

Corridor Preservation

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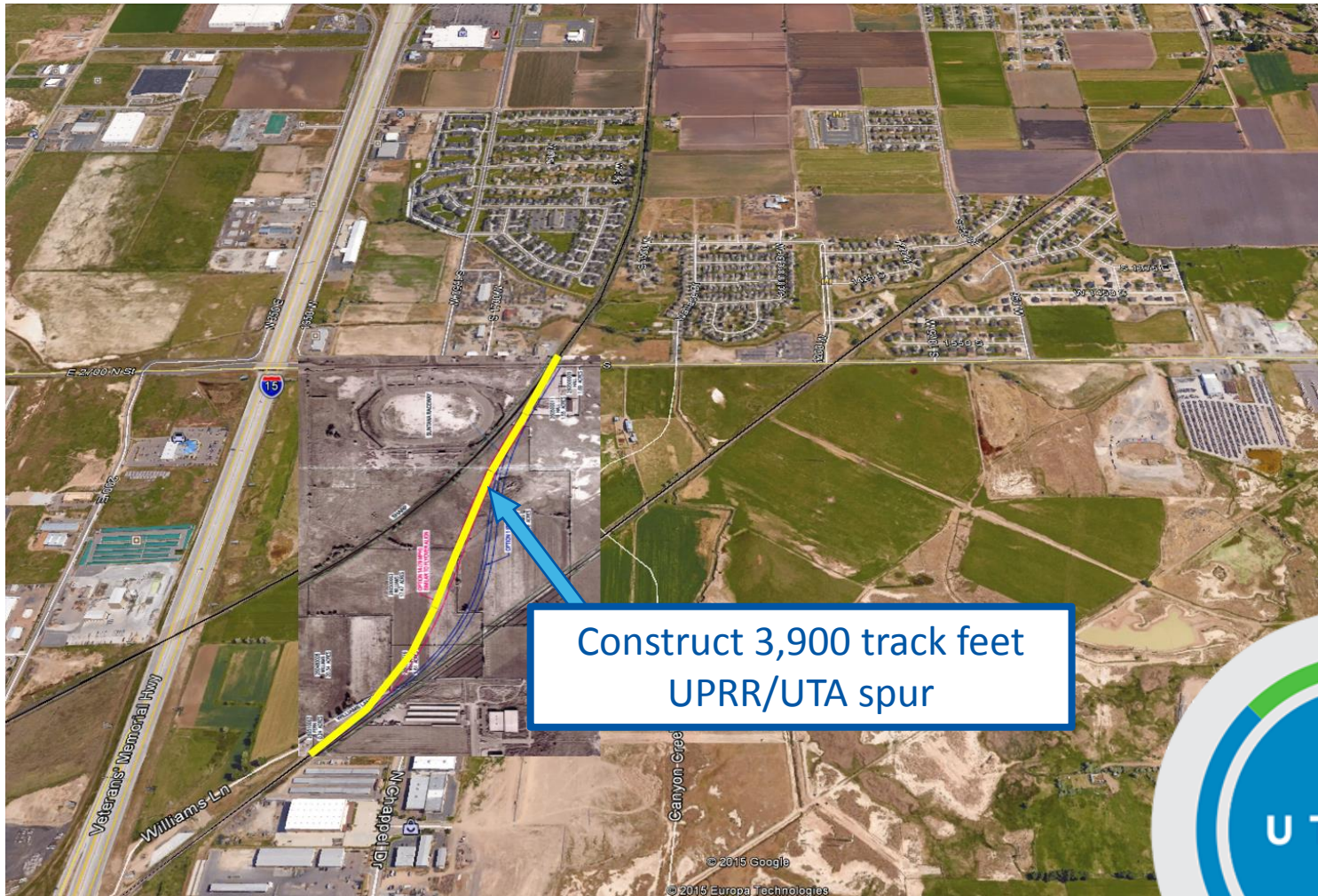
Utah Transit Authority Interim Executive Director



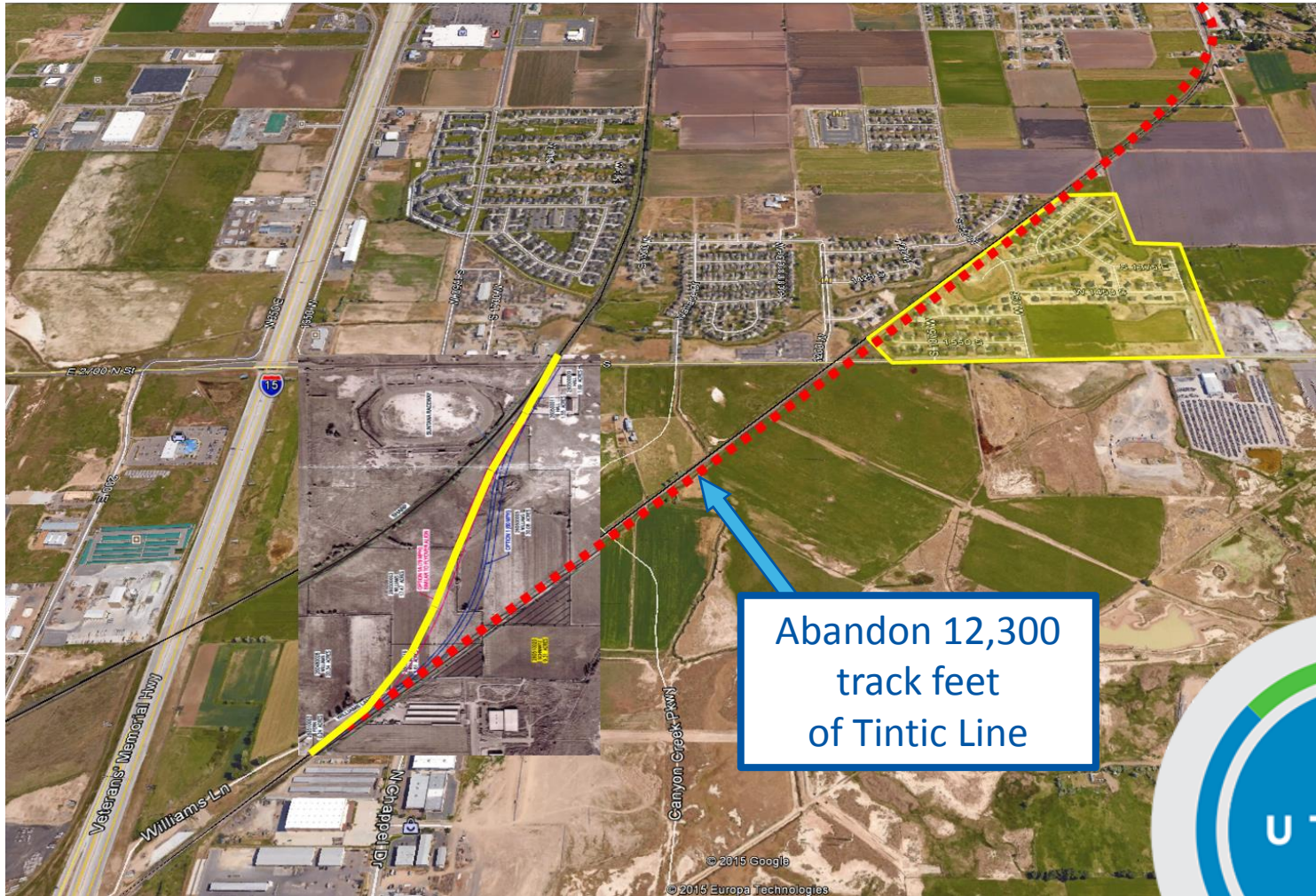
Vineyard



UPRR/UTA Spur: Tintic Industrial Lead Realignment



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Corridor Preservation: Future of FrontRunner

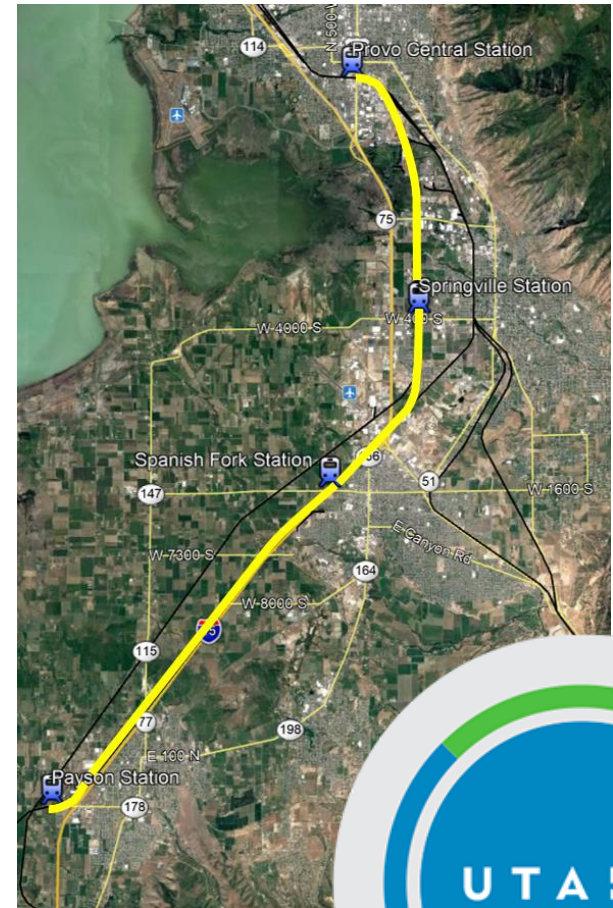
- Low investment scenario
 - 10 miles of additional double track
 - North of Vineyard siding, 1700 South (Salt Lake siding), Woods Cross to Centerville, South Jordan to Draper, north and south of Lehi
- High investment
 - 24 miles of additional double track (in addition to 10 miles in minimum investment scenario)
 - Draper South, 1800 North siding to Woods Cross, Murray Central South, American Fork North, Clearfield North, Farmington to Kaysville siding, Kaysville siding to Layton, Ogden to Roy, Roy South, Provo to Orem
- Fully double tracked system
 - Remaining single track sections



Payson Extension Definition

(all scenarios except future positive train control baseline)

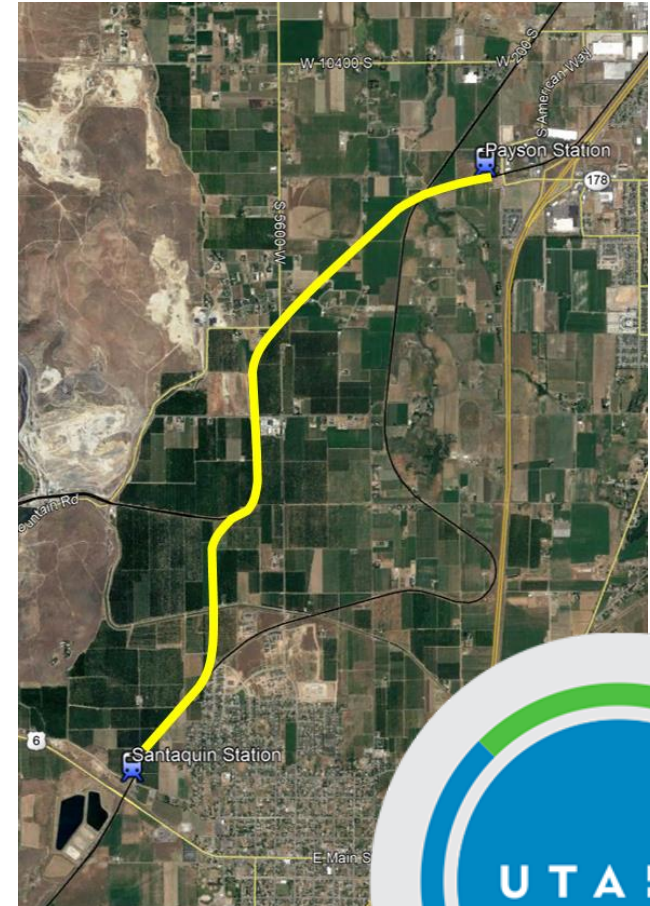
- Adds stations at Springville, Spanish Fork and Payson
- Includes 16.6 miles of additional mainline track, and 0.8 mile passing siding at Spanish Fork
- Payson two-track terminal
- Utilizes Tintic Bypass to transition from one corridor to another north of Spanish Fork



Santaquin Extension Definition

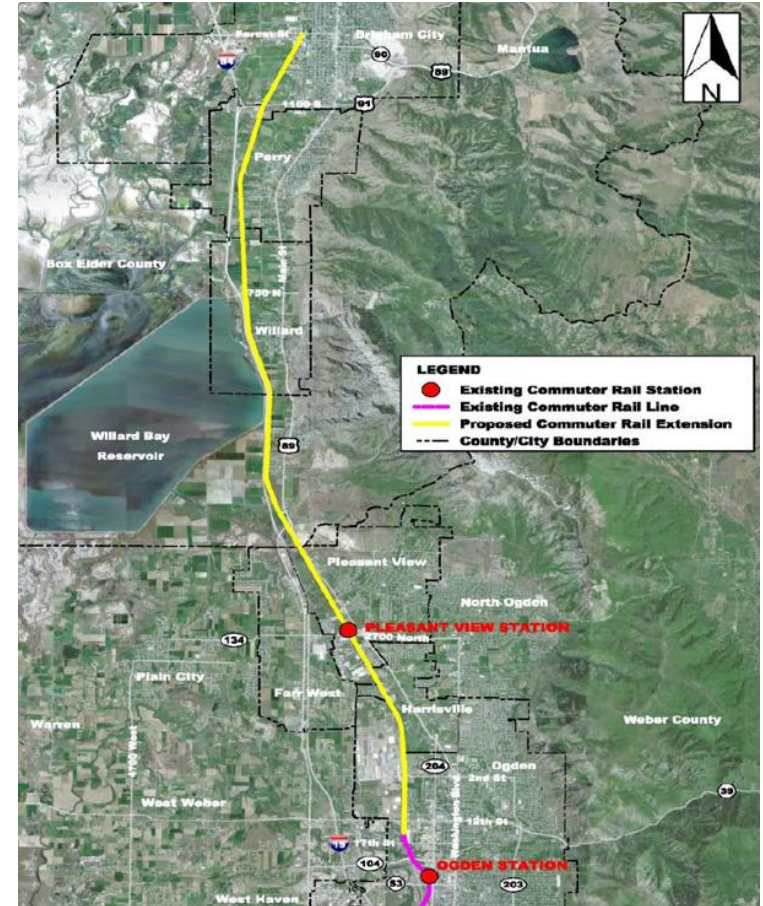
(high investment with infill stations scenario)

- One station extension from Payson to Santaquin
- 4.5 miles of additional mainline track
- Two-track terminal at Santaquin



Brigham City Extension Definition (high investment with infill stations scenario)

- Restores station at Pleasant View, adds stations at BDO, Willard, and Brigham City
- Includes 19.7 miles of additional mainline track, and 0.8 mile passing siding at Pleasant View
- Brigham City two-track terminal
- Avoids use of Union Pacific due to freight train interference and lack of PTC compatibility



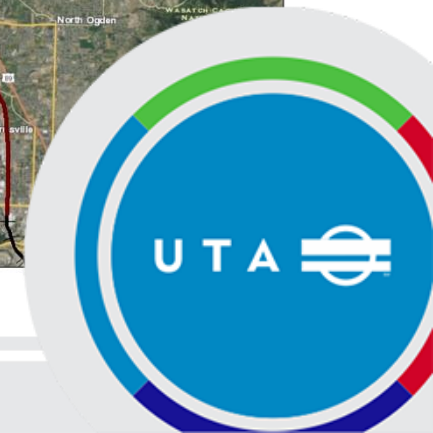
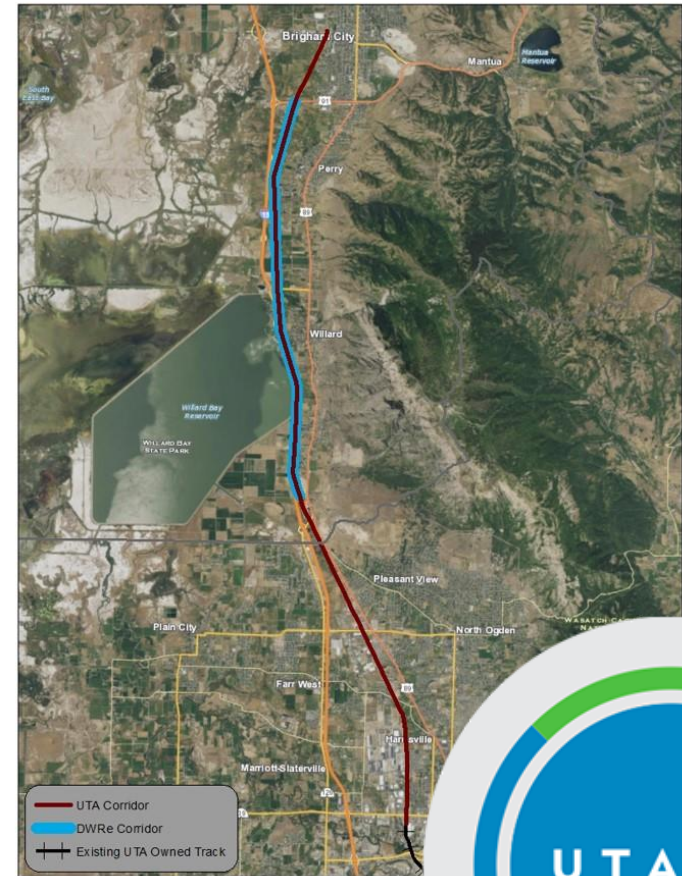
Corridor Preservation: Weber to Box Elder County

- In 2007 Box Elder County residents passed the second quarter sales tax to support the extension of commuter rail to Brigham City
 - Over \$7 million as been accumulated to date
- The 2015-2040 Regional Transportation Plan identified 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
- The Utah Division of Water Resources (DWRe) is also working to preserve corridor for future water utilities in Box Elder County
 - This would run adjacent to Union Pacific and UTA's future corridor for approximately 9.4 miles
 - UTA and DWRe will work to jointly preserve right of way



Corridor Preservation: Weber to Box Elder County

- Total project length: 19.5 miles
 - UTA will obtain a 40-foot corridor
 - DWRe will obtain a 100-foot corridor
- UTA can use the Box Elder County sales tax to begin acquiring property from willing sellers
- Ogden City has applied for corridor preservation funds from Weber County to support the project
- A contractor is being procured to complete surveying work which will better identify the corridor



Final Questions?

