

Capital Projects

- a. Utah Transit Authority Capital Projects Update



Service Development: Construction and Development

Construction:

Vineyard FrontRunner Double Track/Station

650 South Station

Substation Rehabilitation Project

Development:

South Valley Transit



Capital Construction

Vineyard Station and Doubletrack

650 South Station

Traction Power Substation Rehabilitation



Vineyard FrontRunner Double Track/Station

- All concrete work at the station platform is complete
- Work on temporary parking lot and canopies has begun
- Working on getting permanent utilities to the station and site



Vineyard FrontRunner Double Track/Station

- Completed all double track and 1600 North crossing work
- On schedule to open in April on change day

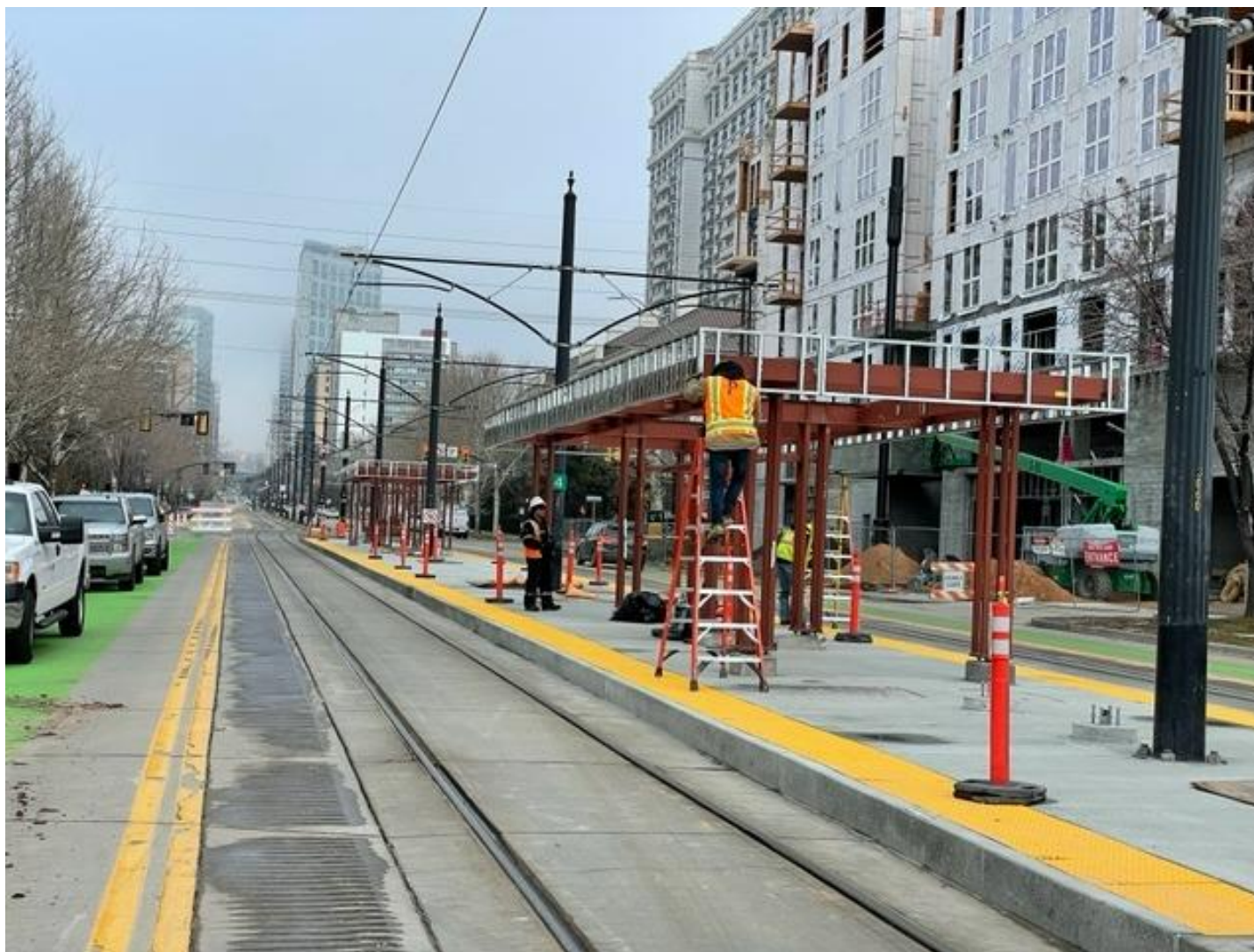


650 Trax Station

- Platform concrete completed
- Canopy construction is ongoing
- Waiting on long lead electrical components and pedestrian signal
- Scheduled to open end of March but may be pushed into April depending on when electrical components arrive.



650 South Station

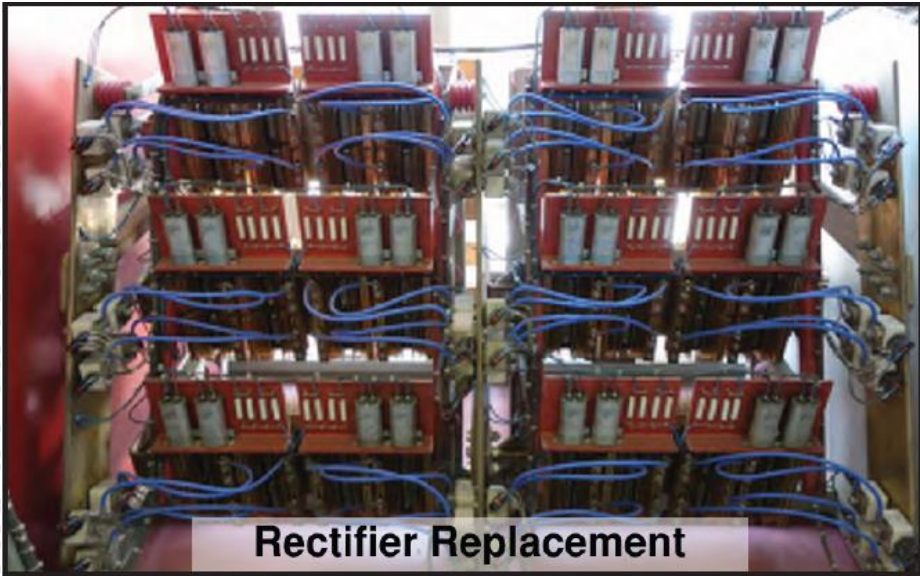


SGR Project- Traction Power Substation Rehabilitation

- This project will provide for the retrofit and rehabilitation of 18 of UTA's oldest substation facilities along the North South Blue line and University Red line
- 10 Locations will be upgraded from 1.5MW to 2.0MW to accommodate UTA's current and future demands.
- All 18 will be upgraded and connected to the UTA network to allow remote monitoring and control to provide a safer, more reliable system
- Design is underway and construction will begin in the summer



SGR Project- Traction Power Substation Rehabilitation



Capital Development

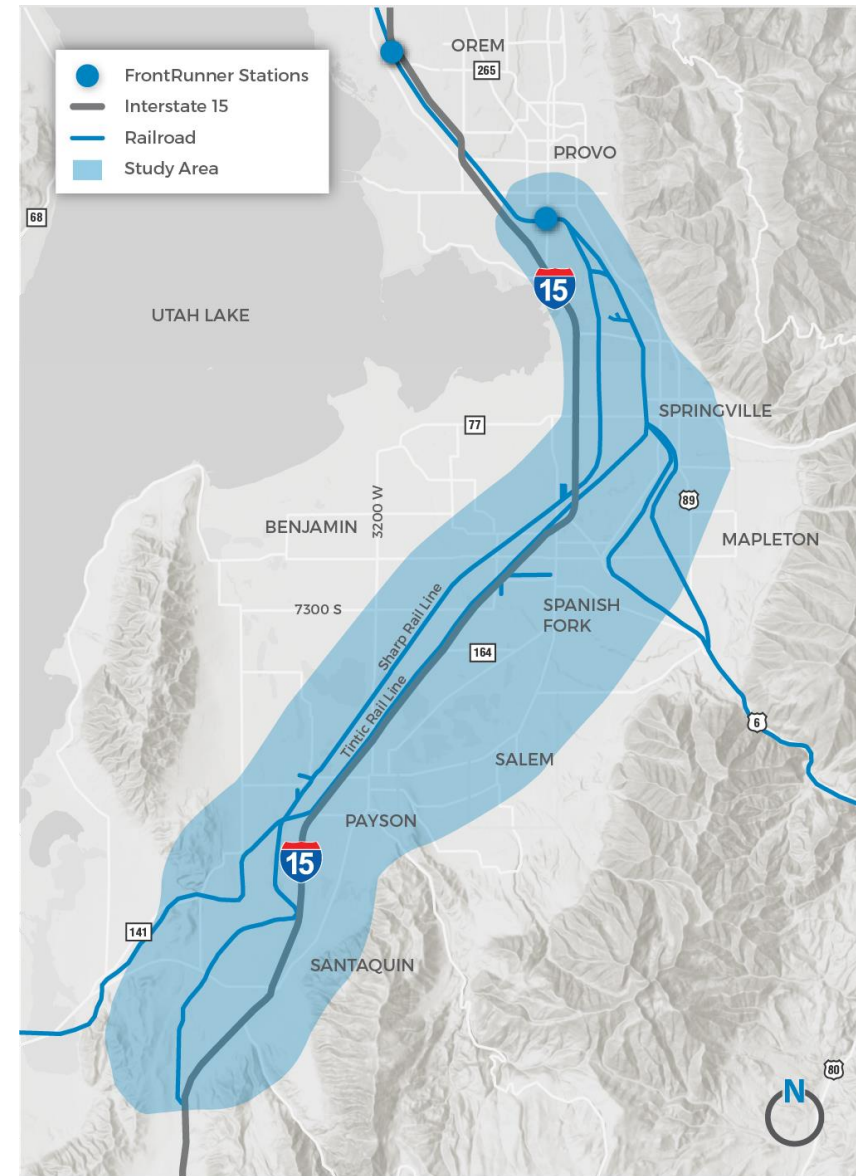
South Valley Transit Study



South Valley Transit Study

Purpose

- Evaluate high-quality transit improvements from Provo to Santaquin
- Select a Locally Preferred Alternative for transit (alignment and mode)
- Provide a transparent and collaborative process between all project partners



Study Area



Detailed Evaluation – Public Input



Community Events:

- 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)
- Virtual Public Meeting October 21st
~50 participants

To date:

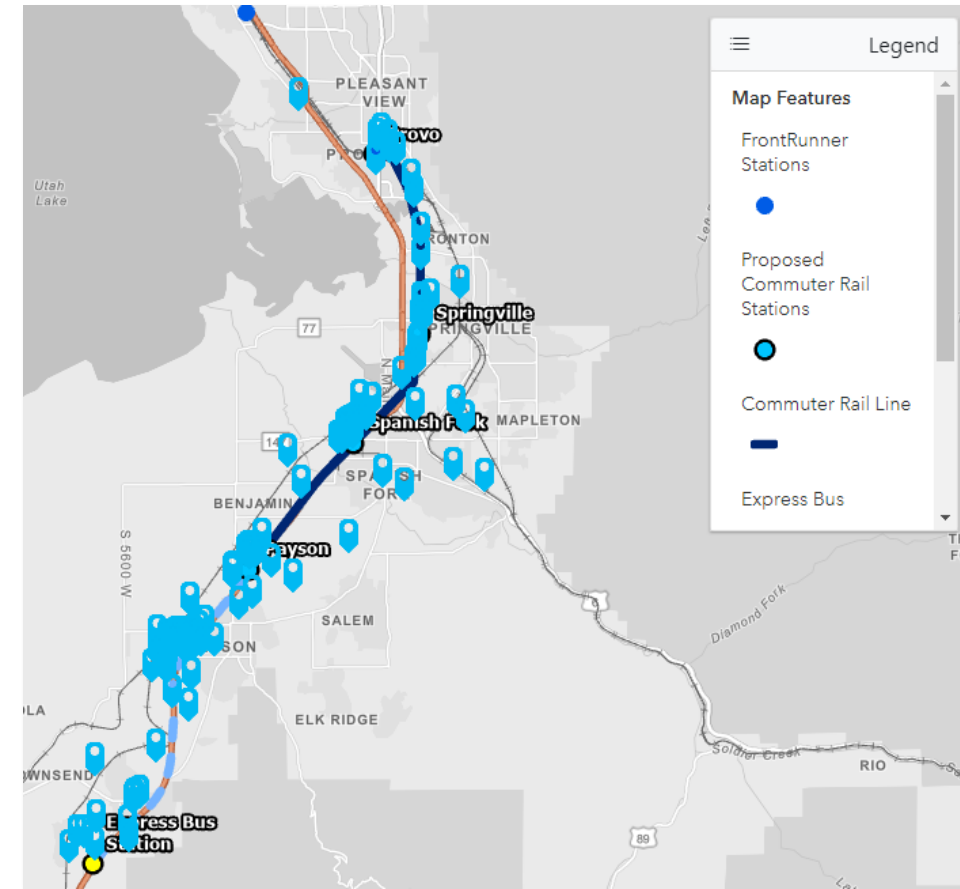
- 1,072 comments
- 5,562 website users
- 13,023 pageviews



Detailed Evaluation – Public Input

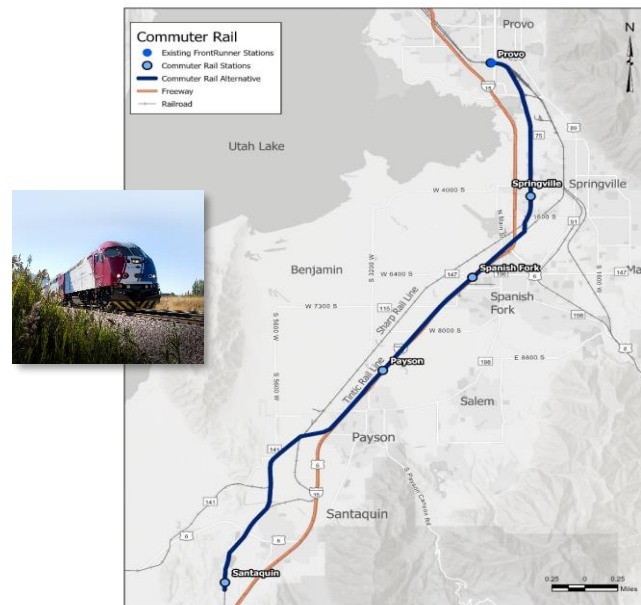
What did we hear?

- Very strong support for FrontRunner
 - Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service
 - Interest in high quality development at station areas with mix of uses
 - Support for expanded local bus service throughout south Utah County
- Opposition for transit in south Utah County was expressed (small percentage of overall comments)



Detailed Evaluation – Alternatives

Commuter Rail



Bus Rapid Transit



Bus Rapid Transit Design Option



Commuter Rail and Bus Rapid Transit share same alignment/station locations







Bus Rapid Transit Optional Design developed to reduce costs and impacts



South Valley Transit – Locally Preferred Alternative



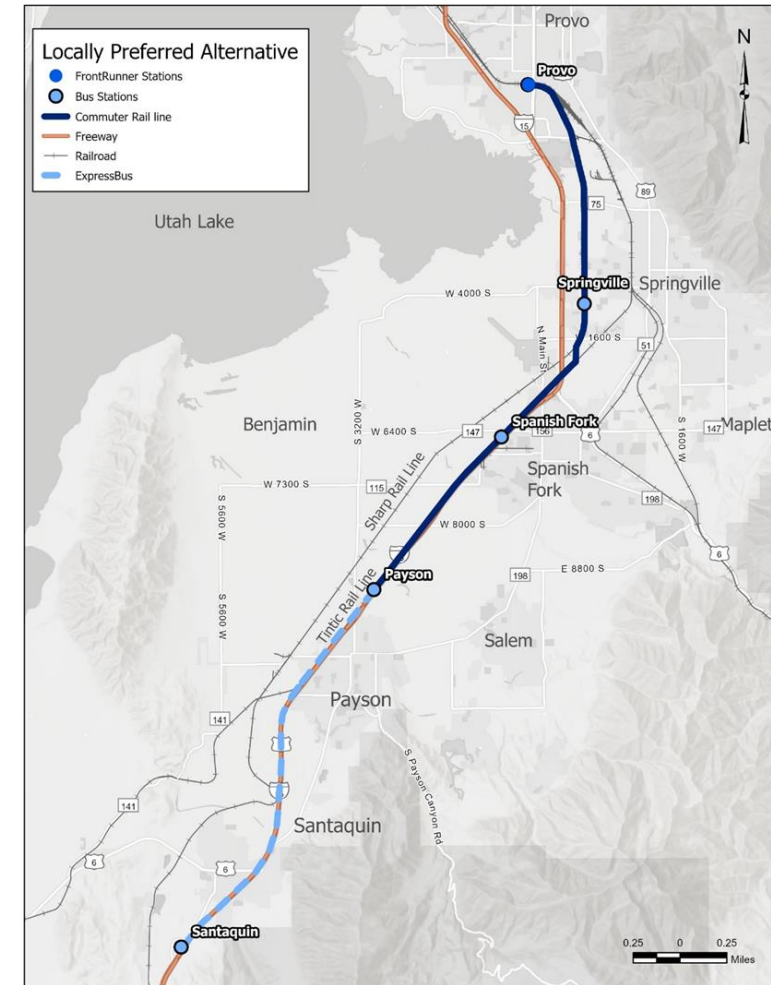
Why Commuter Rail?

-  Regional travel times
-  Ridership
-  Capital costs
-  Operation and Maintenance costs
-  Return on investment
-  Construction complexity



South Valley Transit – Locally Preferred Alternative

- **Accomplishments:**
 - Completed the South Valley Study with our Stakeholders
 - Adopted Resolutions in support from:
 - Santaquin, Payson, Spanish Fork, Springville.
- **Next steps:**
 - Final resolution from Provo (Scheduled in February 22)
 - UTA Local Advisory Council and Board approvals (Scheduled for June 22)
 - Procure Environmental team
 - Funding



Questions?

