

FrontRunner Forward Update





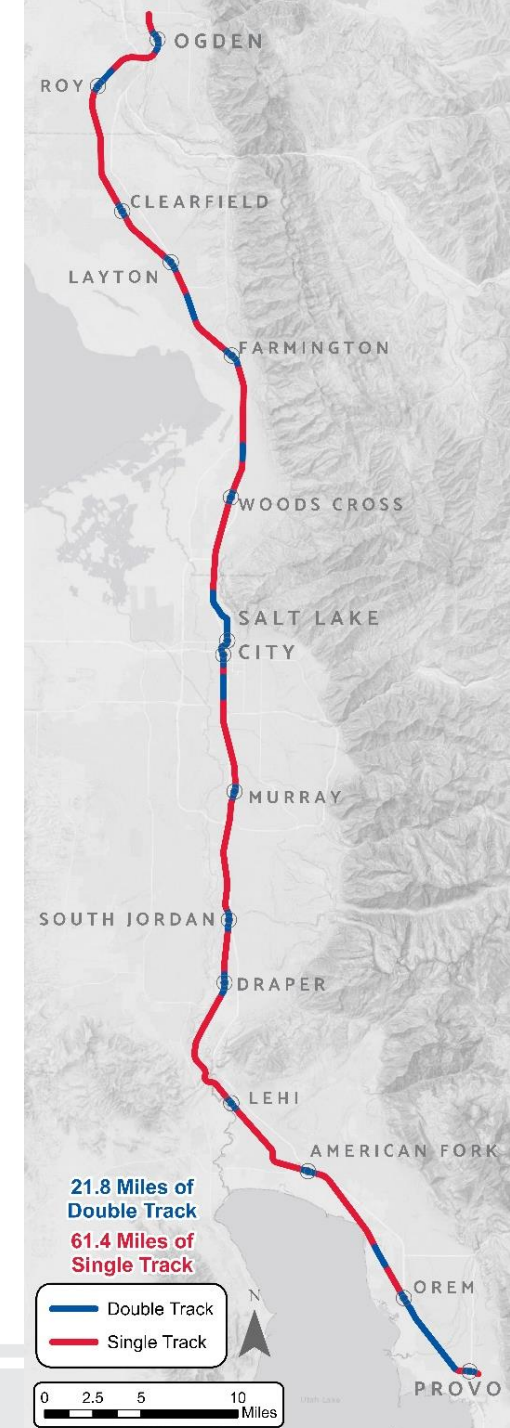
FrontRunner Forward

Program Update for
Local Advisory
Council

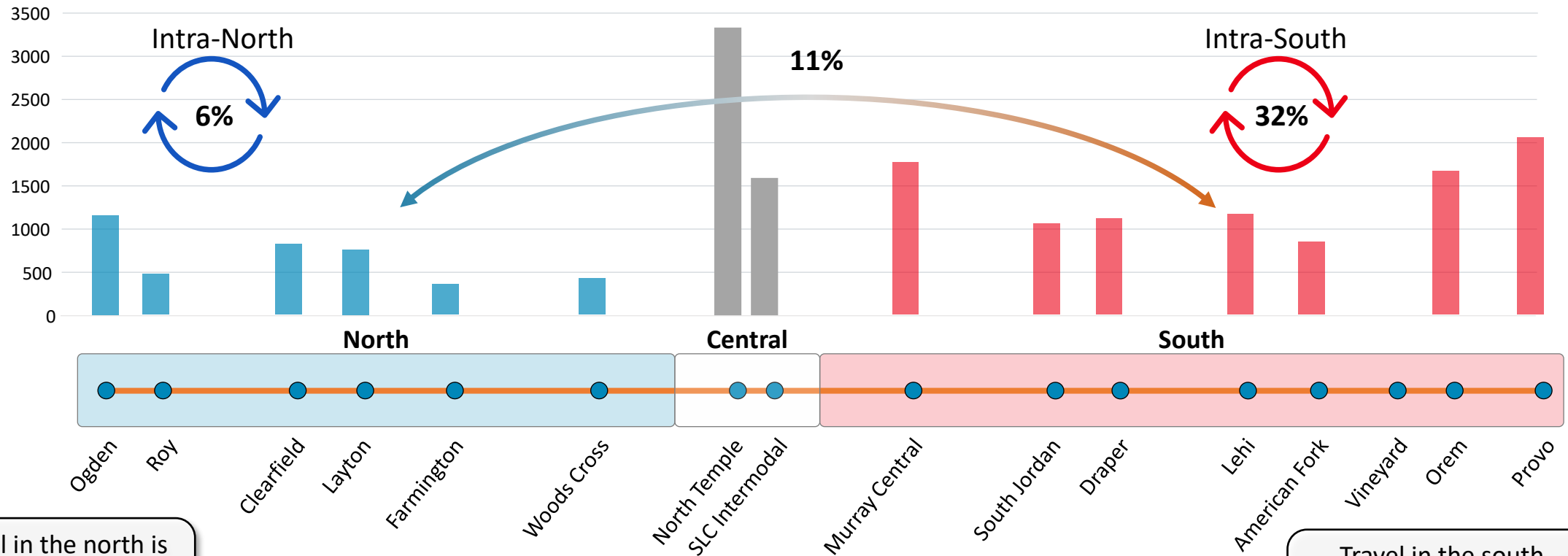
November 17, 2021



- 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**

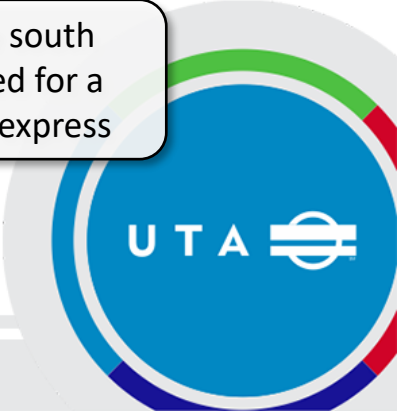


Existing Demand (2019)



Travel in the north is primarily peak-direction focused

Travel in the south indicates need for a bidirectional express



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**



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Current Double Track Scenarios

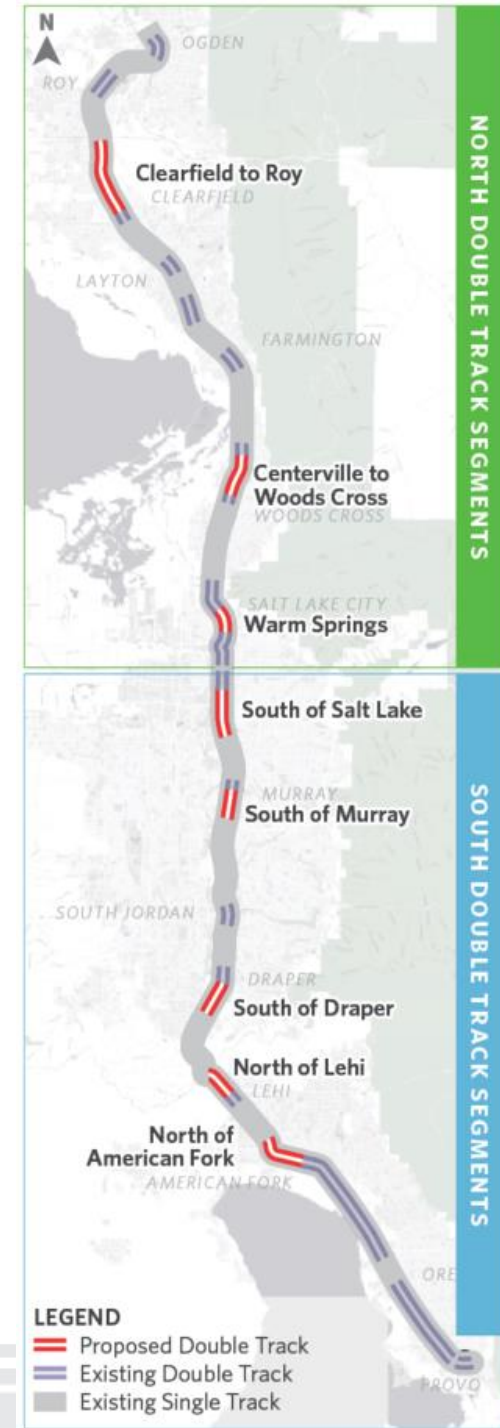
Scenario 1 - Express + increased frequency throughout system (8 Segments)

Scenario 2 - Increased frequency throughout System (5 Segments)

Scenario 3 - Express and increased frequency in North (3 Segments)

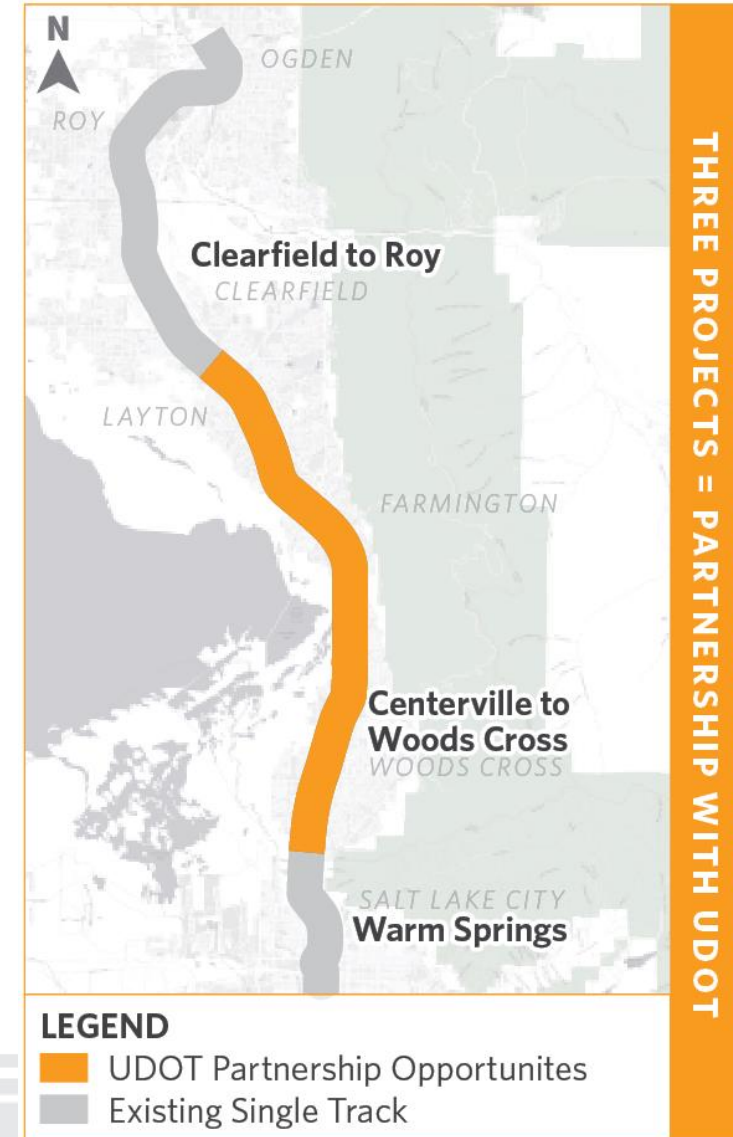
Scenario 4 - Express and increased frequency in South (5 Segments)

All scenarios need train sets, signaling and platform modifications



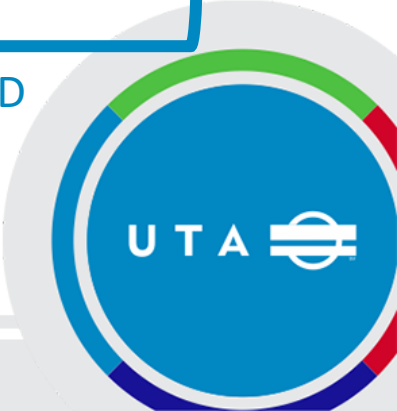
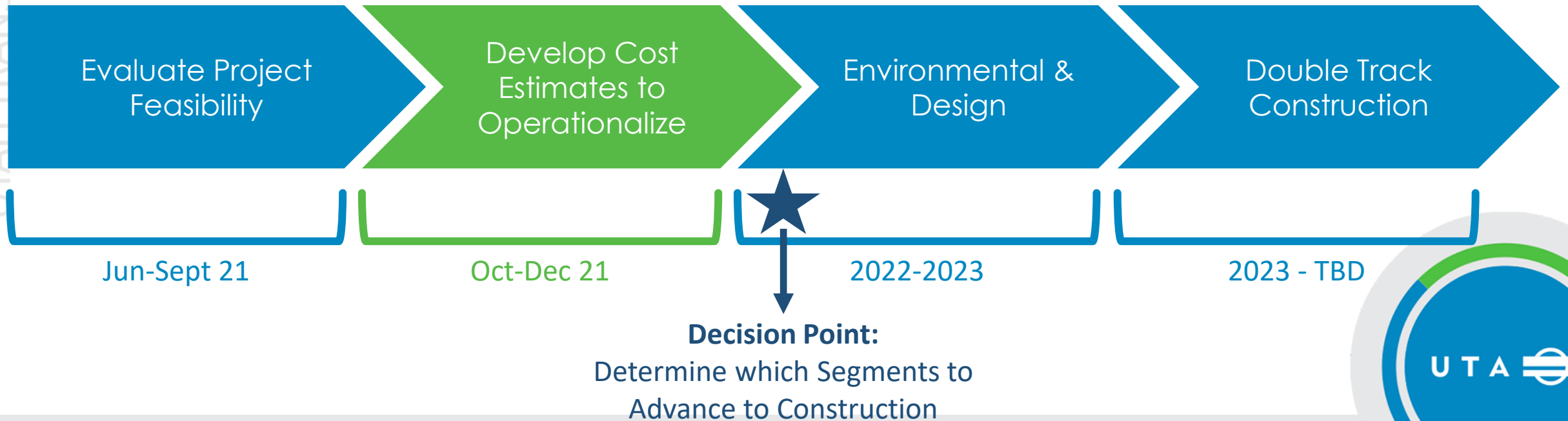
UDOT Partnership Opportunities

- 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



Next Steps for Initial Investment Segments

- 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

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