

# **UTA Corridor Preservation Projects**

**Interim Transportation Committee**

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**Beth Holbrook and Hal Johnson**



# Regional Transportation Plan

- As the Wasatch Front's population continues to grow, transit service will have to expand to meet the demand
  - WFRC and MAG Regional Transportation Plans (RTP) identifies how the transit system will expand
  - Corridor preservation needs are identified in the plans



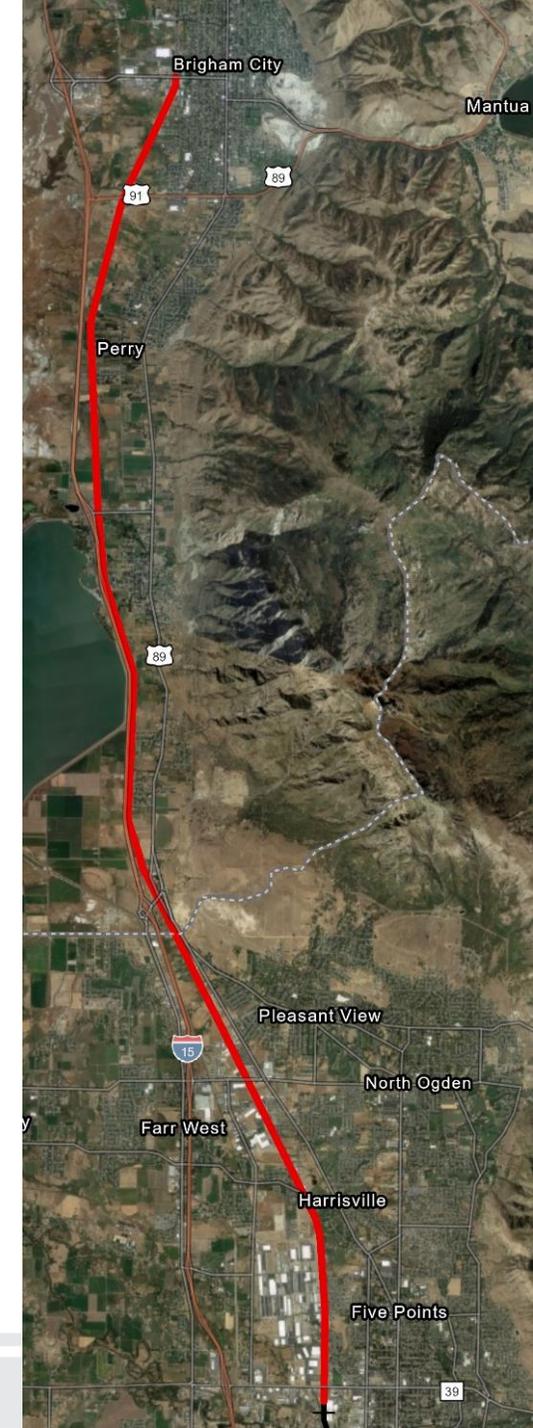
## Corridor Preservation Benefits

- Preserves the option for future transit investments
- Limits impacts by purchasing land before development occurs
- Reduces capital development costs
- Reduces conflicts with cities and developers



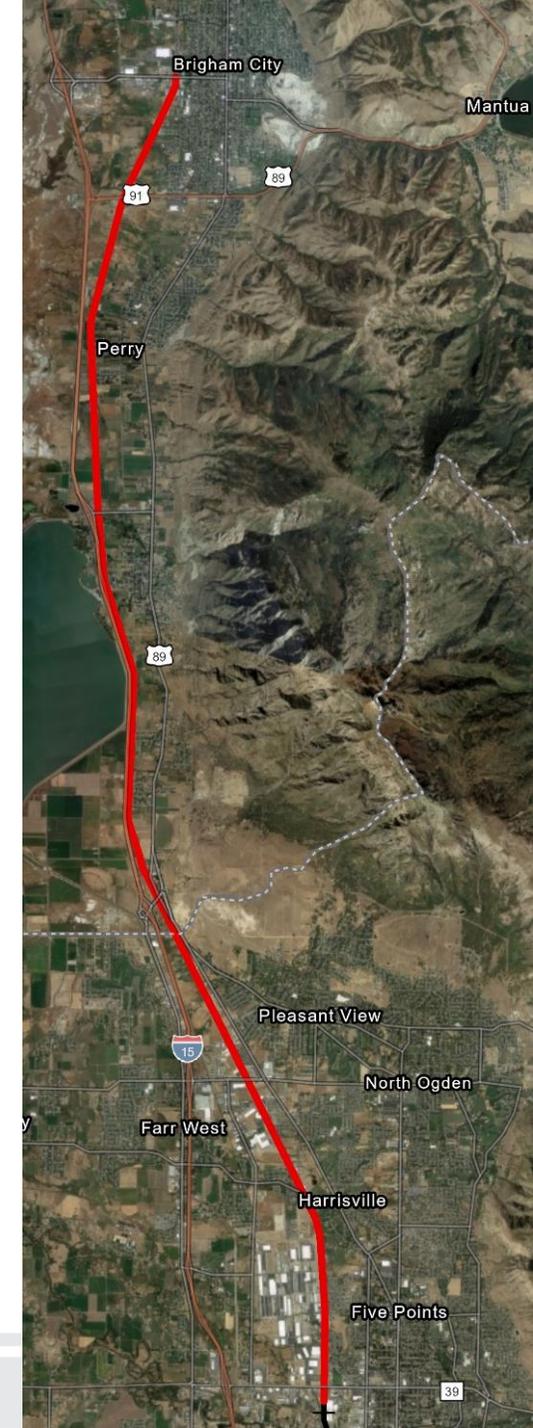
# Weber to Box Elder County Corridor Preservation

- The RTP identifies the need to preserve corridor for a future transit line between Ogden and Brigham City
- UTA is working to preserve corridor to the east of Union Pacific's track for future commuter rail
  - Total Project Length: 19.5 Miles

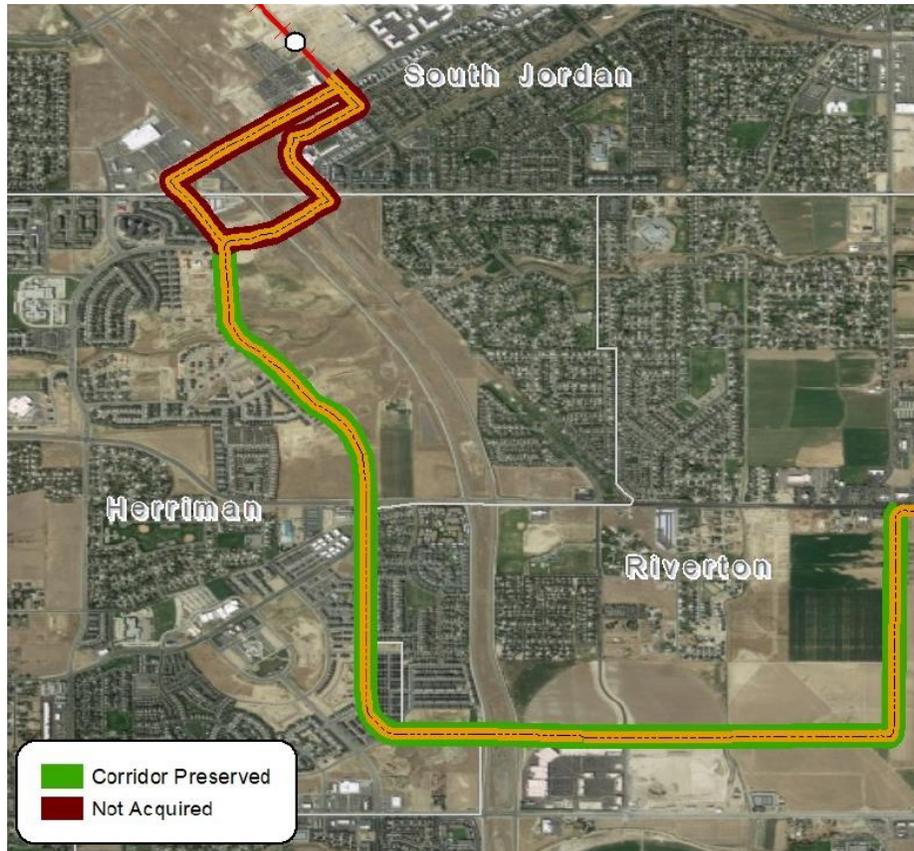


# Weber to Box Elder County Corridor Preservation

- In 2007 Box Elder County residents passed the second quarter local option sales tax to support the extension of commuter rail to Brigham City
  - Over \$9 million generated to date
  - Right of way preservation efforts in Box Elder County will be fully funded by 2026
- Ogden City received corridor preservation funds from Weber County to support the project
  - Additional funding needed: \$10-15M



# Mid-Jordan Extension – Corridor Preservation

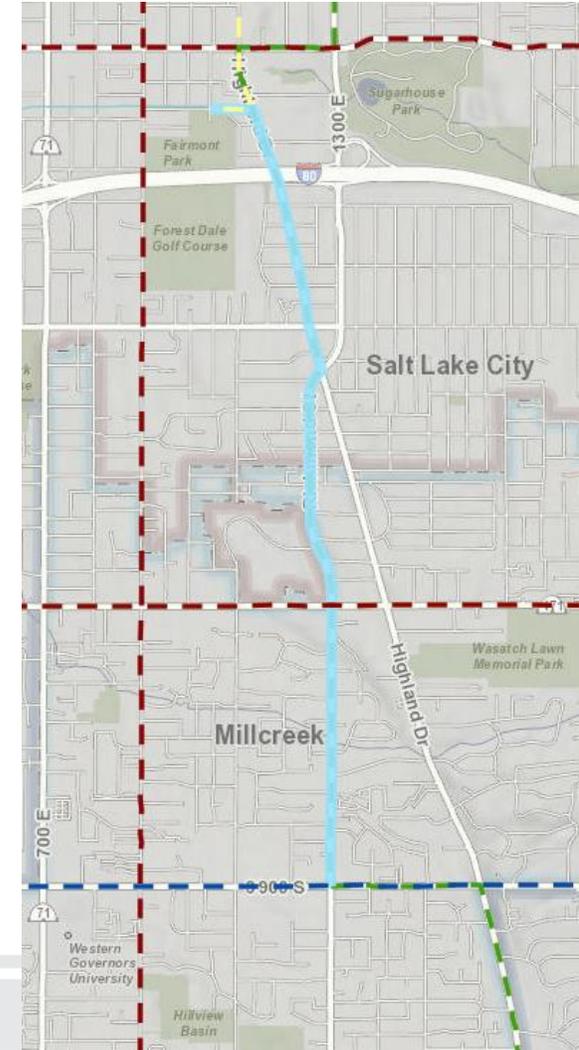


- Phase 1 project in the RTP
- Will preserve corridor for an extension of the red line to 12600 South & Bangerter Highway
  - Length: 4.9 miles
  - Phased Cost: \$3,037,000
  - Strong local support, municipalities have already preserved a portion of the corridor



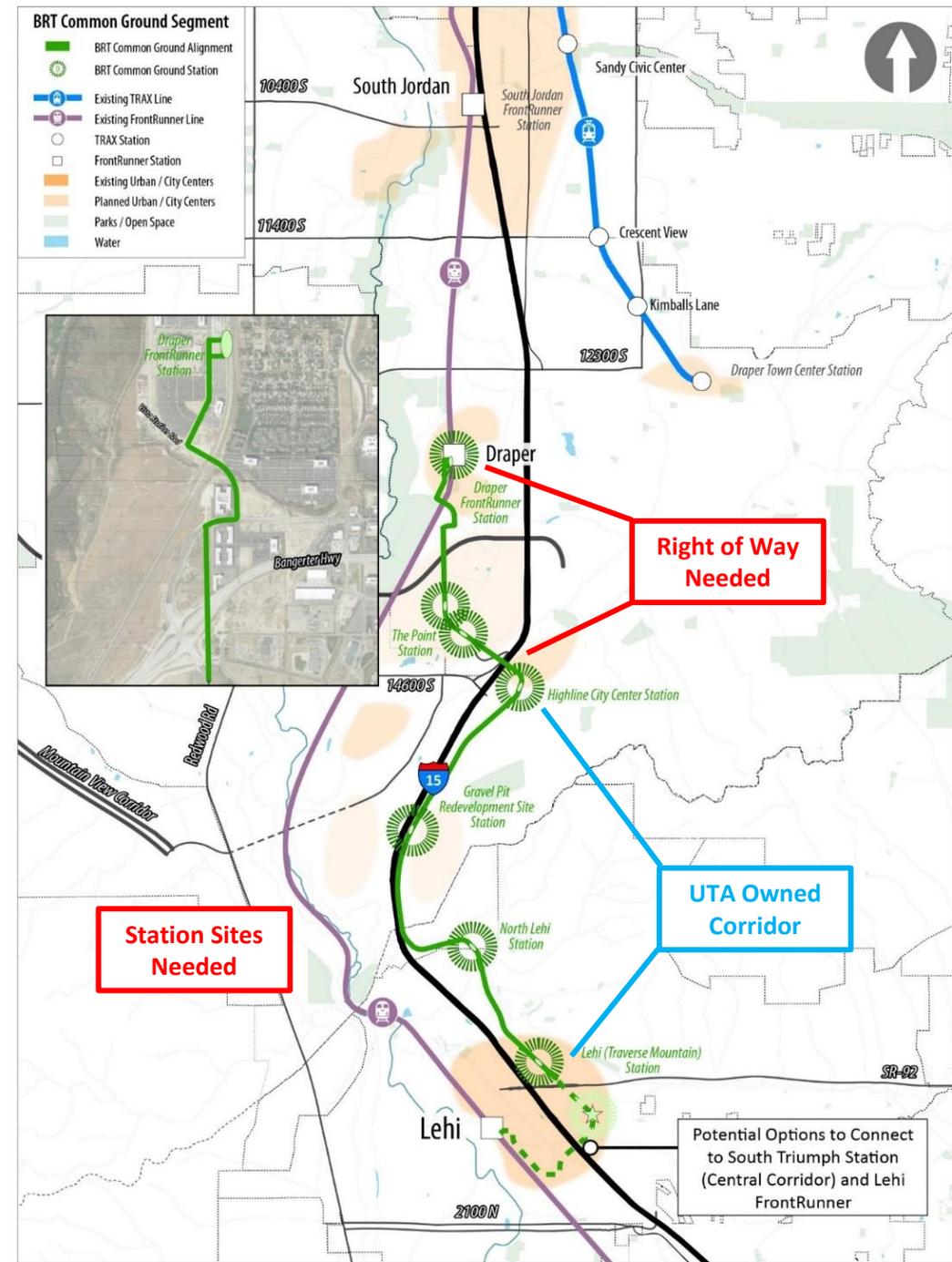
# S-Line Extension to Millcreek – Corridor Preservation

- Corridor preservation to extend the S-line streetcar into Millcreek identified as a phase 1 project in the RTP
  - Length: 3.1 miles
  - Phased Cost: \$1,677,000 (RTP noted cost)
- Additional planning efforts lead by SLC underway
  - Will determine the future of the streetcar system
  - Final routing options have not been selected

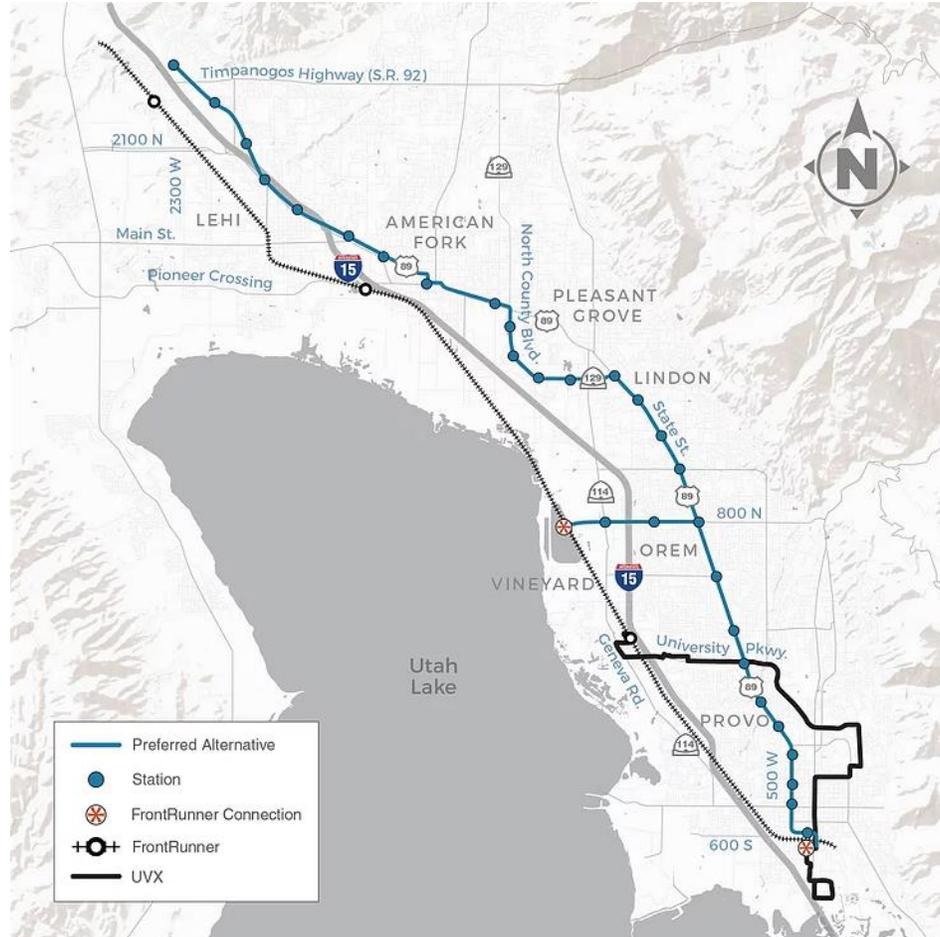


# Point of the Mountain

- The Point of the Mountain Transit Study was initiated in 2019 by UTA and a coalition of governments and stakeholders
- Bus Rapid Transit was identified as the best-performing and optimal transit technology for the corridor
- Right of way needs will be determined during the design phase of the project



# Central Corridor Study

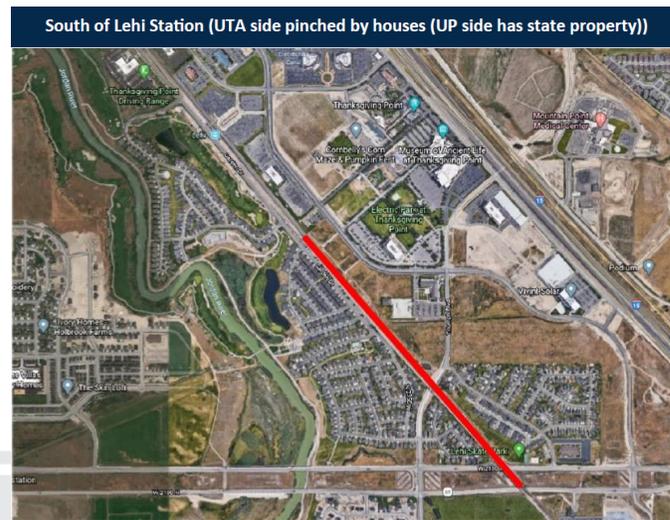
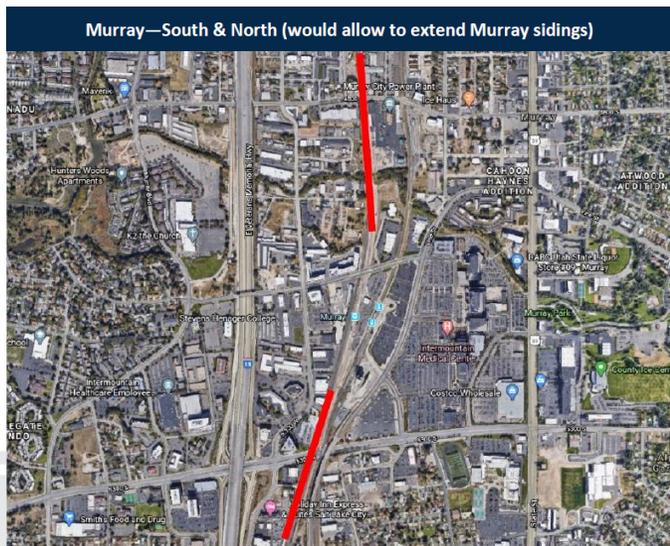
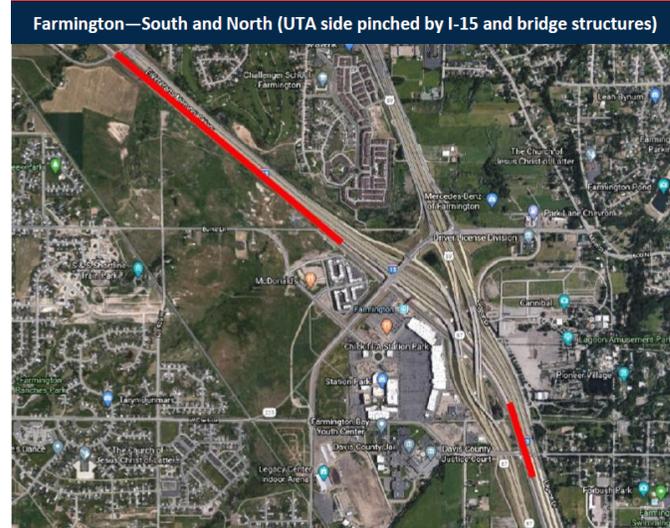
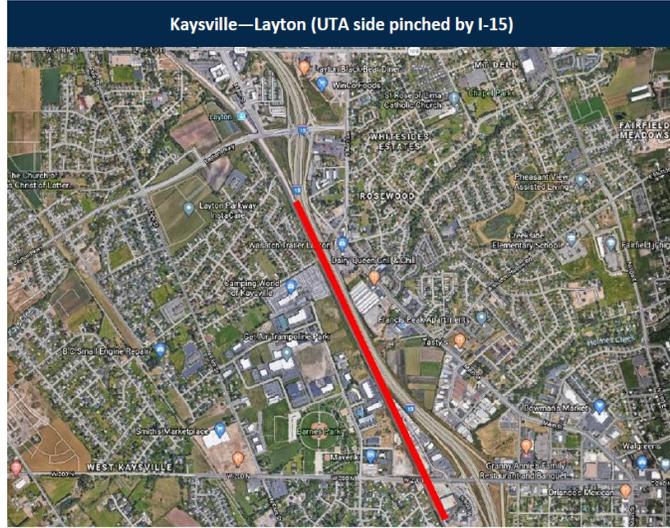


- Municipal partners in collaboration with MAG, UTA, and UDOT completed a study to evaluate options for providing faster, more frequent transit service between Lehi and Provo
- The Preferred Alternative includes a bus rapid transit line
- Right of way needs will be determined during the design phase of the project



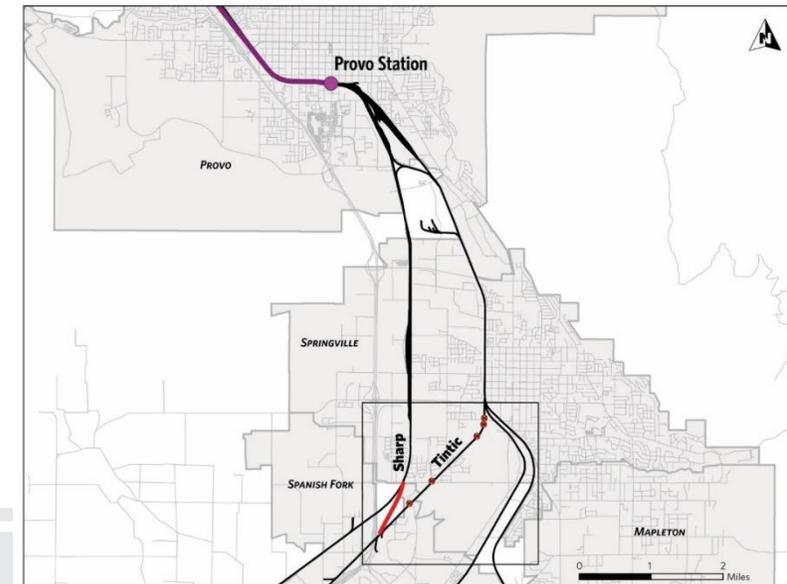
# FrontRunner Forward

Potential Areas for Double Tracking (additional analysis underway)



# Sharp/Tintic Railroad Connection

- UTA owns the Tintic Industrial Lead and a portion of the Sharp Subdivision railroad corridors, located south of Provo
  - These lines were purchased with the long term goal of extending commuter rail further south into Utah County
  - There is currently no connection between these lines, which is needed to allow for a future transit investment
  - This project will build new railroad tracks to connect the lines
  - Right of way being acquired
  - Additional funding is need for this project: \$1.5M +/-
    - Based on final design



# Depot District Expansion

- The Depot District, currently under construction, will replace the 45-year old Central bus garage and allow for expansion of bus service
  - Legislative funds were an important part of advancing this project
- It will initially be capable of storing and maintaining up to 150 buses expandable to 250 buses
- Additional property is needed for bus and employee parking to allow the facility to support 100 more buses
  - An estimated 4 acres is needed
  - The projected cost is \$6.1 million



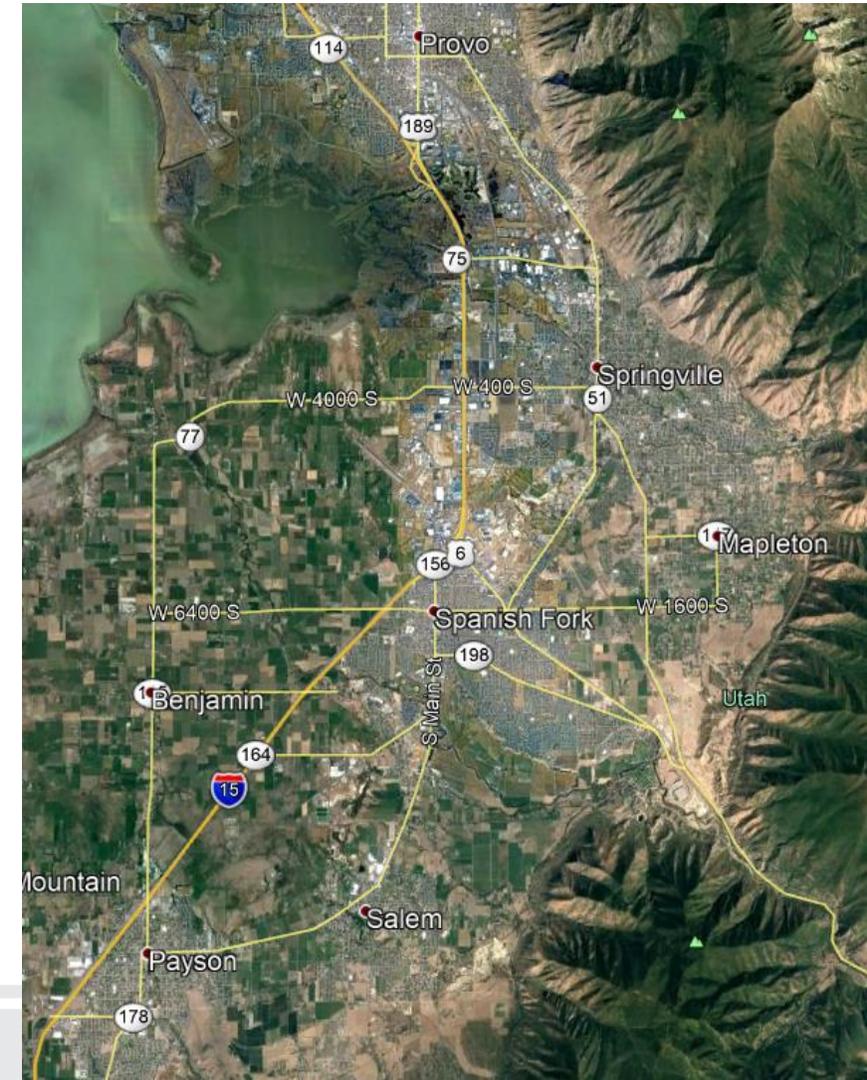
# Timpanogos Expansion

- The Timpanogos bus garage supports service in Utah County
- The facility will need to be expanded in the future to support the growing population in Utah County
  - Approximately 5.5 acres is needed
  - The projected cost is \$5.4 million



# FrontRunner South Extension Station Sites & Maintenance Facility

- The RTP includes the extension of commuter rail into Payson has a phase 1 project
  - UTA owns rail corridor from Provo to Payson
  - Right of way needed for station sites
- UTA's facilities strategic plan recommends that a small commuter rail maintenance facility be built in Utah County
  - The facility would support daily servicing of trains



# Thank You

Beth Holbrook ([BBHolbrook@rideuta.com](mailto:BBHolbrook@rideuta.com))

Hal Johnson ([HJohnson@rideuta.com](mailto:HJohnson@rideuta.com))

