

Vineyard Station / UTA FrontRunner Double Tracking

Project History / Current Facts:

- Track layout was designed (2009) and built (2012) using then-current standards to accommodate a future station at Vineyard.
- Utah State Legislature appropriated \$4 Million for Vineyard Station in 2018 Session. UDOT has been managing the work with UTA coordination.
- UTA was federally mandated to implement Positive Train Control (PTC) (expensive equipment, hardware & software— slows commuter rail system down).
- UTA recently completed technical study “Future of FrontRunner” that modeled commuter rail system and shows key areas needed for double track—2 miles north of Vineyard identified as #1 location.
- Additional modeling shows Vineyard station cannot be serviced without double track 2 miles north of station. Otherwise, massive delays occur along FrontRunner.

Estimated Cost and Funding Plan

Total Cost: \$9.6 Million (construction year: 2020)

Proposed Resources:

State of Utah: \$6.0 M

Remainder : \$3.6 M

- ◇ UTA Funds
- ◇ Federal Funds (CMAQ/STP)
- ◇ TTIF (Thru UDOT)
- ◇ State Infrastructure Bank (SIB) Loan
- ◇ Utah County 4th Quarter

