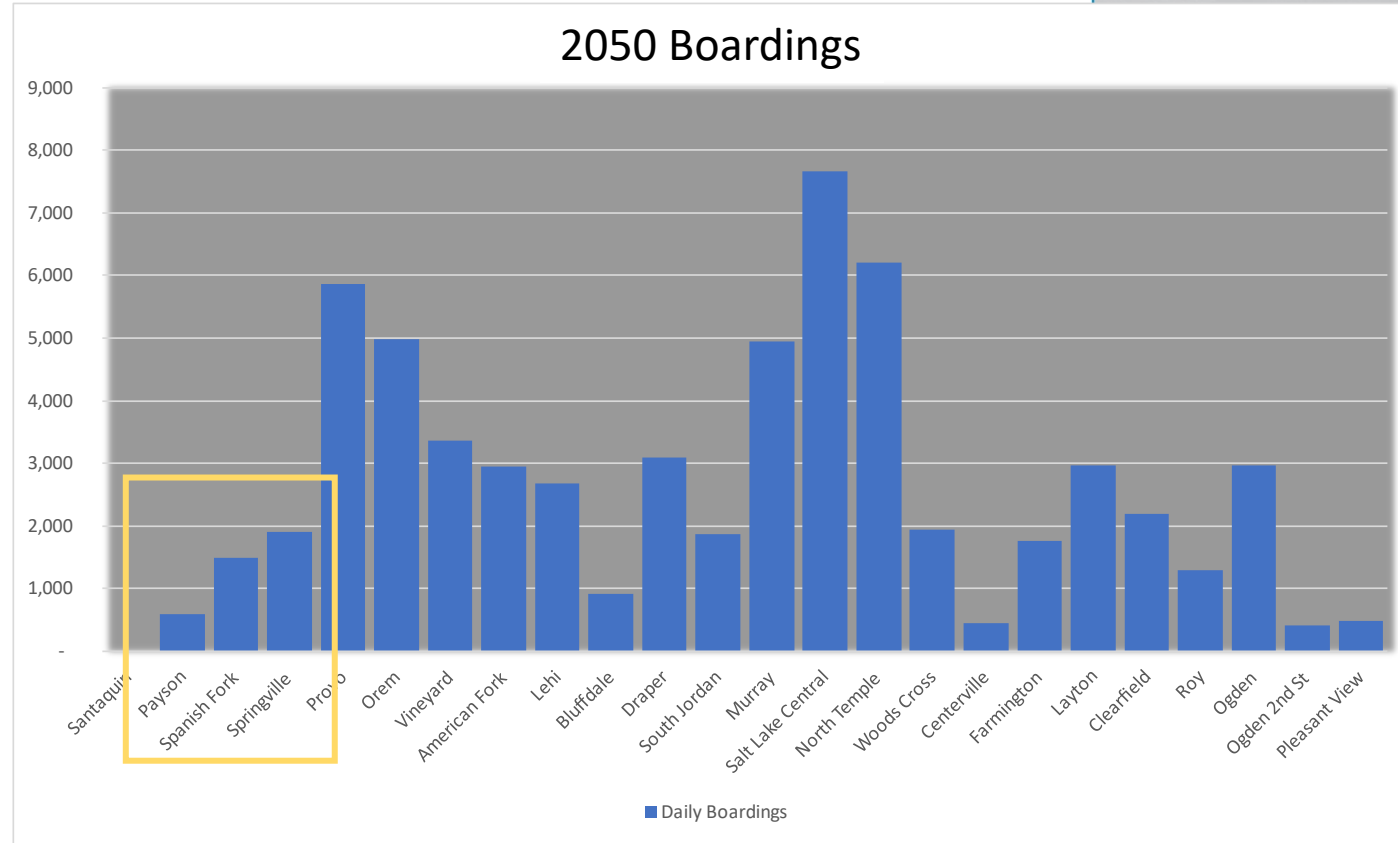
4

Preferred Alternative

➤ Key Segment: Provo to Payson

- Ridership:

Daily Boardings*	2019	2030	2040	2050
Springville	400	1,250	1,650	1,900
Spanish Fork	400	700	800	1,500
Payson	250	200	450	600
TOTAL	1,050	2,150	2,900	4,000



- Likely to increase with RTP update next year
- Density around stations is a strong driver on ridership



*Assumes system interlined with FrontRunner, operates to match FrontRunner frequency

4

Preferred Alternative



➤ Key Segment Considerations: Provo to Payson

- Coordination and advocacy for supporting transportation investments with UDOT is critical to support station access
 - Spanish Fork Center Street Interchange
 - Payson Main Street Interchange and Nebo Belt Road
- Full Double Tracking - Provo to Payson
 - Increases estimated Capital Cost ~\$100M
 - Cost savings and reduces impacts in long term

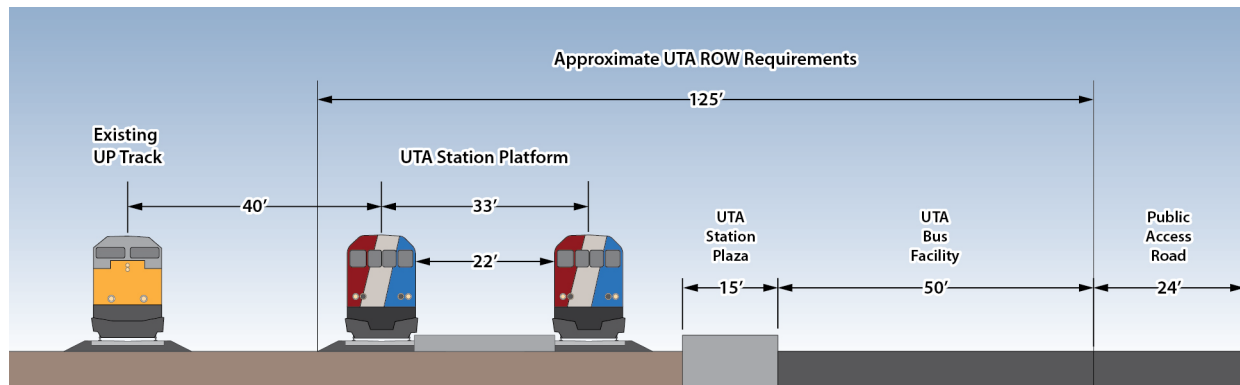


4 Preferred Alternative



➤ Key Segment Considerations: Provo to Payson

- *Potential* Interim Segment, Provo to Springville
 - If funding can't be secured to Payson OR supporting infrastructure in Spanish Fork and Payson hasn't been built
- Coordinated TOD Planning at Springville Station is essential:
 - Early coordination with UTA and private property owners needed
 - Lower densities at station area could potentially impact ridership projections and federal funding competitiveness



4 Preferred Alternative



➤ Key Segment: Payson to Santaquin

- Next steps to advance for future commuter rail
 - Inclusion of this segment as commuter rail in RTP
 - As corridor preservation need or unfunded need
 - Additional design to identify corridor preservation needs
 - Begin acquiring corridor right-of-way
- UTA service planning to explore express bus service
 - Revisit current 805 route to build ridership at proposed stations



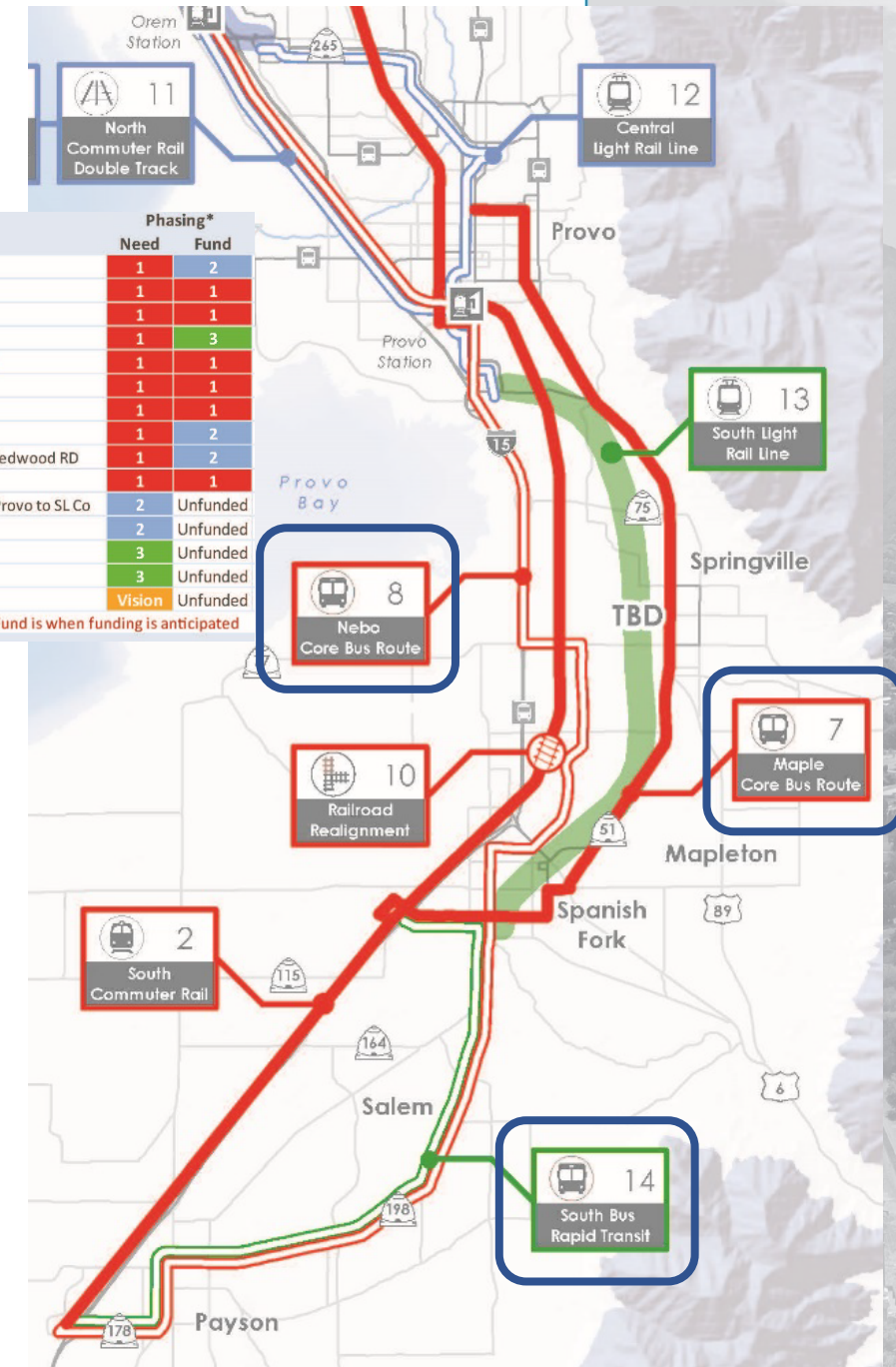
4 Preferred Alternative

Other considerations

- Local bus connections critical
 - Connections to Mapleton
 - **Maple Core Bus Route** (RTP need and funding Phase 1) – Provo to Spanish Fork commuter rail – west of Mapleton
 - Consider a connection to Springville commuter rail
 - 1600 S a key area of growth
 - Connections to Salem
 - **Nebo Core Bus Route** (RTP need phase 1, funding phase 2) – Provo to Payson – goes through Salem on SR 198 connecting to Payson and Spanish Stations

MAP ID	Project Name	Phasing*	
		Need	Fund
1	North Commuter Rail Intermittent Double Track	1	2
2	South Commuter Rail - Payson to Provo	1	1
3	Vineyard Commuter Rail Station at 800 N	1	1
4	North Light Rail Line - American Fork to Draper	1	3
5	State St Bus Rapid Transit - State ST; Provo to Am Fork	1	1
6	Cedar Valley Core Bus Route - Eagle Mtn to Am Fork	1	1
7	Maple Core Bus Route - Spanish Fork to Provo	1	1
8	Nebo Core Bus Route - Payson to Provo	1	2
9	Redwood Core Bus Route - Saratoga Spgs to SL Co on Redwood RD	1	2
10	Sharp - Tintic Railroad Realignment	1	1
11	North Commuter Rail Electrification & Double Track - Provo to SL Co	2	Unfunded
12	Central Light Rail Line - Provo to American Fork	2	Unfunded
13	South Light Rail Line - Spanish Fork to Provo	3	Unfunded
14	South Bus Rapid Transit - Payson to Spanish Fork	3	Unfunded
15	BRT or Light Rail - Eagle Mtn to Am Fork	Vision	Unfunded

*Phasing Need is the phase the project is warranted, Phasing Fund is when funding is anticipated



4

Preferred Alternative – Key Federal Funding Programs

Federal Program	Overview of Program	Pros	Cons
<p>New Starts For projects > \$300M</p> <p>Capital Investment Grant</p>	<ul style="list-style-type: none"> • Up to 60% New Starts match (50% is more typical) • Max 80% total federal funds can be used (e.g. CMAQ, RAISE, Bus and Bus Facilities, etc.) • State, local, private funds still needed for remaining match 	<ul style="list-style-type: none"> • Program allows for greatest federal contribution • Most utilized federal program • More certainty with expectations and compliance 	<ul style="list-style-type: none"> • Highly competitive national program • UTA typically only has one Small or New Starts project at a time • Longer timeline to comply with federal processes (~1-2 years?)
<p>Expedited Project Delivery (EPD) Program</p> <p>For projects of any size</p>	<ul style="list-style-type: none"> • Up to 25% federal match for EPD (AND max 25% total federal funds can be used) • Requires a P3 • State, local, private funds still needed for remaining match 	<ul style="list-style-type: none"> • Less competitive compared to New Starts • Possibly more streamlined process compared to New Starts • Bar for establishing a P3 is low 	<ul style="list-style-type: none"> • Federal funding limited compared to New Starts • Requirements to submit an application are onerous compared to New Starts • Less precedence/certainty on timing, no time savings anticipated compared to New Starts

4 Preferred Alternative



Federal Funding Rating Criteria* – factors to consider

- **Ridership** – Current Year AND Forecast Year
 - Population/employment density and access important
 - Influences several criteria (mobility improvements, environmental benefits, congestion relief, and cost effectiveness)
- **Economic Development Criteria** 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
- **Land Use Criteria** 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
 - Proportions of affordable housing

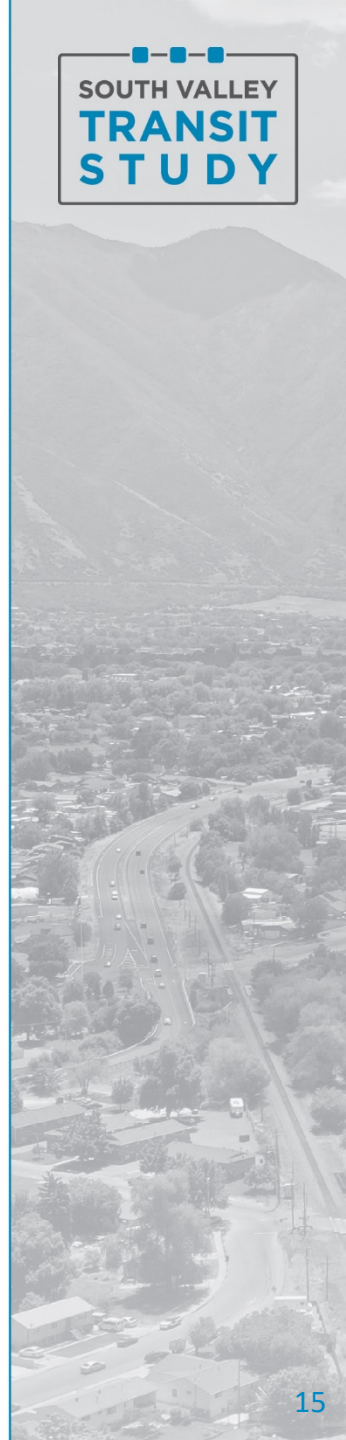
*For New Starts program

4 Preferred Alternative



How Can Cities Improve Federal Funding Opportunities for Land Use and Economic Development?

- **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 to enhance funding potential of the project



4

Preferred Alternative

New Potential Local/State Revenue Streams

- Transportation Reinvestment Zones (TRZs)
- Housing & Transit Reinvestment Zones (HRTZs)
- Community Reinvestment Areas (CRAs)
- Public Infrastructure Districts (PIDs)
- Public Private Partnerships (P3s)
- Legislative Appropriations



Existing Local Revenue Streams

- Transportation Taxes
- Sales Taxes
- Property Taxes
- User Fee Increases
- Transit Transportation Investment Fund (TTIF)
- Gas Taxes

4

Preferred Alternative



Projected Revenue Amounts By Source

For a \$550-750M project

- Likely require a 28-38M annual bond
- Assume 30-year term)

Potential Local/State Funding Option	Annual Revenue Increase
Tax increment (TRZ, HTRZ, CRA)	\$5M-\$20M
\$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
Legislative appropriation	?
TTIF	?

4 Preferred Alternative



Immediate Next step: LPA Approval

- **LPA to be adopted by resolution by cities along corridor**
 - Looking to schedule meetings with City Councils before end of year
- UTA Local Advisory Council and Board of Trustees to consider and adopt LPA



4 Preferred Alternative



Immediate Next Step: Integrate with FrontRunner Forward

- Study findings will be integrated into FrontRunner Business Plan to continue to move the project forward



What the Business Plan will Study

Future Service Vision

- Faster, More Reliable Service
- Increased Frequency for Whole Corridor
- Express Trains
- Skip Stop Service
- Future Extensions

Infrastructure to support Service Vision

- Signal System Upgrades
- Grade Crossing Improvements
- Station Improvements
- New Vehicles & Equipment
- Strategic Double Tracking
- Railway Modernization
- Corridor Preservation for Future Extensions



4 Preferred Alternative



Immediate Next Step: Environmental Study

- Developing schedule for procurement (2022)
- Working on independent cost estimates for environmental study
- Coordinating on corridor with Union Pacific and Sharp Tintic project



Wrap-up

➤ Thank you for your participation!

➤ Recap City Next Steps

- City Council approval of LPA – November/December 2021
- Team will send final documentation for review – November 2021
- Active engagement with environmental study – early 2022
- Active engagement with UTA TOD planning process – early 2022
- Ongoing advocacy for supporting investments (Center St. and Main St. interchanges)

