

FrontRunner 2X Project Update



FrontRunner Projects Update

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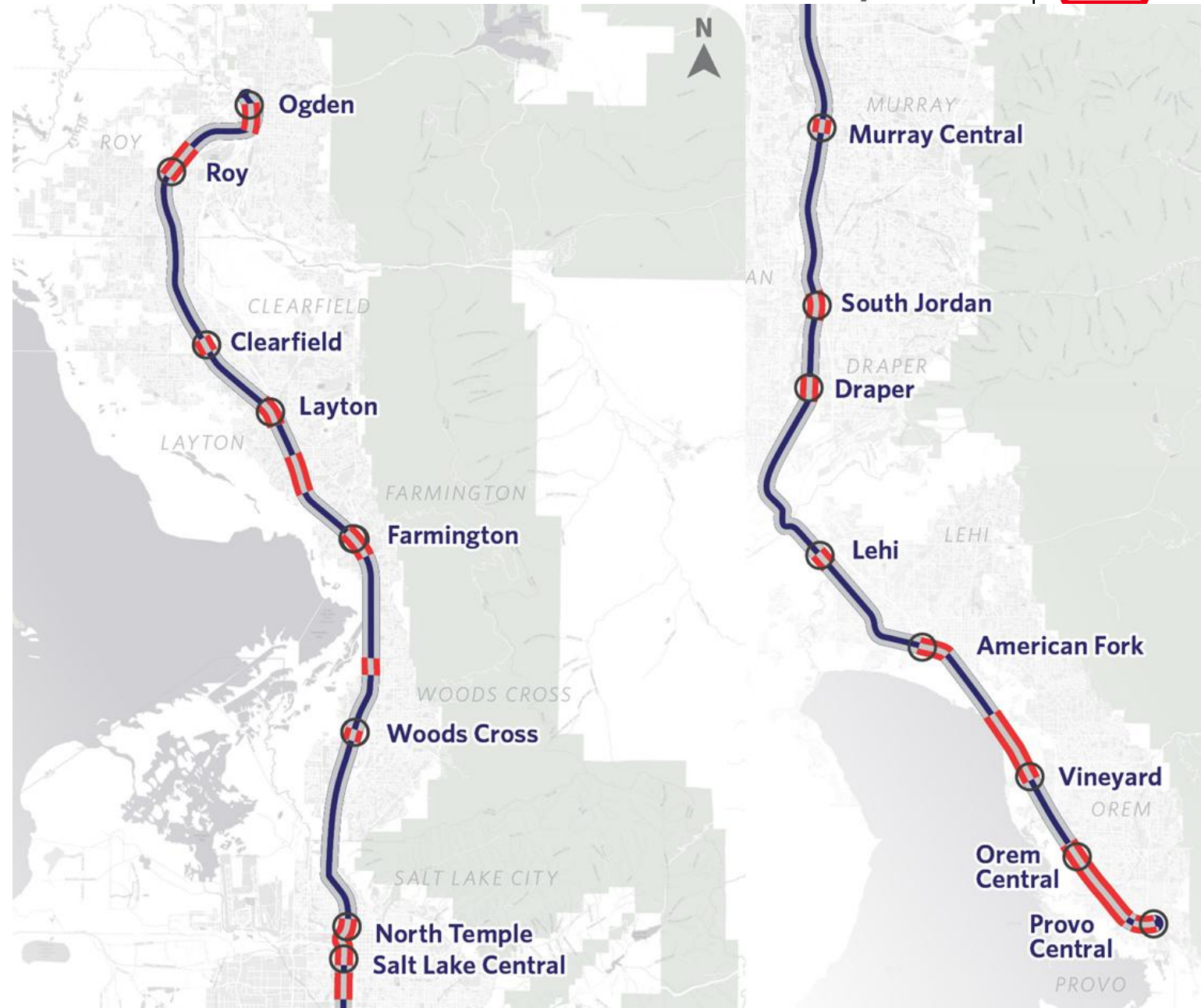
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Current FrontRunner System

- 83 mile corridor
- 16 stations
- Primarily single track (74%) and (26%) double track
- Disruptions can cause cascading delays
- 60-minute all day service
- 30-minute peak service
- 10 trains in service during the peak

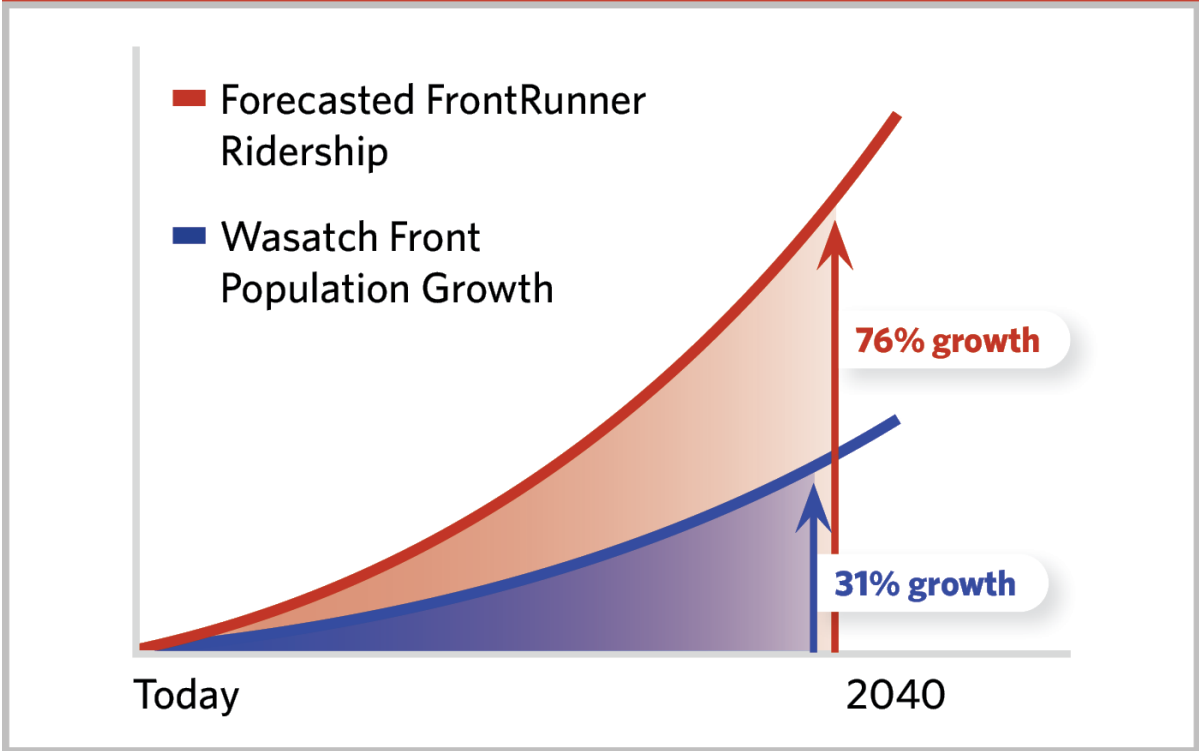
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Need for the Phasing Plan:

Improved and modernized service, corridor growth, and worsening I-15 congestion increase the demand for FrontRunner

FrontRunner ridership growth is forecasted to outpace regional growth...



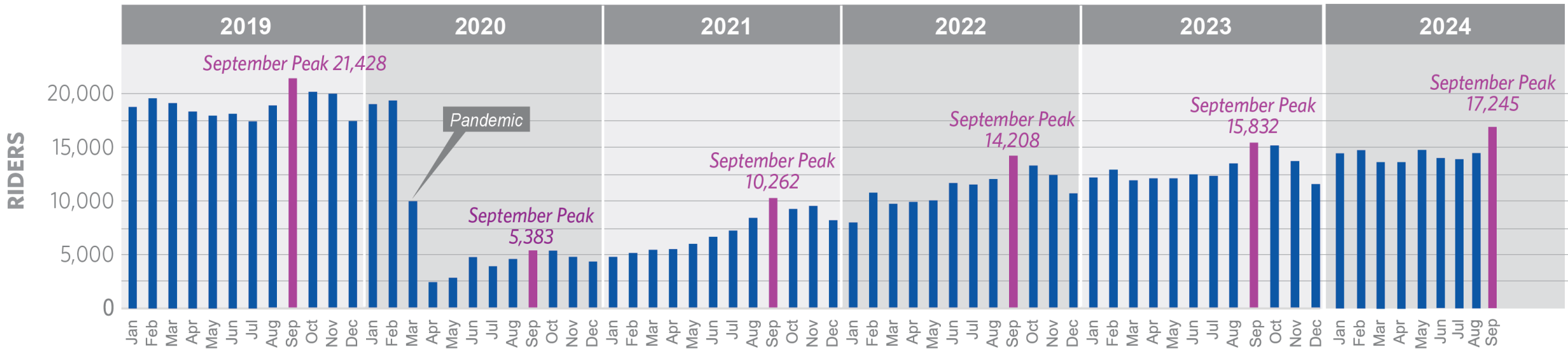
...as FrontRunner travel times decrease and I-15 travel times increase

	 I-15	 FrontRunner
	2019 → 2040	2019 → 2040
Ogden to Salt Lake Central	39 Minutes → 51 Minutes +12"	57 Minutes → 46 Minutes -11"
Provo to Salt Lake Central	52 Minutes → 73 Minutes +21"	64 Minutes → 55 Minutes -9"

FrontRunner Ridership

Average Weekday Boardings 2019-2024*

*Monthly Average of Total Boardings per Weekday



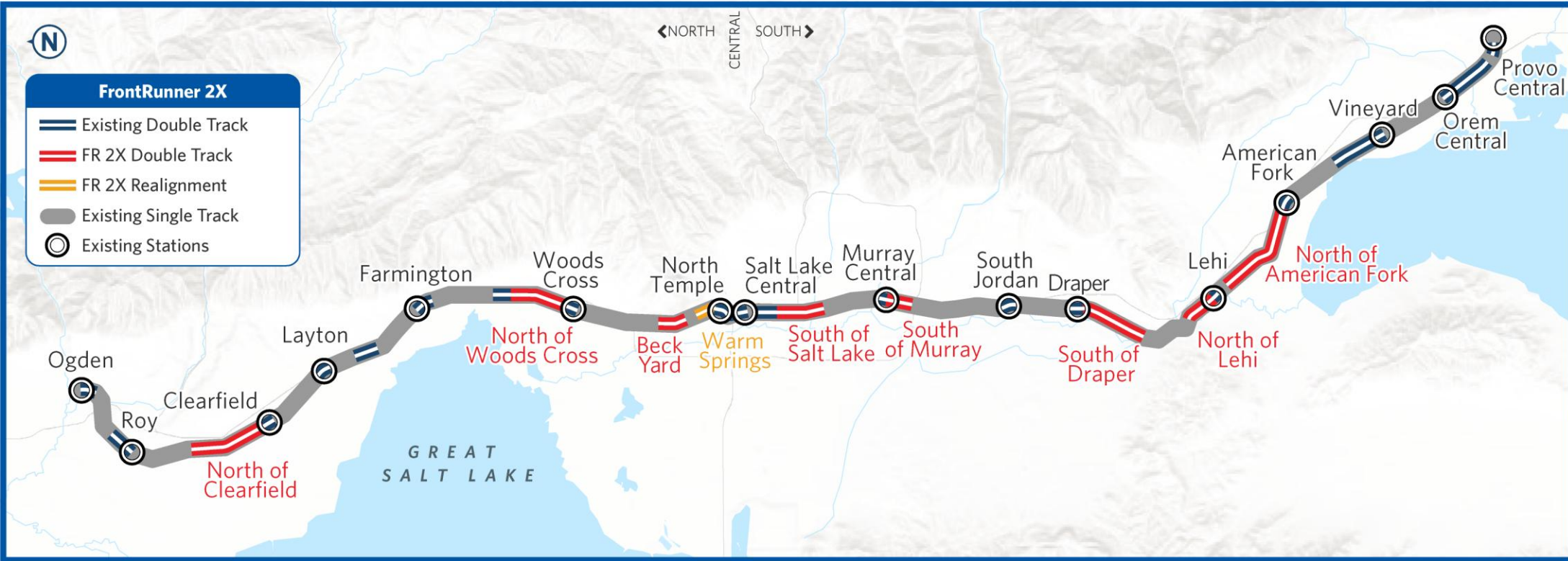
FrontRunner 2X Overview

8 double track segments

10 new trainsets

1 track realignment

Maintenance facility updates





FrontRunner 2X Project Benefits



Increased Frequency 15 min peak and 30 min all day



Increased Ridership



Improved Reliability



Increased Choice



Improved Air Quality

FrontRunner 2X Cost & Funding



Concept Estimate:
\$1.5 Billion

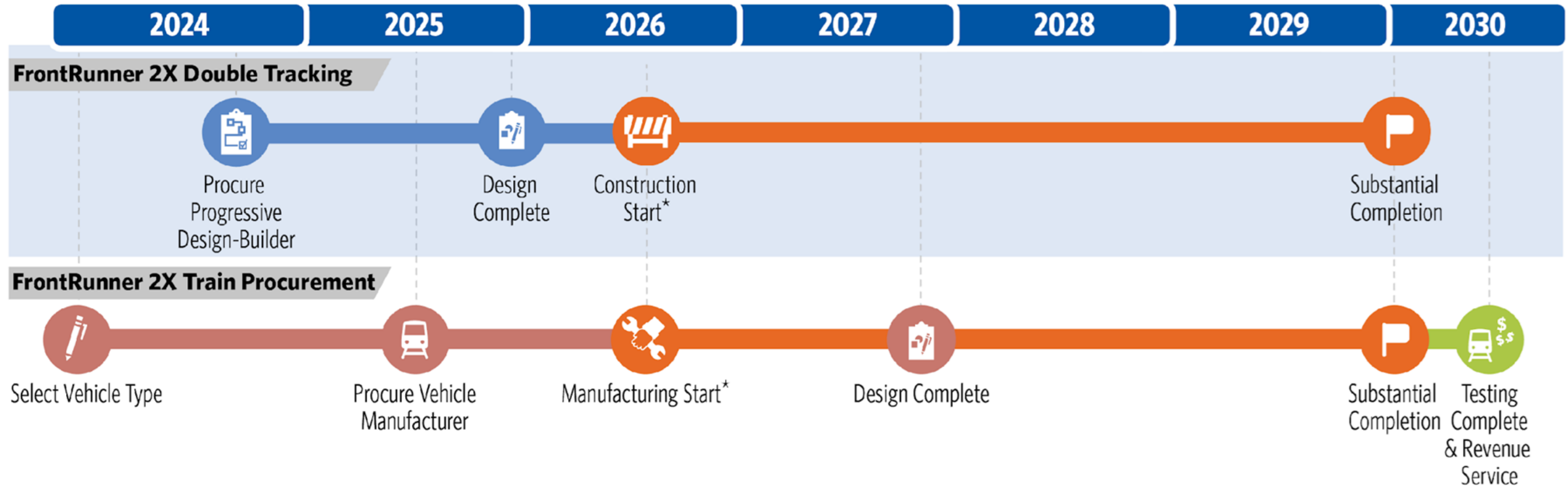


Committed State Funds:
\$445 Million



Federal Grant
**Federal Transit Administration (FTA)
Capital Investment Grant (CIG)**

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.*

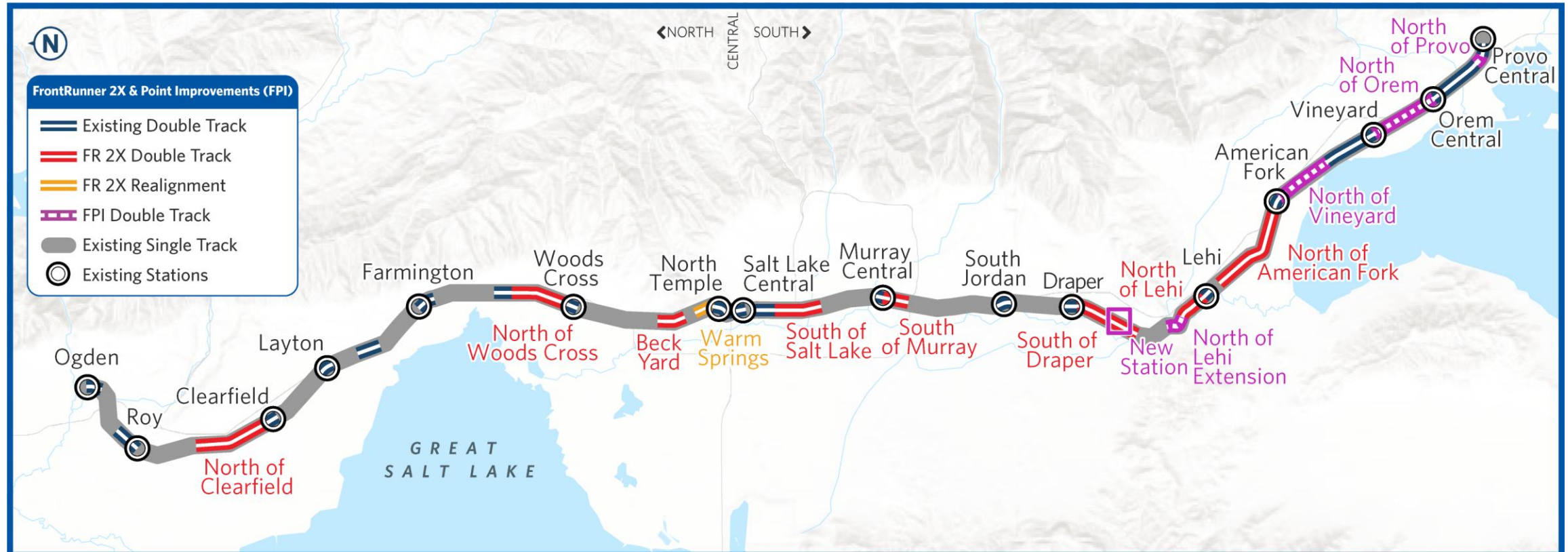
FrontRunner Point Improvements Overview



1 New Station



4 Strategic Double Track Segments





Point Improvements Purpose



Enhance Connectivity



Improve Reliability



Support Economic Development

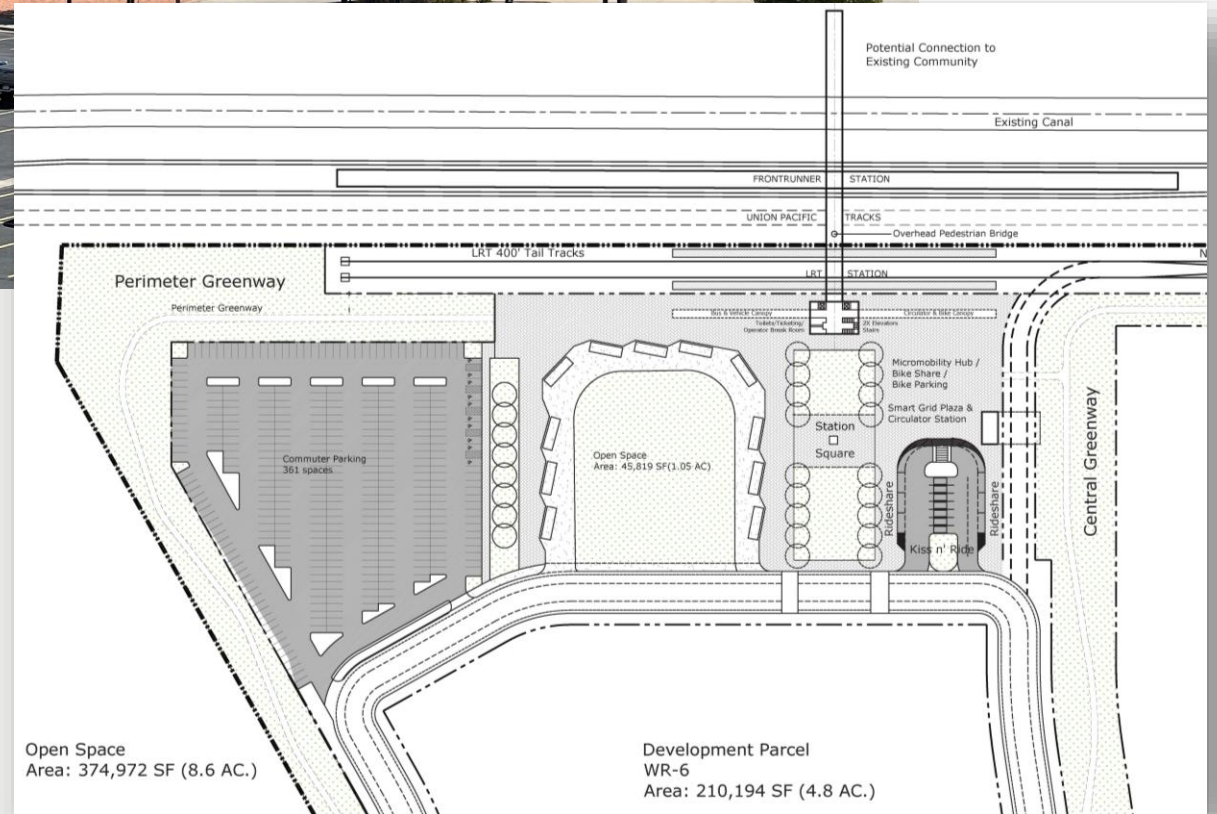


Maintain Frequency

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Point Improvements Station Layout

- Developed in coordination with local stakeholders
- A gateway into the Point development
- Long pedestrian overpass for potential future light rail transit (LRT) track and existing Union Pacific (UP) tracks



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