

Transportation Interim

June 19, 2024

UDOT Update on Transit Capital Projects

Major Upcoming Construction Projects - Next 5 years

- S-Line Extension
- South Jordan Downtown Station at 11000 South
- Midvalley Bus Rapid Transit (BRT)
- Davis/SLC Connector (BRT)
- Sharp-Tintic
- FrontRunner 2X
- FrontRunner Point of the Mountain Improvements

FrontRunner 2X Project Update

FrontRunner is Essential for Utah's Growth

Population Growth by 2060

+2.2 million statewide
+1.5 million along the
Wasatch Front

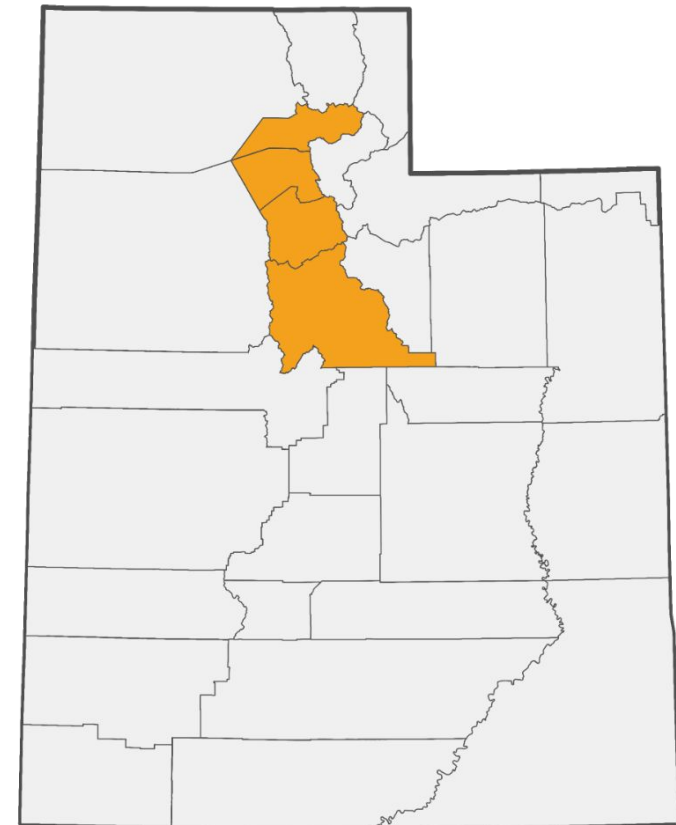
Two-thirds of statewide job growth in Salt Lake
and Utah counties *

By 2050, I-15 travel times will surpass FrontRunner

Travel Time Comparison	North Temple to Ogden*		North Temple to Provo*	
	2019	2050	2019	2050
Year	2019	2050	2019	2050
I-15	38 min	57 min	58 min	84 min
FrontRunner	53 min	49 min	68 min	68 min

*Peak times: 7 a.m. – 9 a.m. and 5 p.m. – 7 p.m.

Population growth =
Greater demand for transit choices



FrontRunner 2X Goals



Increased Frequency: **2X** the service during peak (every 15-min) and off-peak hours (every 30-min)



Improved Reliability: Increased double tracking = **fewer delays**



Increased Choice: By 2050, FrontRunner travel time will be **17%** faster than I-15, thereby offering a reliable transit alternative



Improved Air Quality: **20 million** vehicle-miles traveled reduction per year



Increased Ridership: Ridership is forecasted to increase by **43%** by 2050

FrontRunner 2X Improvements



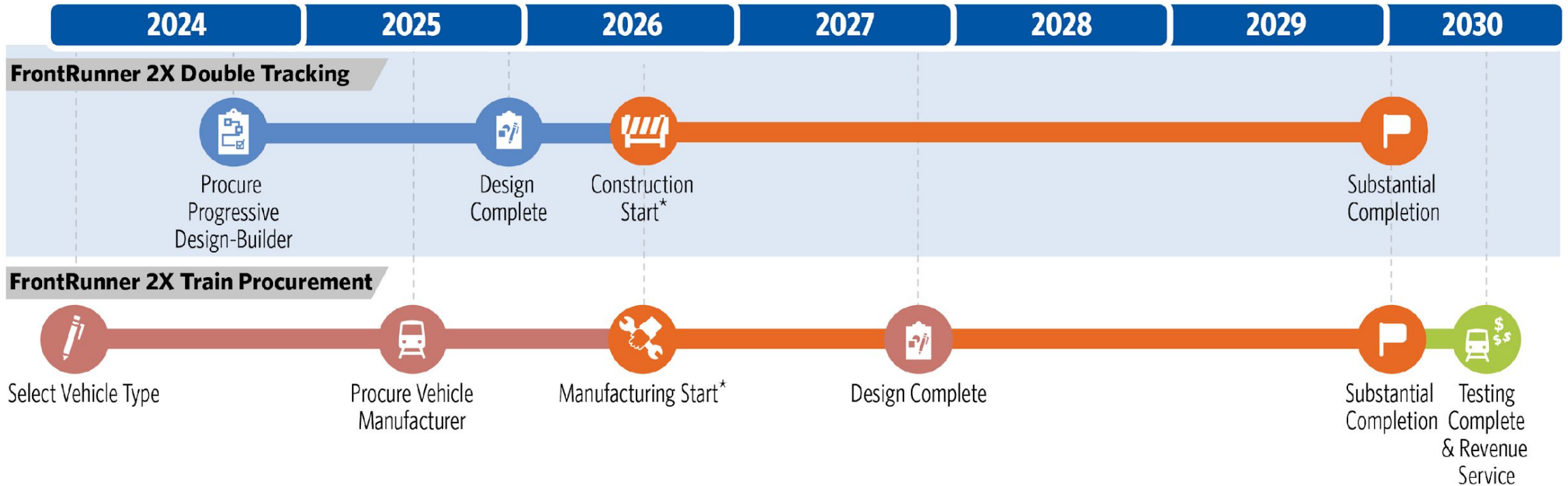
8 Double Track Segments

**1 Track Realignment –
Warm Springs**

10 New Train sets

**Maintenance Facility
Updates**

FrontRunner 2X Timeline



*Upon signing Full Funding Grant Agreement (FFGA) between FTA and UDOT. Schedule assumes procurement of long-lead items before grant is awarded.

FrontRunner 2X Cost & Funding



Total Estimated Cost:
\$1.5 Billion



Committed State Funds:
\$445 Million



Federal Grants
Seeking FTA Capital
Investment Grant

FrontRunner Point Improvements Study

FrontRunner Point of the Mountain Improvements Study

Exploring environmental impacts for a potential new station and additional double tracking to contribute to FrontRunner Forward's vision of increased frequency, reliability and convenience



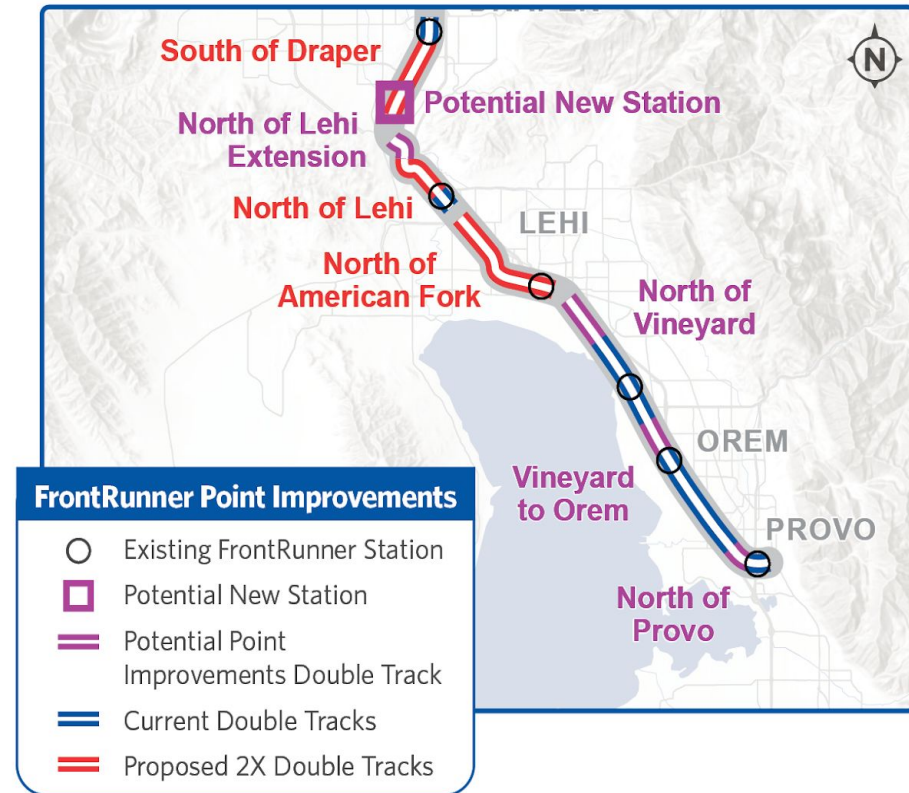
1
New Station at The Point



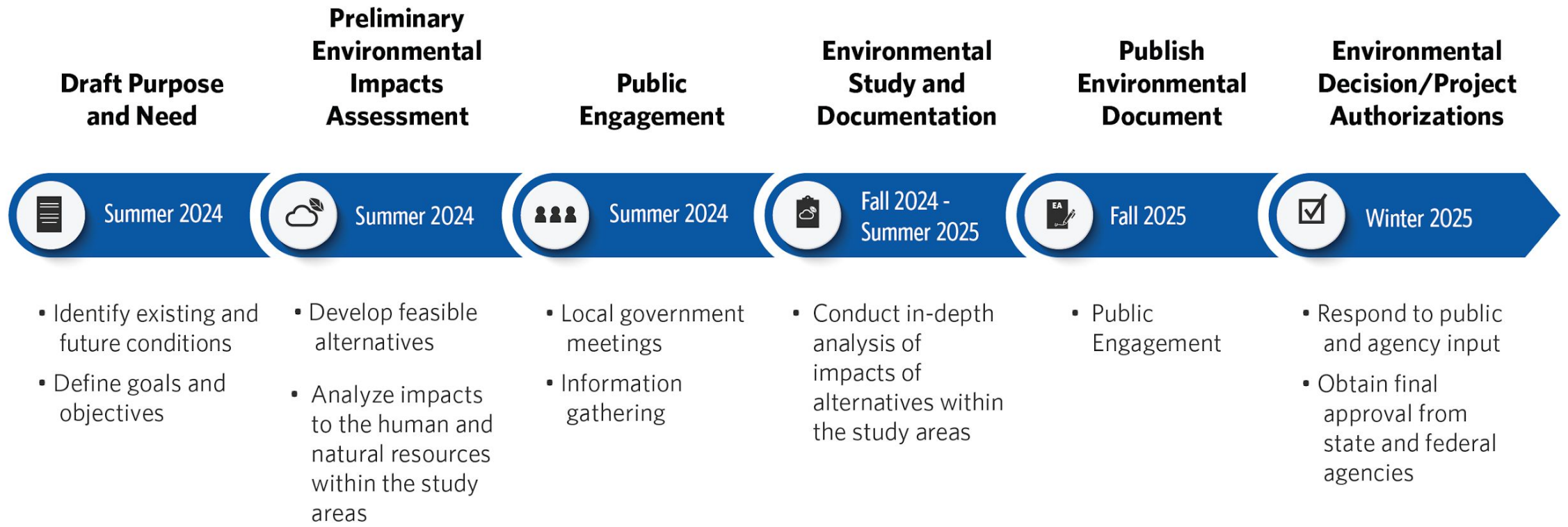
4
Strategic Double Track Segments

Preliminary Concept Estimate

\$400 Million



Study Timeline



Point of the Mountain Transit



Point of the Mountain Transit

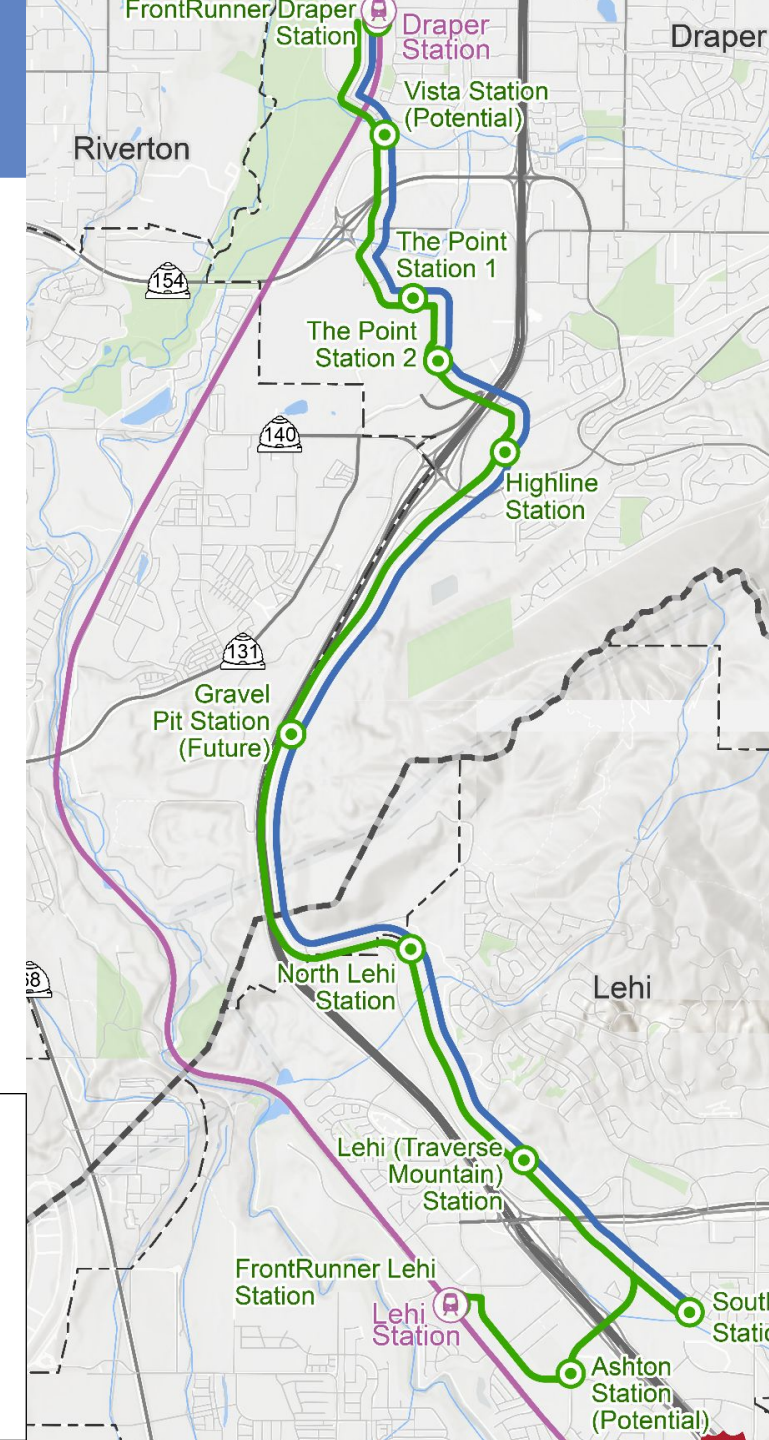
Project Overview

High Capacity transit from Draper to Lehi

- ~10 mile alignment
- 15 minute service assumed for all modes
- 2030 Service: 1,200-1,700 trips per day

LEGEND

- Proposed Station
- Proposed BRT Alignment
- Proposed Rail Alignment
- 🚊 FrontRunner Station
- FrontRunner Route
- - - City Boundary
- - - County Boundary



Point of the Mountain Transit

Alternatives:



Diesel Multiple Unit (DMU)



Light Rail Transit (LRT)



Bus Rapid Transit (BRT)

Point of the Mountain Transit (Phase 1)

Integrated Mobility Zones (IMZ)

- Will provide Dedicated Shuttles and other potential IMZ solutions at FrontRunner Draper and Lehi stations.
- Service begins concurrent with initial occupancy of The Point development.
- Phase 1 Services may be provided by UTA or a private vendor.
- \$3M Ongoing Annual Cost (2023 Dollars)

PHASE 1 - DEDICATED SHUTTLES AND INNOVATIVE MOBILITY ZONES (IMZs)

WHAT IS AN IMZ?

An IMZ is an area that provides flexible transit service, using tools that may include:

- Dedicated Shuttles
- On-demand service
- Bike share
- Partnerships with private Transportation Network Companies, such as Uber and Lyft

BENEFITS

- Support transit-oriented development
- Provide interim transit as development becomes able to support a light rail system

ANNUAL OPERATIONAL COSTS (\$3M ANNUALLY)

- Point IMZ with Dedicated Shuttle
 - » \$1M Recommended Additional Annual Budget
- Traverse Mountain IMZ with Dedicated Shuttle
 - » \$2M Recommended Annual Budget


All Costs in 2023 Dollars. Capital cost not anticipated.

PHASE 1 SERVICES

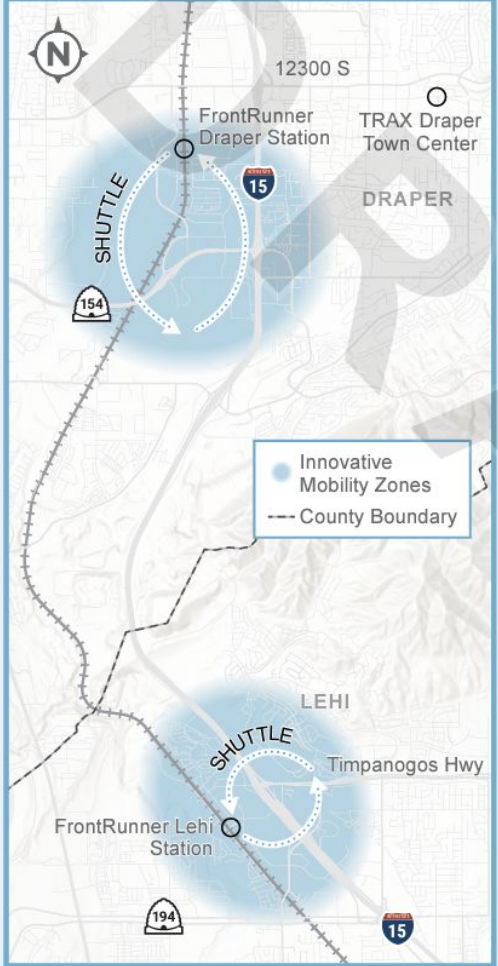
Will provide **Dedicated Shuttles** and other potential IMZ solutions.

Service begins concurrent with initial occupancy of The Point development.

Phase 1 Services may be provided by UTA or a private vendor.



Existing hourly regional bus service could gradually be improved to serve The Point, and increase frequency, concurrent with FrontRunner frequency improvements.



Point of the Mountain Transit (Phase 2)

Light Rail

- Promotes the highest potential for economic development opportunity.
- Generates the highest forecasted ridership.
- Has potential to integrate into the regional LRT network.
- Offers the fastest transit travel times.
- \$945M Capital Cost (2023 Dollars)
 - \$6.3M Ongoing Annual Cost (2023 Dollars)



PHASE 2 ANTICIPATED SELECTION - LIGHT RAIL TRANSIT (LRT)

- \$945M Capital Cost (2023 Dollars)
- \$6.3M Ongoing Annual Cost (2023 Dollars)

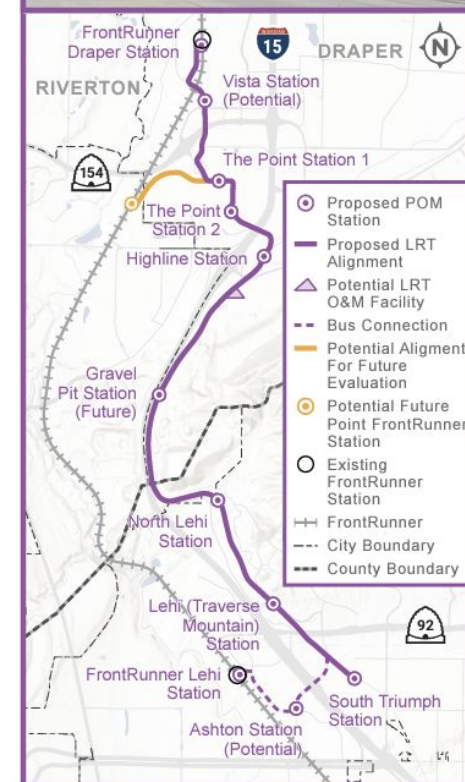
The anticipated mode selection of LRT is based on the findings from the Transit Study Update, coordination with project partners, stakeholders, and the public, and supported by the preliminary environmental review (Environmental Assessment is in FTA review).

Key alternative performance of the LRT project criteria include:

- Promotes the highest potential for economic development opportunity.
- Generates the highest forecasted ridership.
- Has potential to integrate into the regional LRT network.
- Offers the fastest transit travel times for trips served by LRT within the project corridor.

LONG-TERM PHASING AND IMPLEMENTATION

- Implementation of LRT could be phased starting at either end of the project, as funding becomes available.
- \$75M in state funds is available of the \$945M (2023 dollars) in capital funds estimated for full implementation.
- The estimated ongoing operations and maintenance cost of Phase 2 is \$6.3M per year (2023 dollars).
- New state and/or local funding sources will be required to meet funding needs and for full project implementation.
- The Phase 2 schedule will be established as funding plans develop.



Websites

Website: FrontRunner2X.utah.gov

Website: Udotinput.Utah.gov/FrontRunnerPointImprovements

Website: <https://udotinput.utah.gov/pointtransit>



State-owned Transit Infrastructure



Transit Capital Assets

- **FrontRunner Right of Way**
- **FrontRunner Rolling Stock**

The logo for LTDOT, featuring the letters 'LTDOT' in a bold, white, italicized sans-serif font. The 'L' and 'D' are connected, and the 'O' is a simple circle. The 'T' has a horizontal bar extending to the right.

LTDOT

The slogan 'Keeping Utah Moving' in a white, italicized sans-serif font. To the left of the text is a graphic element consisting of three parallel orange diagonal bars.

 *Keeping Utah Moving*