

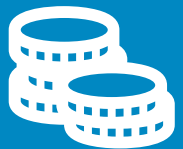


FrontRunner Forward

Program Update for
IGG Subcommittee

October 19, 2021





Funding from State Legislature

- HB 433 & HB 1008 passed Summer 2021
- **\$300 million** Funding to **Double Track Strategic Sections** of FrontRunner including:
 - **\$68 million** – Legislative Appropriation
 - **\$232 million** - General Obligation Bonds (UTA repays bond debt of \$5 million per year for 15 years)
- MOU is being developed with UDOT





Program Milestones & Accomplishments

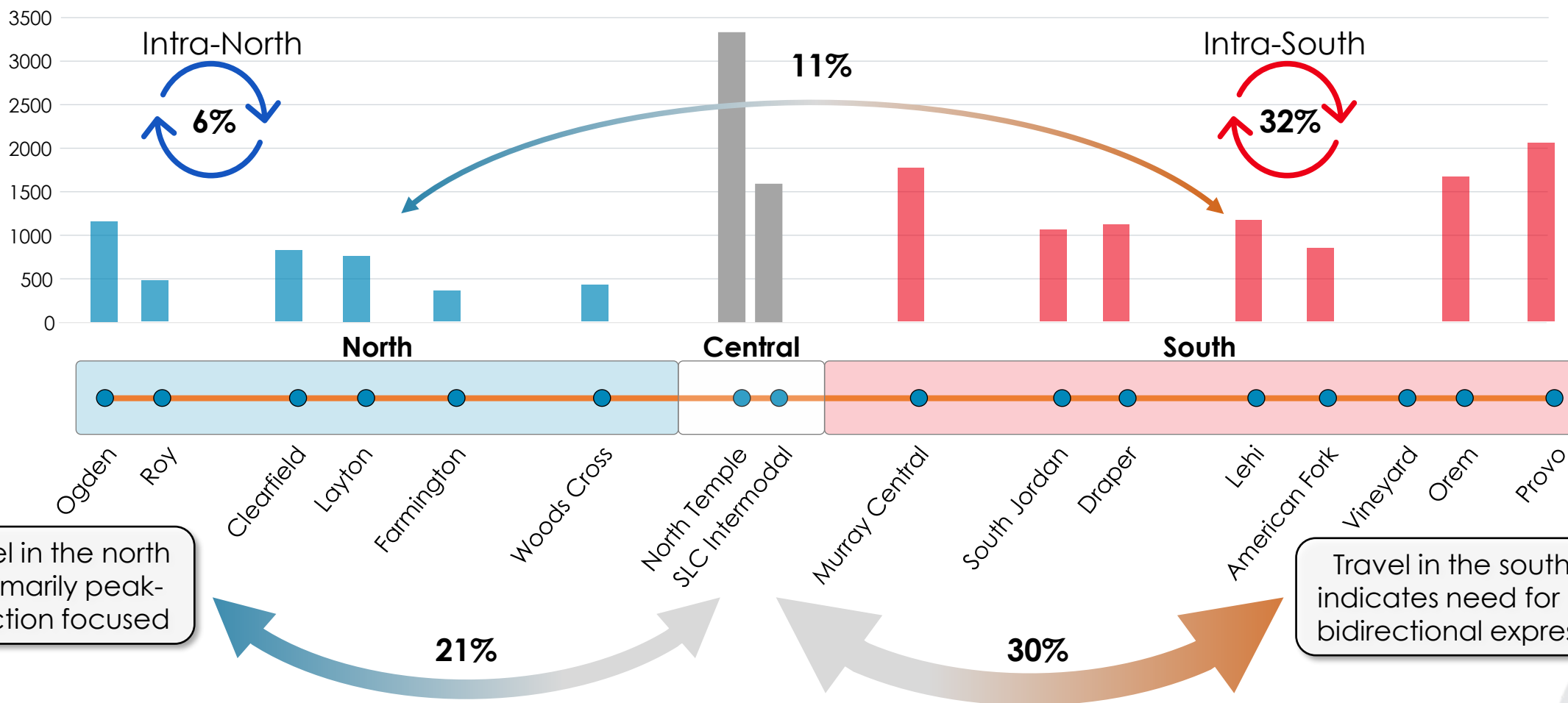
UTA has accomplished many steps on the FrontRunner Forward Program, including:

- ✓ Dedicated **Program Management Team** focused on FrontRunner
- ✓ **Completed Operational Analysis**
- ✓ Identified and begun Preliminary Engineering Design of **Strategic Double Track Segments and Signal Improvements**
- ✓ Implemented **Grade Crossing Upgrades** from Ogden to SLC
- ✓ Added Dedicated Resources **Expedite Environmental Clearance and Final Design**





Existing Demand (2019)



Travel in the north is primarily peak-direction focused

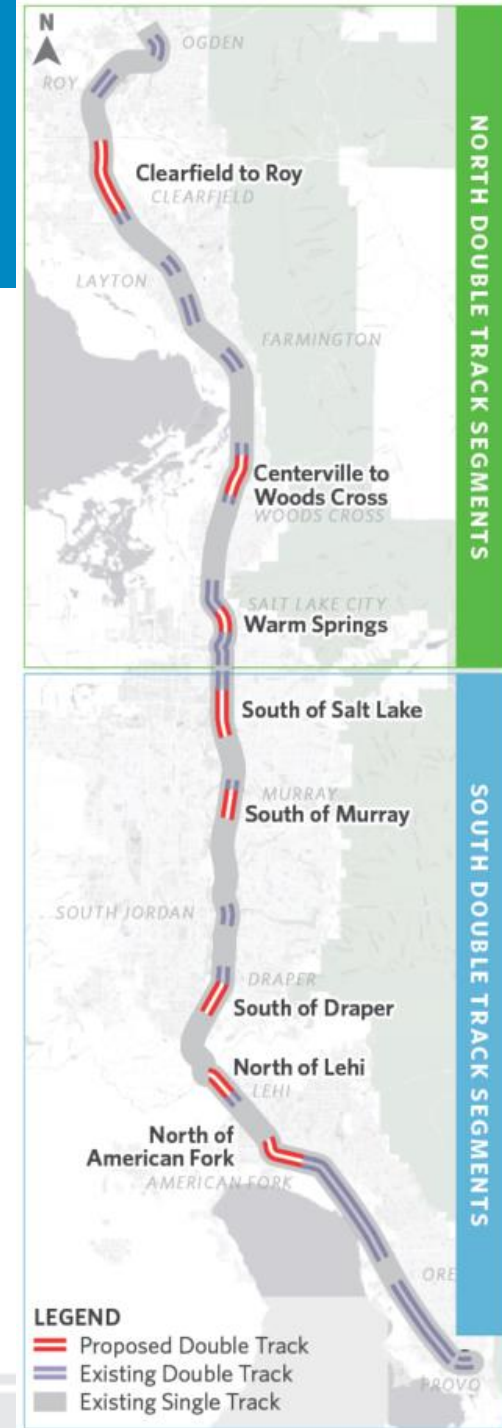
Travel in the south indicates need for a bidirectional express





Current Study Options

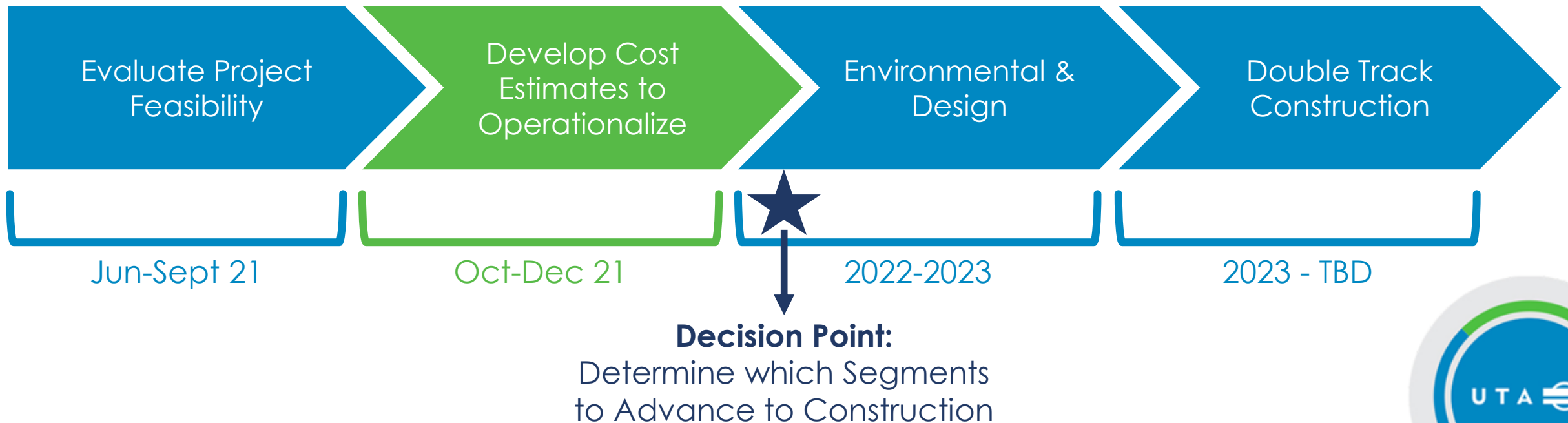
- **Double Track for 8 Segments (\$300-\$325M)**
 - Provides Framework for Service
 - Does Not Operationalize Service
- **Potential Outcomes**
 - Express Service in North (3 Segments)
 - More Frequency throughout System (+3 Segments)
 - Express Service in South (+2 Segments)
- **Requires Train Sets, Station Platform Modification, and Signal System Upgrades to Operationalize (Cost TBD)**





Next Steps

- Develop Cost Estimates for Operationalizing Potential Outcomes
- Conduct Environmental & Design for Double Track Segments
- Complete Strategic Investment Plan
- Identify Additional Funding Needs





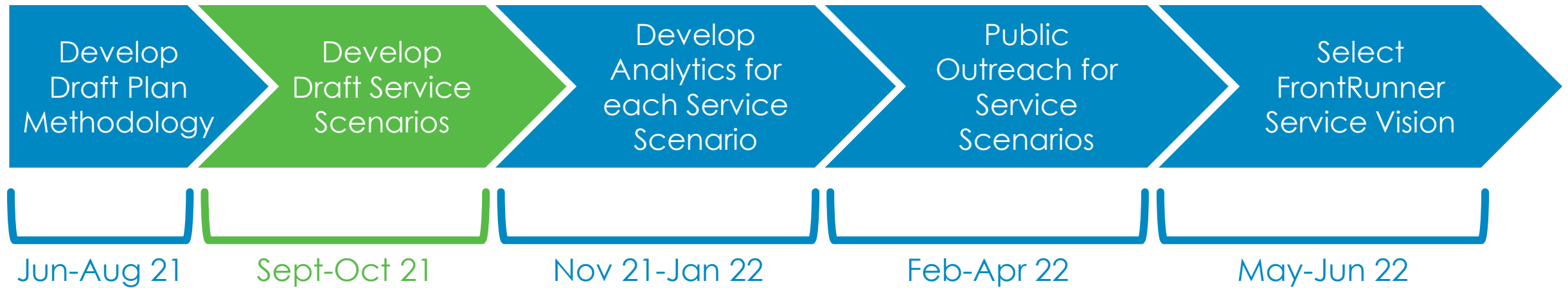
What the Strategic Investment Plan will Study



1. Long-term Service Vision for FrontRunner
2. Improvements needed for Faster, more Frequent Service
 - Additional Double Tracking
 - Signal System Upgrade
 - Station Platforms to accommodate Faster Trains
 - Areas to Coordinate with UDOT
 - New Fleet Strategy
 - Grade Crossing Upgrades
3. Economic Development Opportunities



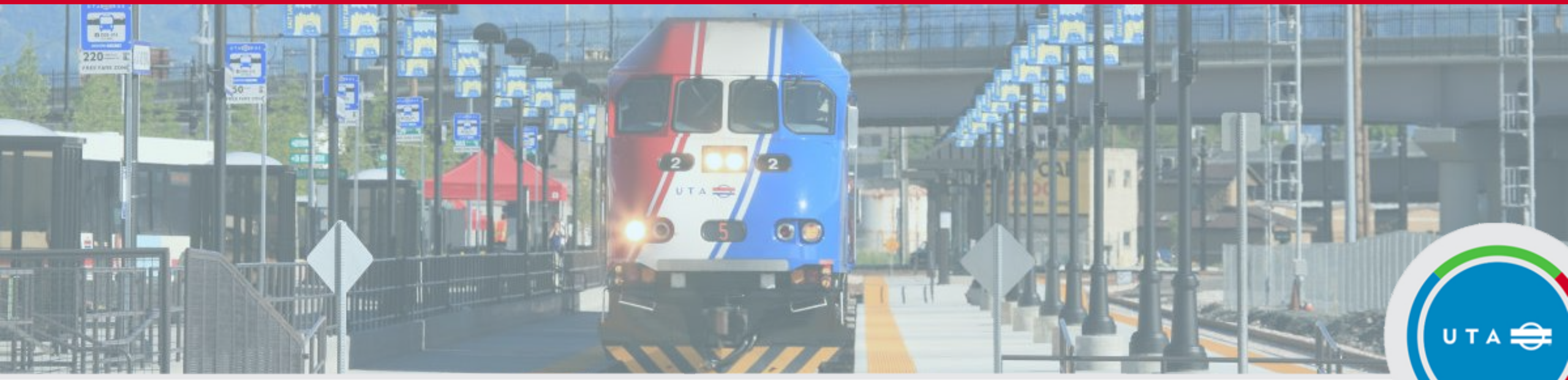
Strategic Investment Plan Timeline



An aerial photograph of a high-speed train, the Front Runner, stopped at a station. The train is blue, white, and red, with "FRONT RUNNER" and "UTAH" visible on its side. A large group of people is gathered on the platform in front of the station building. The station has a sign that says "Vineyard Station" and "Coming Soon". In the background, there are snow-capped mountains under a clear blue sky.

Questions?

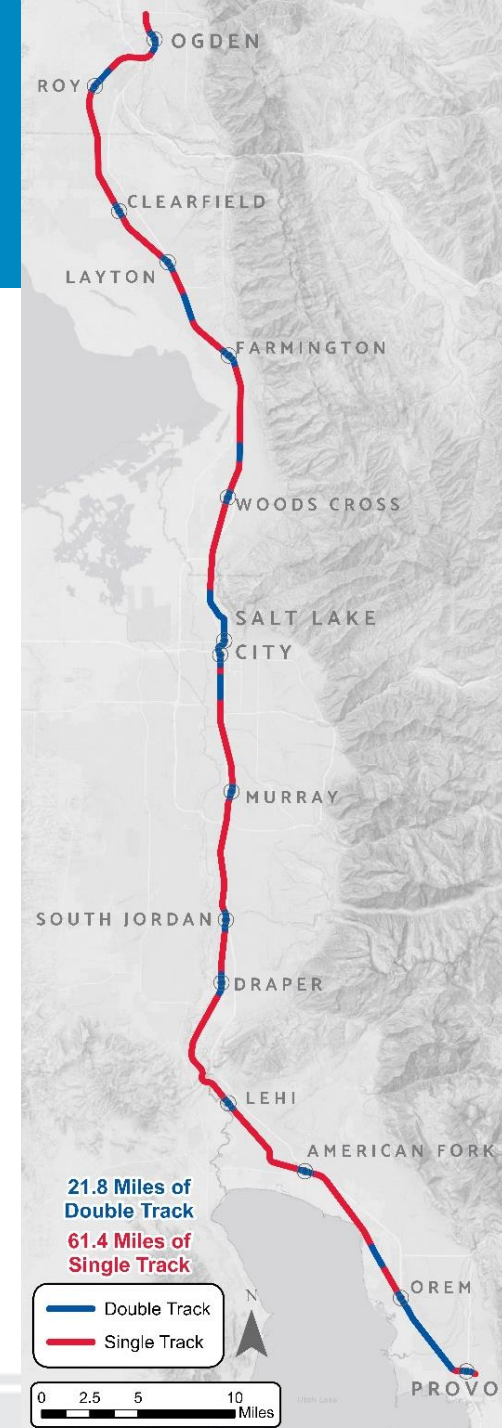
Supplemental Slides





Current FrontRunner System

- Current Frequency
 - **30-min Peak** Service
 - **60-min Off-Peak** Service
- System is **Mostly Single Track Segments**
 - 61.4 miles of **Single Track (74%)**
 - 21.8 miles of **Double Track (26%)**
- Single Track presents Logistical Challenges that can **Slow Service**
 - A Delay at One Point can cause **Delays throughout the System**





UDOT Partnership Opportunities

- Collaborating with UDOT to **Improve Project Delivery and Minimize Costs**
 - Three (3) Near-Term Projects to Facilitate Future Double Track:
 - West Davis Corridor
 - Shepard Lane Interchange
 - I-15 Davis County EIS
- Will continue **Close Coordination** with Partners across the System

