

Capital Projects: Utah Transit Authority Capital Projects Update



Service Development: Construction and Development

Construction:

Airport TRAX Realignment/Station

Depot District Bus Maintenance Facility

Vineyard FrontRunner Double Track/Station

Ogden/Weber State University BRT

Development:

Future of FrontRunner

S-line Streetcar Extension

Point of the Mountain BRT

Mid-Valley BRT

Central Corridor



Construction



Airport TRAX Realignment/Station

UTA Funds- \$22.7M

- Completed platform and ready for final installation of UTA furnished items (card readers, TVM's signs)
- Completed track installation. Calibration continues through September
- Continuing overhead catenary system (OCS) installation through September
- Beginning bus bridge from 1940 West TRAX station on October 4, 2021, thru October 18, 2021
- Beginning revenue service to the airport platform October 19, 2021
- Planned grand opening on November 1, 2021



Airport TRAX Realignment/Station

UTAH TRANSIT AUTHORITY



Depot District Bus Maintenance Facility

UTA Funds- \$66.5M
State Funds- \$10.7M
Grant Funds- \$40.8M

- Completed placement of precast tilt-up walls for the maintenance building
- Underway with placement of structural steel
- Beginning maintenance building roofing in early September
- Negotiating pricing for the bus canopy and battery electric bus charging infrastructure phase
- Completion of the project is scheduled for spring of 2023



Depot District Bus Maintenance Facility

UTAH TRANSIT AUTHORITY



Ogden/WSU BRT

UTA Funds- \$11.8M
State Funds- \$4.6M
Partner Funds- \$6.3M
Grant Funds- \$82.5M

- Completed Washington Blvd. roadway work. Finishing up sidewalk tie-ins and stations
- Completed University central campus in time for school starting August 30th
- Constructed Dee Event Center station grade beam Sewer Line on 32nd St.
- Cleared 41 of 68 right-of-way parcels for construction



Ogden/WSU BRT

UTAH TRANSIT AUTHORITY



Vineyard FrontRunner Double Track/Station

UTA Funds- \$18.5M
State Funds- \$5.6M
UDOT Managed

- Completed all embankment stabilization and embankment placement
- Delivered long lead items; #24 switch and all rail, to the site
- Started platform underground conduit installation
- Scheduled the closure of the 1600 North (Vineyard Road) grade crossing for rail work and utility relocations
- Reviewing developer roadway and utility plans with Vineyard staff



Vineyard FrontRunner Double Track/Station

UTAH TRANSIT AUTHORITY



Development



UTA Funds- \$17.6M
State Funds- \$306.6M

Future of FrontRunner

- Completed procurement of the program management team
- Completed operational analysis to determine top double tracking sections
- Completing conceptual design on identified double tracking sections to further define the projects and determine feasibility
- Completed community and stakeholder plan to begin implementing this year
- Continuing development of the business plan for FrontRunner to create a system-wide service vision and define short- and long-term investments
- Initiating procurements for environmental and design contracts



Future of FrontRunner

UTAH TRANSIT AUTHORITY



S-line Streetcar Extension Alternatives Analysis

State Funds- \$12M

- Held two stakeholder workshops and seven alternatives were analyzed
- Carrying forward alternatives 1A & 1B into the environmental phase
- Analyzing the need for more double tracking in the existing corridor to maintain 15-minute headway
- Selection of a preferred alternative is dependent on:
 - Willingness of the property owner to participate
 - Ability to fund the total cost
- Drafting the scope of work for final design services

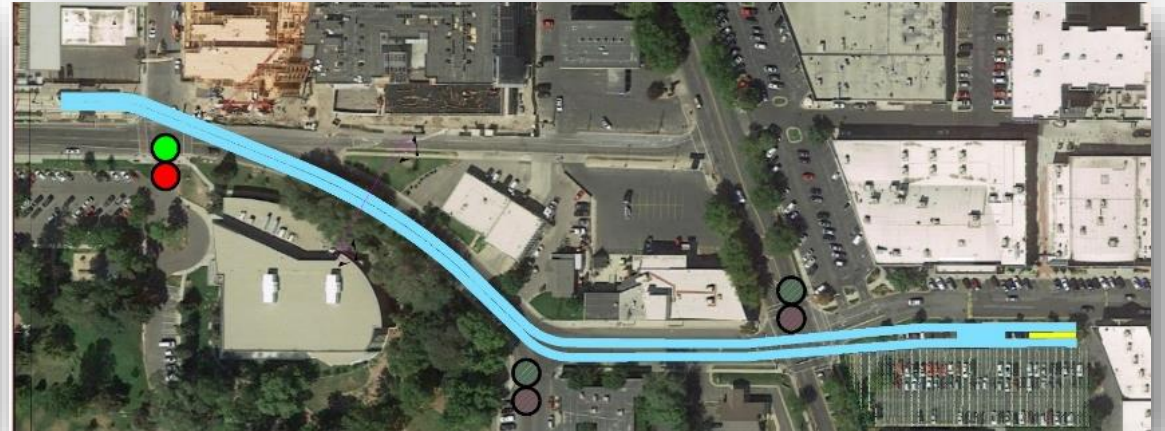


S-line Streetcar Extension Alternatives Analysis

Alternative 1A

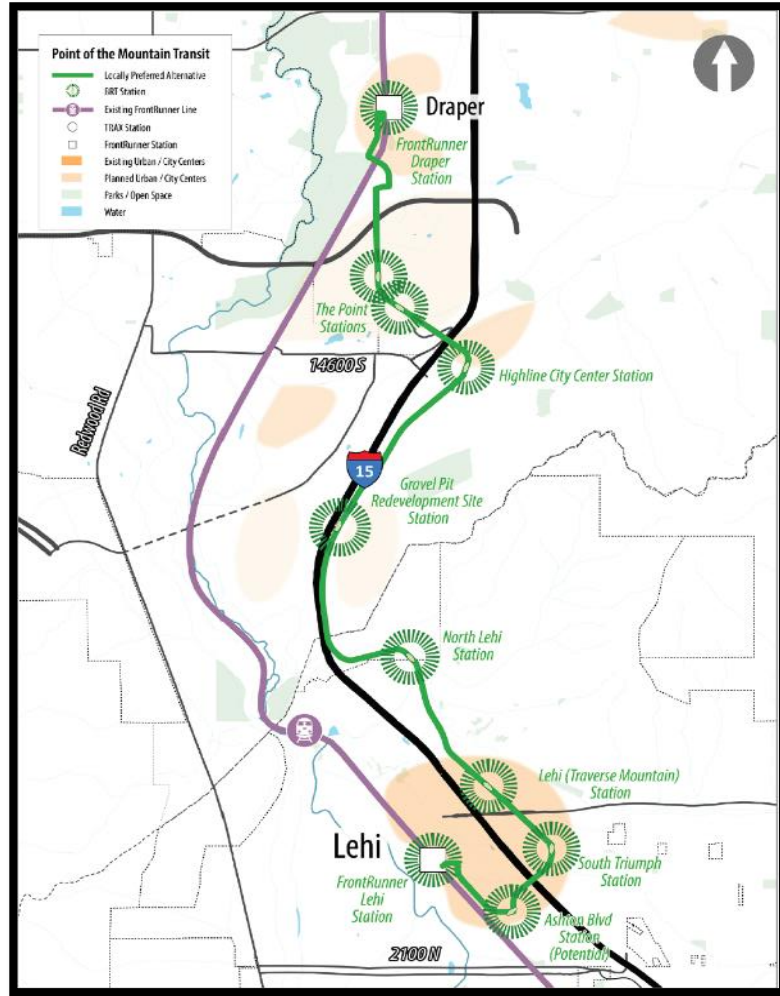


Alternative 1B

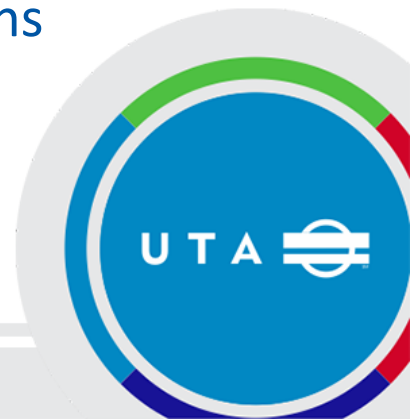


Point Of The Mountain BRT

UTA Funds- \$1.6M
State Funds- \$5.95M
Partner Funds- \$450K
Grant Funds- \$2M



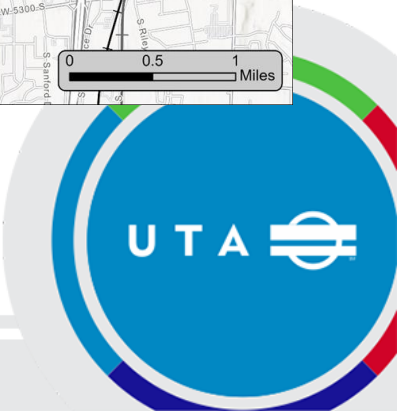
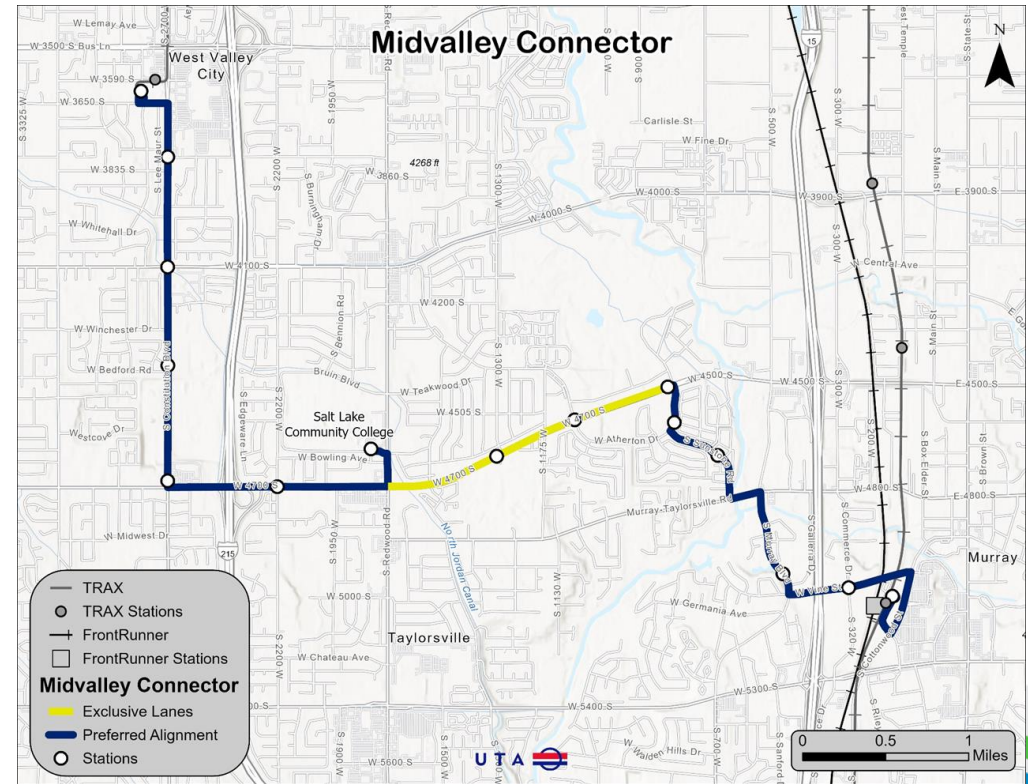
- Selected and approved locally preferred alternative of “Gold Standard” Bus Rapid Transit
 - Majority dedicated lane for transit priority
 - Exceptional station amenities and urban design
 - Bus vehicle interiors look and feel like rail vehicles
- Next steps:
 - Preferred alternative refinements
 - Conceptual engineering
 - Operations and maintenance site screening
 - Environmental review
 - Funding, implementation, and operations planning



Midvalley BRT

- Completed 60% design review. Evaluating procurement options to complete final design
- Submitted Small Starts grant application package to FTA for project rating
- Revising draft environmental document
- Finalizing funding sources to address increased project costs due to added scope and increased inflation
- Drafting a Memorandum of Understanding (MOU) for each of the project partners

UTA Funds- TBD
 State Funds- \$38.8M
 Partner Funds- \$2.2M
 Grant Funds- TBD



UTA Funds- \$100K
Grant Funds- \$1.9M

Central Corridor Study

UTAH TRANSIT AUTHORITY

- Amending existing UDOT consultant contract to include the following:
 - Coordination with stakeholders
 - Completion of the alternative analysis
 - Selection of a preferred alternative
 - Completion of design concepts
 - Developing a phasing plan for construction
 - Coordinate with stakeholders



Questions?

