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**

<table>
<thead>
<tr>
<th>Total Cost: $9.6 Million (construction year: 2020)</th>
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<tbody>
<tr>
<td>Proposed Resources:</td>
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<tr>
<td>State of Utah: $6.0 M</td>
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<tr>
<td>Remainder: $3.6 M</td>
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- UTA Funds
- Federal Funds (CMAQ/STP)
- TTIF (Thru UDOT)
- State Infrastructure Bank (SIB) Loan
- Utah County 4th Quarter