

Utah Transit Authority Future of FrontRunner



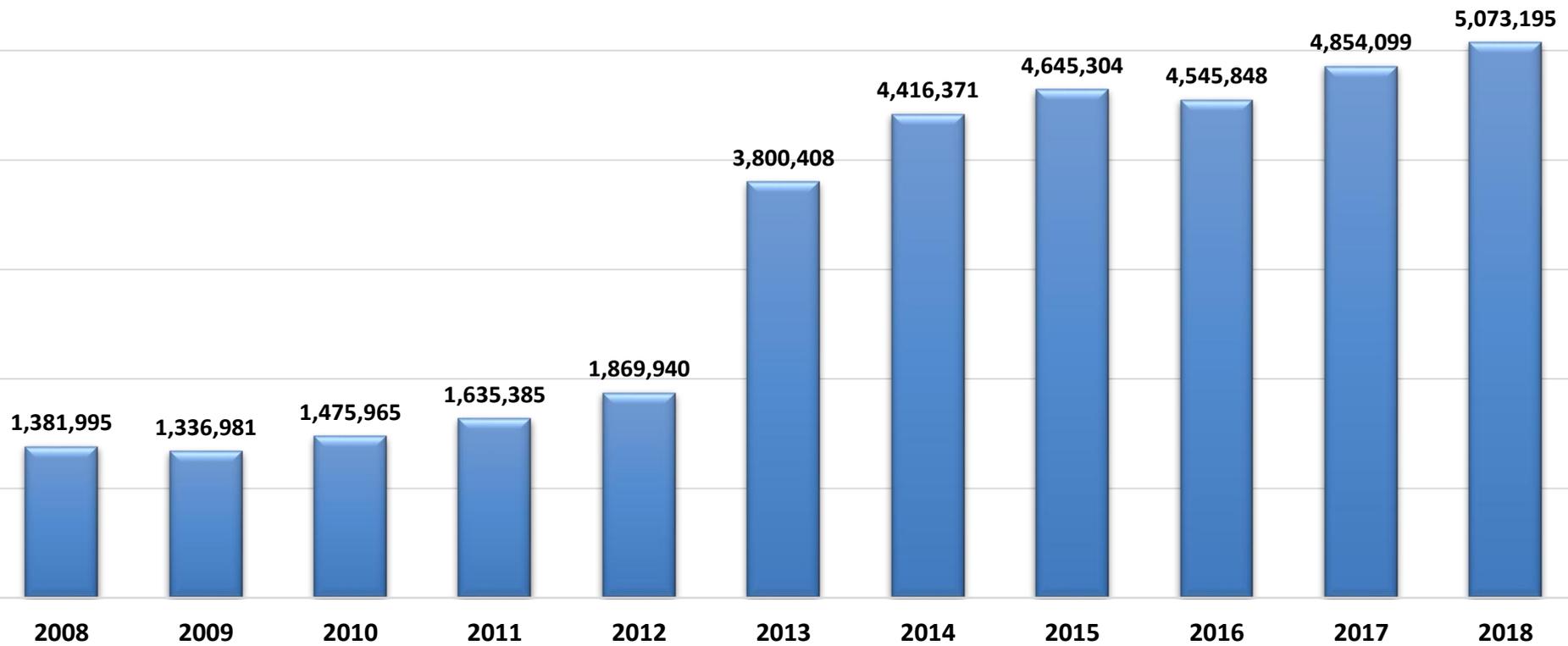
FrontRunner

The mission of our FrontRunner family is to serve and connect communities as the backbone of UTA's world-class transit system



Ridership

TOTAL ANNUAL RIDERSHIP 2008 - 2018



What the Public is Asking for:

- Sunday service
- 30 minute service mid-day and in the evening
- 15 minute service during peak hours
- More cars (seats) on peak trains
- Faster travel time to destination
 - Express service with fewer stops
- Better connections
- More parking
- Expanding to the north and south

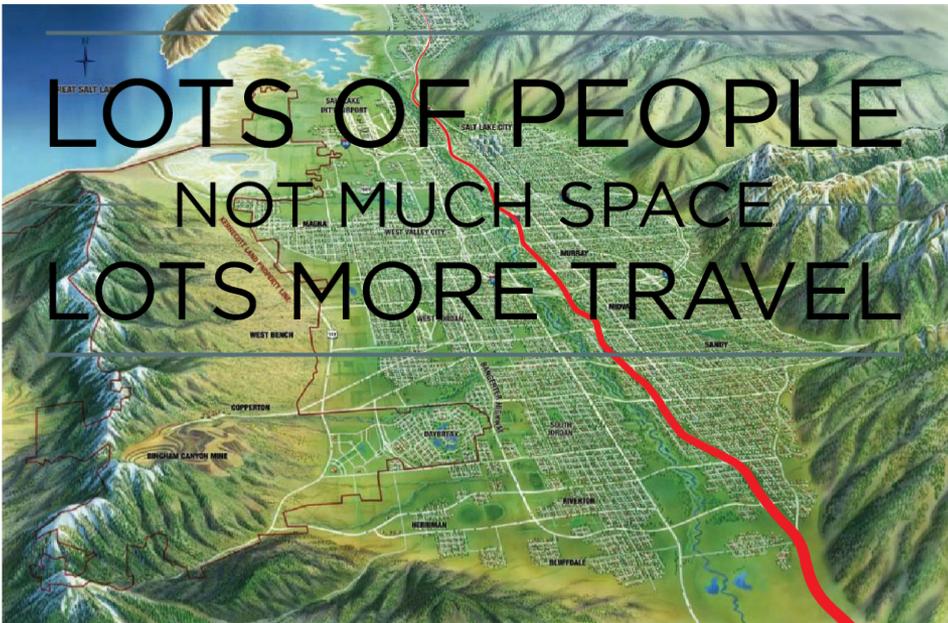


Recent Activities

- Wasatch Central Corridor Study (WFCCS)
- Implementation of Positive Train Control
- Future of FrontRunner Study



Wasatch Front Central Corridor Study



WFCCS – Planning Differently



IMPROVE
SAFETY



INCREASE PERSON
THROUGHPUT



IMPROVE TRAVEL
TIME RELIABILITY



INCREASE ACCESSIBILITY
TO JOBS & EDUCATION



IMPROVE AIR
QUALITY



IMPROVE ECONOMIC
OUTCOMES



REDUCE HOUSEHOLD
TRANSPORTATION COSTS

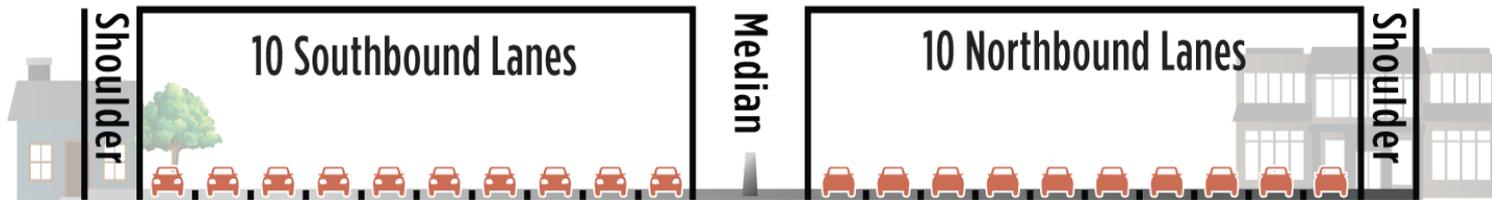


IMPROVE MODE
BALANCE



WFCCS – Planning Differently

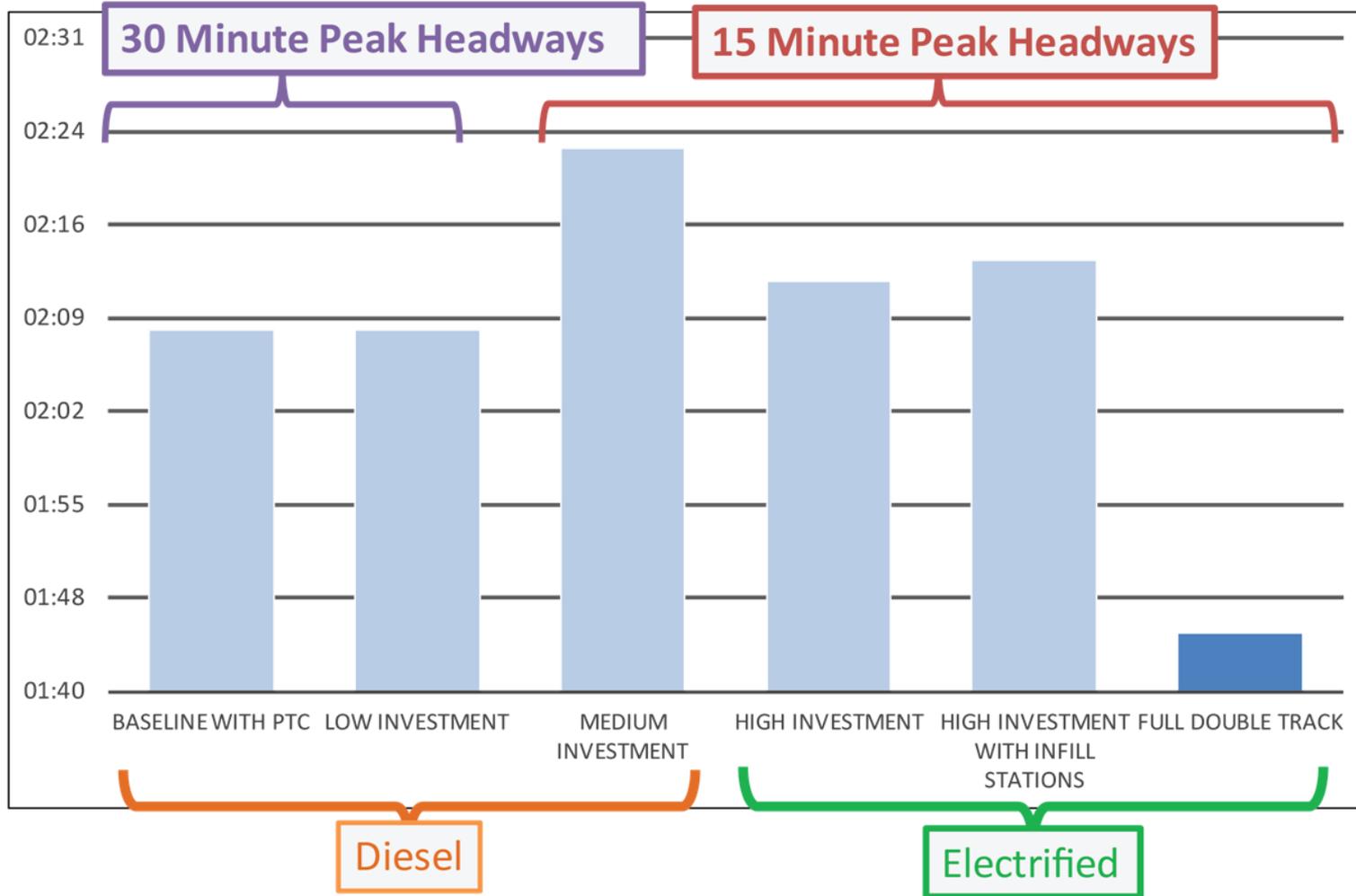
I-15 Lanes Needed by 2050 at 7200 South if Widening is the Only Solution Considered



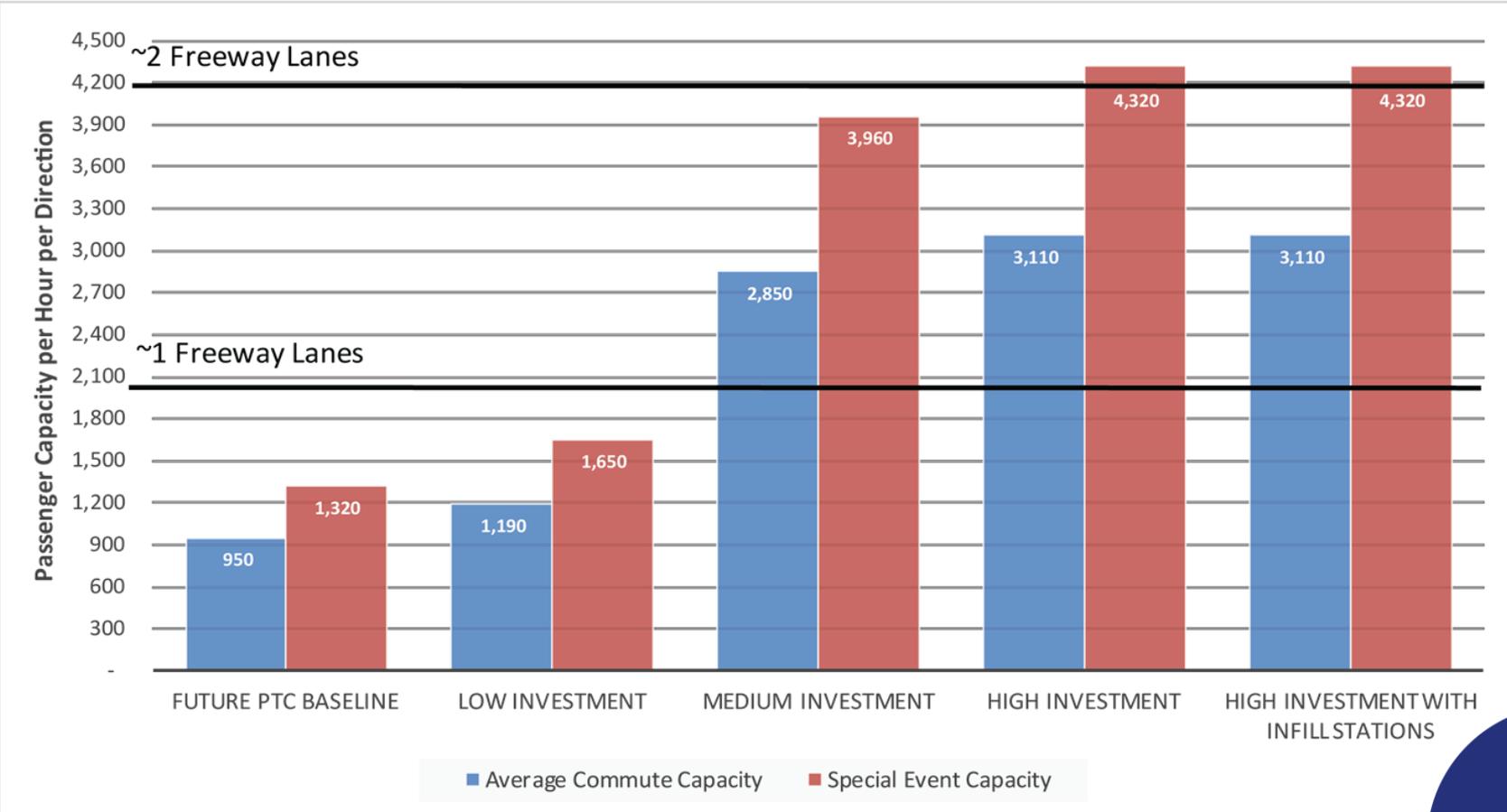
Future of FrontRunner Study: Scenarios

	Standard Train Consist	Additional Miles of Double Track Ogden-Provo	Additional Miles of Track (Extensions)	Peak / Off-Peak Headways
Future PTC Baseline	Loco + Single Level Coach + 3 Bi-Levels	0	0	30/60
2030 Low Investment	Loco + 5 Bi-Levels	10	17	30/60
2050 Medium Investment	Loco + 6 Bi-Levels	46	17	15/30
2050 High Investment	8-Car EMU Diesel Shuttle	34	17	15/30
2050 High Investment w/ Infill Stations	8-Car EMU Diesel Shuttle	34	42	15/30

Future of FrontRunner – Travel Time



Future of FrontRunner – Added Person Capacity



Current Activities: Vineyard

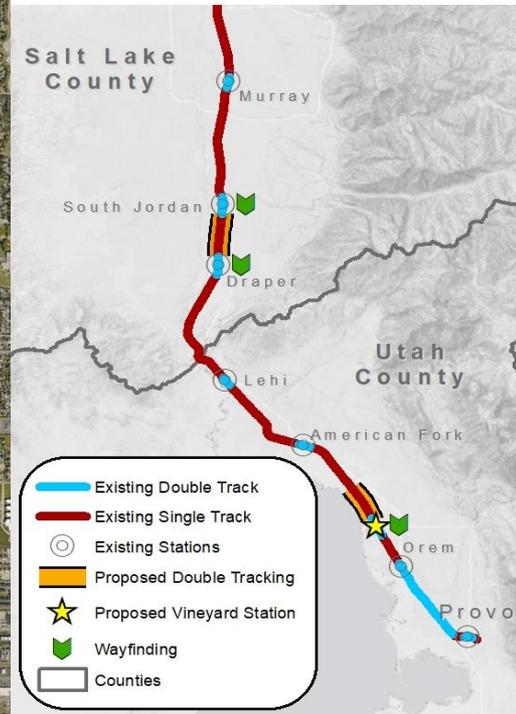
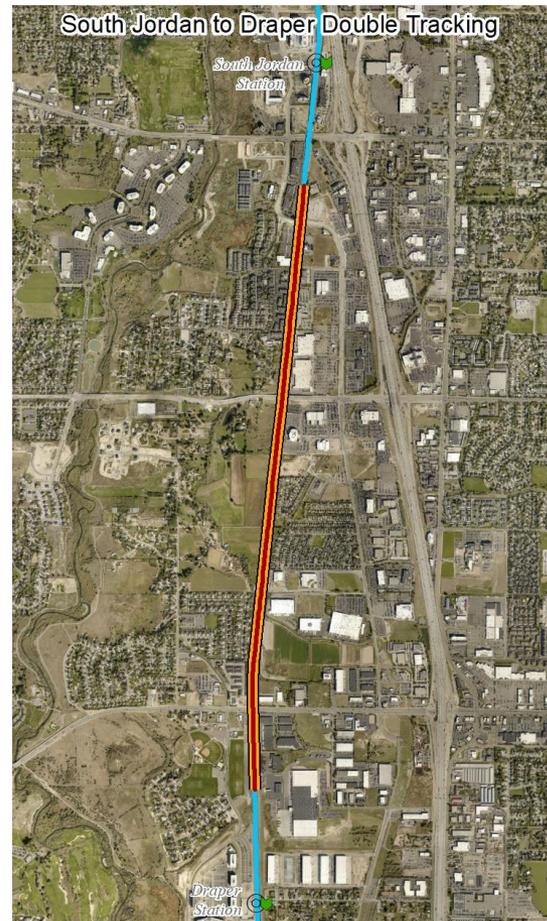
- Vineyard Station
 - \$4M allocated
 - *REQUIRES 1.8 miles of DOUBLE TRACK (not funded)*



Current Activities: Pursuit of BUILD Grant

- BUILD grant application submitted for \$25 million
- Includes double track north of Vineyard and between Draper and South Jordan
- Requires \$12M local match

AWARDS anticipated to be announced by November 12, 2019



Current Activities: Other

- Box Elder right-of way preservation
 - Local sales tax
- Payson Transit Study
 - *MAG First Phase*
 - *\$500K so far*



Vision

- We need to work together to build a vision for FrontRunner
 - What are the trade-offs
 - Key priorities
 - Travel Time
 - Frequency
 - Electrification/Air Quality
- What we decide for the future impacts UTA's decisions today



Next Steps

- Develop a Business Plan for FrontRunner
 - Joint effort with agency partners and communities
 - In-depth technical and policy document
 - Sets direction for future
 - Makes the business case for future investments
 - Builds on existing commitments and projects
 - Financial strategy to support future growth



Caltrain Business Plan

Choosing a Long Range Service Vision is a key Step in developing a Business Plan

A successful Long Range Service Vision:

- Is rooted in thorough and credible analysis
- Respects, integrates, and supports the existing plans and commitments that Caltrain and its partners have made
- Is detailed enough to provide actionable guidance to the agency as it develops its own plans and engages with local, regional, and state partners
- Is sufficiently flexible to remain relevant even as the details, timing, and costs of individual projects change or evolve



Supporting Next Steps

- Robust analysis of alternative operating scenarios – today and future
 - Skip stop
 - Express
 - Partial length
- Determine double and triple track locations and lengths
- Resultant ridership analyses
- Conceptual engineering/better cost estimates
- Corridor Preservation



Thank You

