

STATEMENT OF WORK

Utah Transit Authority Sharp-Tintic Railroad Connection Project Consolidated Rail Infrastructure and Safety Improvements Program (FY 2020)

I. BACKGROUND

The Sharp-Tintic Railroad Connection Project (the Project) will build approximately 7,400 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors in the cities of Springville and Spanish Fork, Utah. This connection will streamline freight access between the Provo Rail Yard and the businesses south of the connection, enable key public transit objectives, enable key public transit objectives, and improve local community accessibility and safety. Project partners are the Utah Transit Authority (UTA), the Utah Department of Transportation (UDOT), the Mountainland Association of Governments (MAG), and Union Pacific Railroad (UP), and the Project is supported by the Springville and Spanish Fork City Councils.

This Project will improve freight rail operations in Springville and Spanish Fork, Utah, by streamlining routes, increasing safety by reducing the number of at-grade crossings, and improving overall freight operations through a growing metropolitan corridor.

This project also will provide a route for future expansion of UTA's FrontRunner commuter rail service to southern Utah County by creating a connection between the Sharp and Tintic Railroad corridors. UTA owns the Tintic Railroad corridor from Springville south into Payson and owns the eastern half of the Sharp Railroad within the Project area. The Sharp-Tintic Connection will allow for future southward expansion of FrontRunner commuter rail service, the Project will create the potential to introduce new riders to FrontRunner and decrease the amount of single-occupant vehicles on the road.

The Tintic Railroad bisects a growing residential area in Springville and disrupts access between community services and commercial destinations across Springville and Spanish Fork. The new interconnection will re-route Union Pacific freight trains from the Tintic Railroad Line to the Sharp Railroad Line, bypassing and closing the current route through Springville residential areas and increasing safety by eliminating train traffic from six at-grade crossings. With this Project, Springville City will be able to reclaim access to the areas currently used for Tintic Railroad crossings.

II. OBJECTIVES

The Sharp-Tintic Railroad Connection Project will improve freight rail operations in Springville and Spanish Fork by streamlining freight access between the Provo Rail Yard and the businesses south of the connection, increasing safety by reducing the number of at-grade crossings, and improving the overall freight operations through a growing metropolitan corridor.

The secondary benefits of the Project include an improved quality of life and economic vitality through improved connectivity to transit, and the potential for a more cohesive land use pattern by closing a rail line that bisects fast-growing residential areas.

This project is necessary to support the future southward expansion of FrontRunner commuter rail service, which will create the potential to introduce new riders to FrontRunner and decrease

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the amount of single-occupant vehicles on the road. The region has plans to expand UTA's FrontRunner commuter rail service south to Payson with stations in Springville, Spanish Fork, and Payson. Additionally, an intermodal station planned for Spanish Fork could connect to a future bus rapid transit line.

III. PROJECT LOCATION

The Project is located in Springville and Spanish Fork, Utah. The cities are quickly developing and are located in the urbanized area of Provo-Orem. The Project will close the Tintic line from Canyon Creek Parkway in Spanish Fork to 700 South in Springville (mileposts 0.429 to 2.035). The Project will construct a new rail line to connect the Tintic line from Williams Lane to the Sharp line near 1600 South. See the project map in [Appendix A](#).

IV. DESCRIPTION OF WORK

The Project will close 1.6 miles of the Tintic line and construct a new connection from the Tintic line to the Sharp line to maintain freight rail operations north and south of Springville. The Project will close six at-grade crossings. The new connection will add approximately 1.4 miles of track. This project is a standalone project that is not part of a larger effort.

Task 1: Detailed Project Work Plan, Budget, and Schedule

The Grantee (UTA) acknowledges that work on subsequent tasks will not begin until the detailed project work plan, budget, and schedule have been completed and submitted to the Federal Railroad Administration (FRA), and the Grantee has received approval in writing from FRA. FRA will not reimburse the Grantee for costs incurred in contravention of this requirement.

Task #	Description	Total Cost	Percentage of Total Cost
1	Preconstruction Engineering	\$1,035,000	10%
2	Right of Way	\$988,000	10%
3	Utilities	\$100,000	1%
4	Construction (includes 10% contingency)	\$7,392,000	72%
5	Construction Engineering	\$517,000	5%
8	Change Order Contingency	\$126,299	1%
9	UDOT & UTA Oversight	\$160,000	1%
Total Project Cost (2020 estimate)*		\$10,318,299	100.0%

* Project cost amounts are rounded to the nearest dollar.

Task 1 Deliverables

- Detailed project work plan, budget, and schedule
- Project agreements between Springville City, Spanish Fork City, and UTA

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Task 2: Design

This task will develop final designs for construction. A preferred alignment has been identified and preliminary designs have been developed; however, they are not sufficient for construction.

Task 2 Deliverables

- Final design for construction

Task 3: Environmental

This task will complete the environmental clearances for the Project and acquire necessary permits.

Task 3 Deliverables

- Environmental document
- Permits

Task 4: ROW Acquisition

Right-of-way (ROW) acquisition is necessary for the Project. UTA will purchase the ROW for the new connection and maintain ownership of the closed portion of the Tintic line.

Task 4 Deliverables

- Parcels acquired for the new leads will be conveyed to UTA

Task 5: Construction

A new track will be constructed, connecting the Sharp and Tintic lines, and the at-grade crossings on the closed portion of the Tintic line will be removed.

Task 5 Deliverables

- New track
- Closure and removal of at-grade crossings on the Tintic line

Task 6: Project Closeout

A report will be submitted within 90 days of the end of the grant's period of performance and will describe the cumulative activities of the Project, including a complete description of the Grantee's achievements with respect to the project objectives and milestones.

Task 6 Deliverables

- Final performance report

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V. PROJECT SCHEDULE AND DELIVERABLES

For this project, it is estimated that the period of performance for all construction work will be approximately 8 months, from March 2022 to November 2022. This time estimate assumes that all preconstruction needs and project agreements are finalized in 2021.

The deliverables associated with this Grant/Cooperative Agreement are listed below. The Grantee must complete these deliverables to FRA's satisfaction in order to be authorized for funding reimbursement and for the Project to be considered complete.

Task #	Deliverable Name	Related Task	Due Date
1	Detailed project work plan, budget, and schedule	Detailed Project Work Plan, Budget, and Schedule	February 2021
1	Project agreements between Springville City, Spanish Fork City, and UTA	Detailed Project Work Plan, Budget, and Schedule	April 2021
2	Final Design for Construction	Design	May 2021
3	Environmental document	Environmental	April 2021
3	Permits	Environmental	October 2021
4	Parcels acquired for the new leads will be conveyed to UTA	ROW Acquisition	December 2021
5	New track	Construction	November 2022
5	Closure and removal of at-grade crossings on the Tintic line	Construction	November 2022
6	Final performance report	Project Closeout	May 2023

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VI. PROJECT ESTIMATE AND BUDGET

The total estimated cost of the Project is \$10.3 million, for which the FRA grant would contribute up to 37% of the total cost, not to exceed \$3.8 million. Any additional expense required beyond that provided in this grant to complete the Project will be addressed by the Grantee.

Project Estimate by Task

Task #	Task Name	Total Cost
1	Detailed Project Work Plan, Budget, and Schedule	Assumed as part of overall project budget
2	Design	\$1,786,000
3	Environmental	\$275,000
4	ROW Acquisition	\$988,000
5	Construction	\$7,269,299
6	Project Closeout	Assumed as part of overall project budget
Total Project Cost*		\$10,318,299

* Project cost amounts are calculated to adjust for inflation and are rounded to the nearest dollar.

Project Estimate Contributions

Funding Source	Project Contribution Amount	Percentage of Total Project Cost
FRA grant	\$3,800,000	37%
Local Match (FRA Grant)	\$1,026,307	10%
Other Federal	\$5,094,344	49%
Local match	\$397,648	4%
Total Project Cost*	\$10,318,299	100%

* Project cost amounts are calculated to adjust for inflation and are rounded to the nearest dollar.

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VII. PROJECT COORDINATION

The Grantee will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- UTA
- UDOT
- Springville City
- Spanish Fork City
- Mountainland Association of Governments
- UP
- FRA

VIII. PROJECT MANAGEMENT

The Grantee and project partners will be responsible for facilitating the coordination of all activities necessary to implement the Project. Upon award of the grant, the Grantee will monitor and evaluate the Project's progress through regular meetings scheduled throughout the period of performance. The Grantee will:

- Participate in a project kickoff meeting with FRA.
- Complete necessary steps to hire a qualified consultant and/or contractor to perform the required project work.
- Hold regularly scheduled project meetings with FRA.
- Inspect and approve work as it is completed.
- Review and approve invoices as appropriate for completed work.
- Perform a project close-out audit to ensure contractual compliance and issue a close-out report.
- Submit to FRA all required project deliverables and documentation, including periodic receipts and invoices, on time and according to schedule.
- Comply with all FRA project reporting requirements, including but not limited to:
 - a. Status of project by task breakdown and percent complete
 - b. Changes and reason for change in Project's scope, schedule, and/or budget
 - c. Description of unanticipated problems and any resolution since the immediately preceding progress report
 - d. Summary of work scheduled for the next progress period
 - e. Updated project schedule