

# Transportation Interim

September 18, 2023

# FrontRunner Update



# FrontRunner Update

## Current Projects

- FrontRunner Strategic Doubletrack
- The Point FrontRunner Station

# FrontRunner Strategic Doubletrack



# FrontRunner Strategic Double Track

**WHAT GROWS  
RIDERSHIP?**



## **FREQUENCY**

Trains arrive often  
throughout the day

---

Fewer missed trains

---

Riders don't have long waits



## **RELIABILITY**

Trains arrive and  
depart on time

---

Riders can depend  
on trains and don't miss  
connections



## **TRAVEL TIME**

Competitive travel time to cars

---

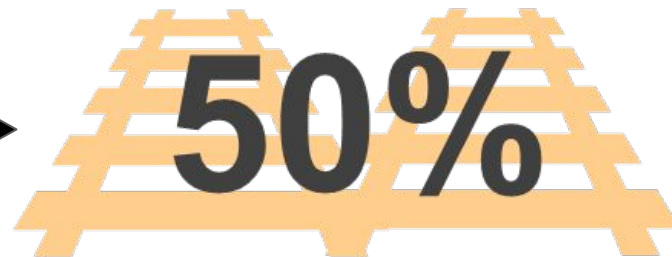
No long wait times  
for passing trains

# FrontRunner Strategic Double Track

SERVICE TYPE	CURRENT SERVICE	GOAL SERVICE
ALL DAY	60 MINUTE → 30 MINUTE	30 MINUTE
PEAK HOUR	30 MINUTE → 15 MINUTE	15 MINUTE



DOUBLE  
TRACK  
SECTIONS



DOUBLE  
TRACK



ADDITIONAL  
TRAINS

LEGEND  
— Proposed Double Track  
— Existing Double Track  
— Existing Single Track



Last Updated: August 22, 2022

# FrontRunner Strategic Double Track

## Capital Investment Grant Program (CIG)

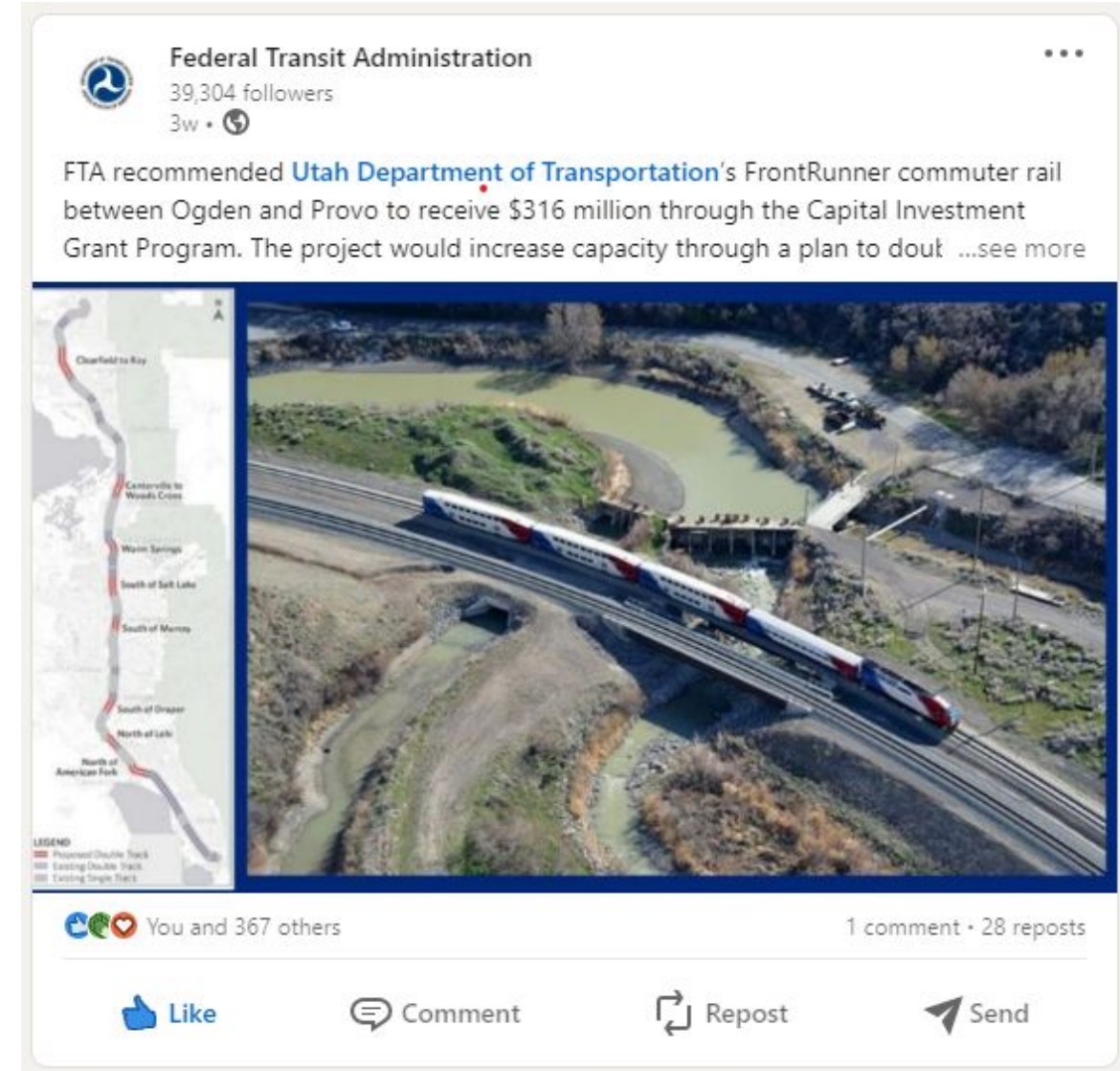
Project Estimate: \$966m

- \$370M\* state funding (appropriated)
- \$75M UTA funding (appropriated)
- \$671M federal funding (requested)

*\* Includes \$150M Project Contingency*

*FTA Recommended:*

- *\$316m in FY24 president's budget*



# FrontRunner Strategic Double Track

- Currently in the Project Development phase of the Capital Investment Grant (CIG) Core Capacity program
- Begun official coordination with FTA and their Project Management Oversight Consultant (PMOC)
- Selected and contracted with a program manager



# FrontRunner Strategic Double Track

## Schedule

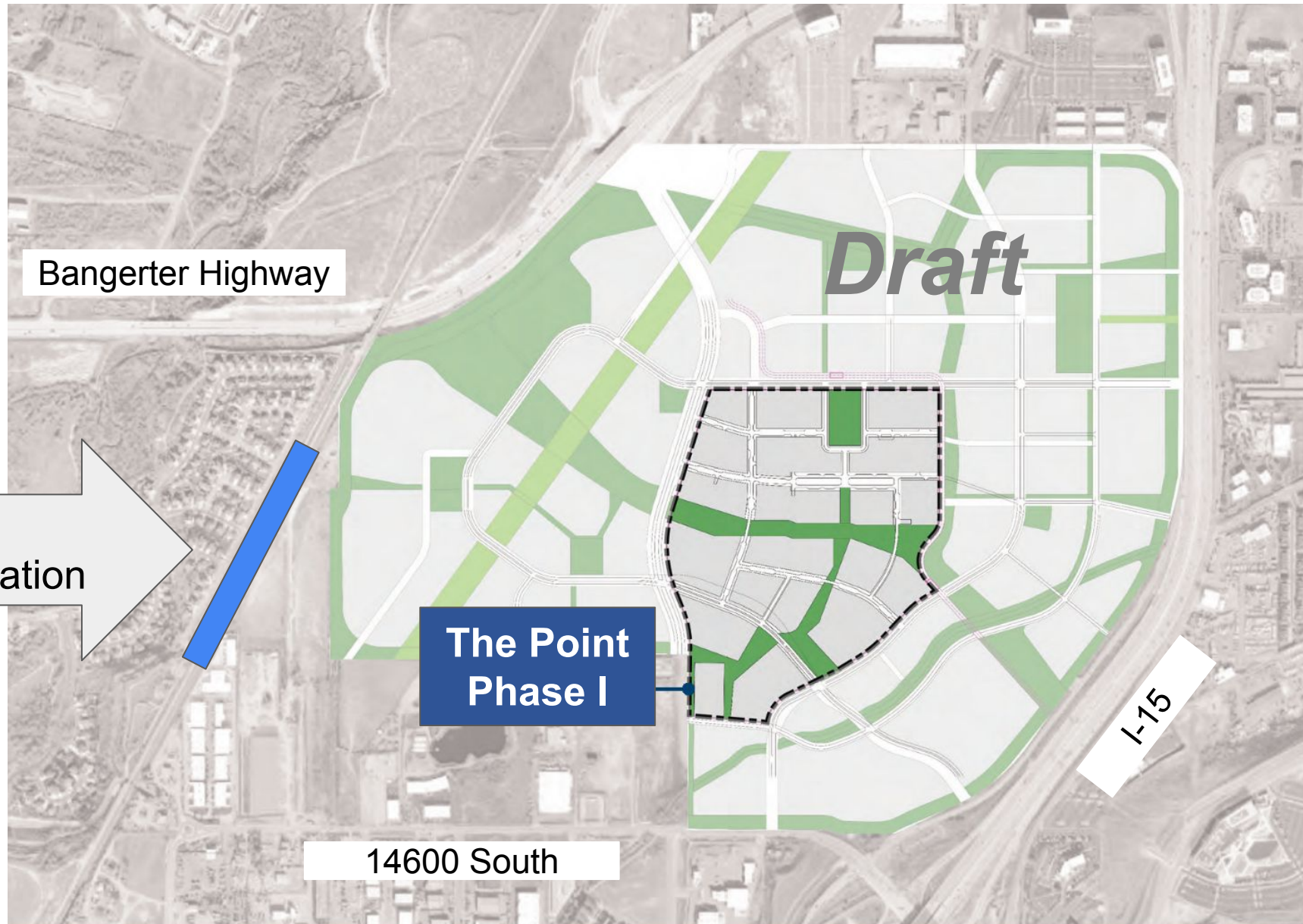
- Federal environmental approvals: End of 2023
- Final design, UPRR approvals, and FTA grant agreement: 2024 - 2025
- Construction: 2026 - 2029
- Opening: 2029



# The Point Frontrunner Station



# The Point FrontRunner Station









# The Point FrontRunner Station

Additional Double Track needed to make the station work without adding delays to the system



## LEGEND

-  Strategic Double Track
-  Existing Double Track
-  Existing Single Track
-  Additional Double Track Required to Accommodate a Potential Point Station
-  Existing Stations
-  Potential Point Station

# The Point FrontRunner Station

## Preliminary Budget

- Concept estimate \$400m
- State funding \$200m
- Separate project from strategic double tracking project

## Next Steps

- Environmental and UPRR coordination to define alternative

