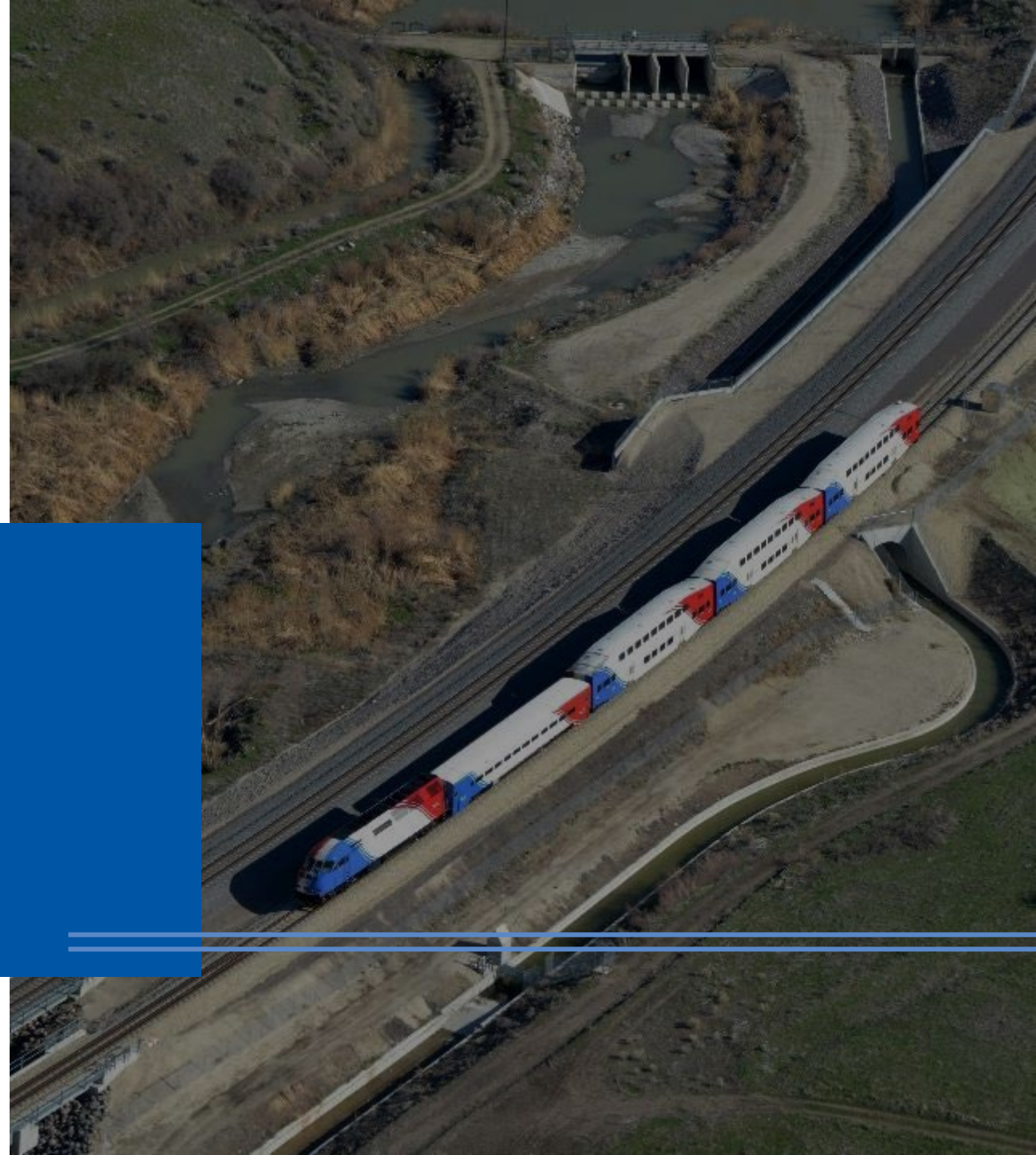


FRONT RUNNER 2X

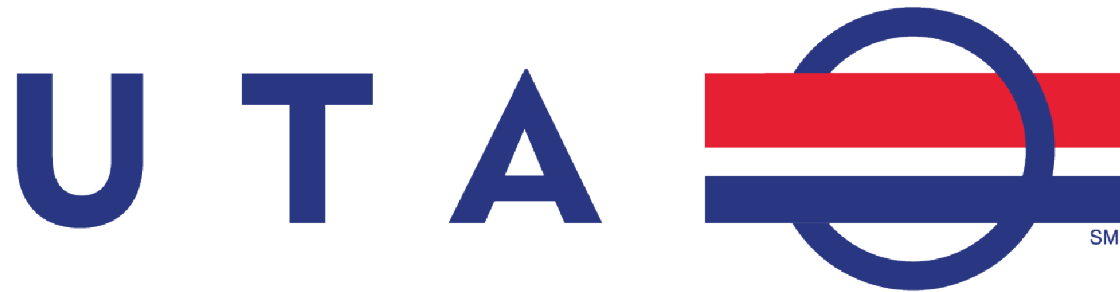


Provo Neighborhood Meeting

Sept. 18, 2025



Project Team



Project Purpose



- Ridership is at 90% capacity in the peak hour peak direction
- Doubles (2X) train frequency on the existing FrontRunner corridor to reduce congestion and increase ridership

FrontRunner 2X Benefits



Increased Frequency: **2X** the service during peak and off-peak hours



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 **53%** by 2050

FrontRunner 2X Improvements



11 Double Track Segments



1 New Station



1 Track Realignment



10 New Trainsets

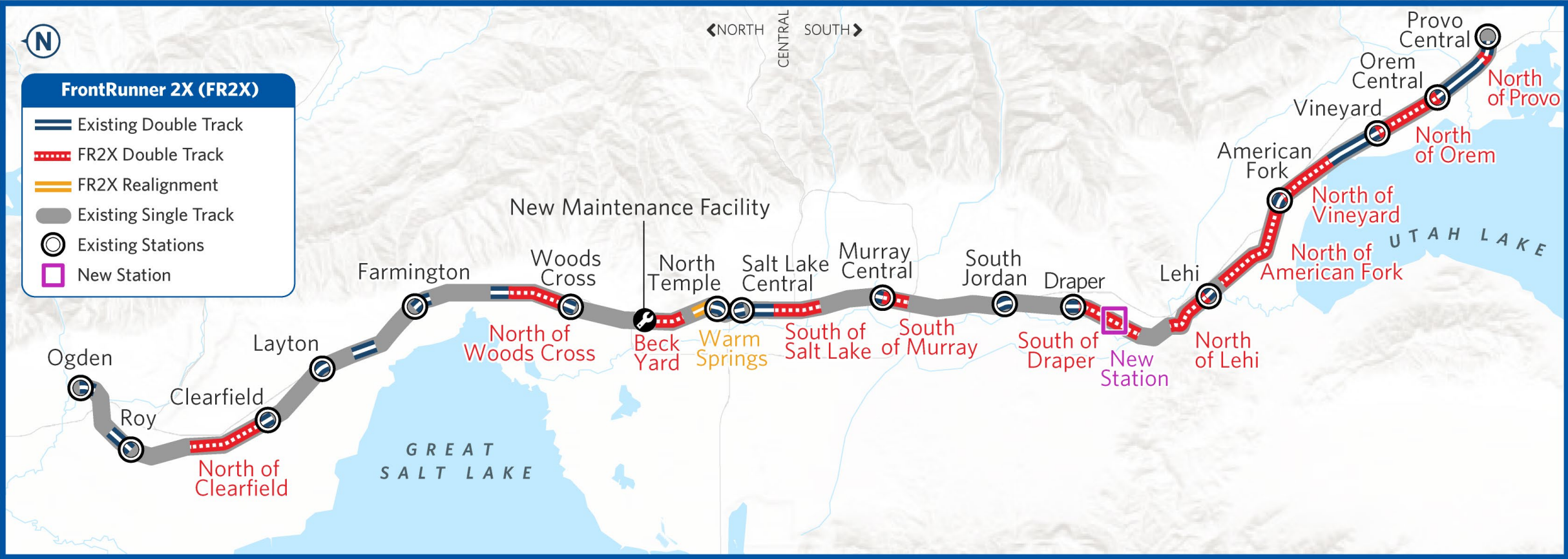


Maintenance Updates

Why Strategic Double Tracking?



Project Map



FrontRunner 2X Timeline

2023-2024

-  Progressive Design Build Request for Proposal
-  Progressive Design Builder Selection
-  Start of Preconstruction
-  Start of Environmental Study

2025-2026

-  Environmental Study Complete
-  Design and Preconstruction
-  Final Design
-  Train Procurement
-  Federal Grant Approval

2026-2029

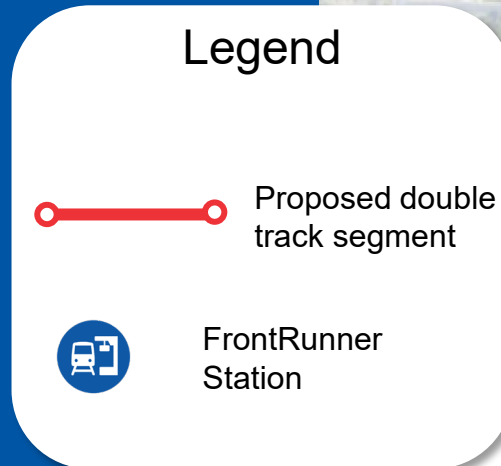
-  Construction
-  Train Manufacturing, Delivery, and Testing

2030

-  Construction Substantial Completion
-  New Vehicles Testing and Operation Start
-  15-minute Peak Service

North of Provo

- 0.7 miles long
- Connects existing double track sections in the area



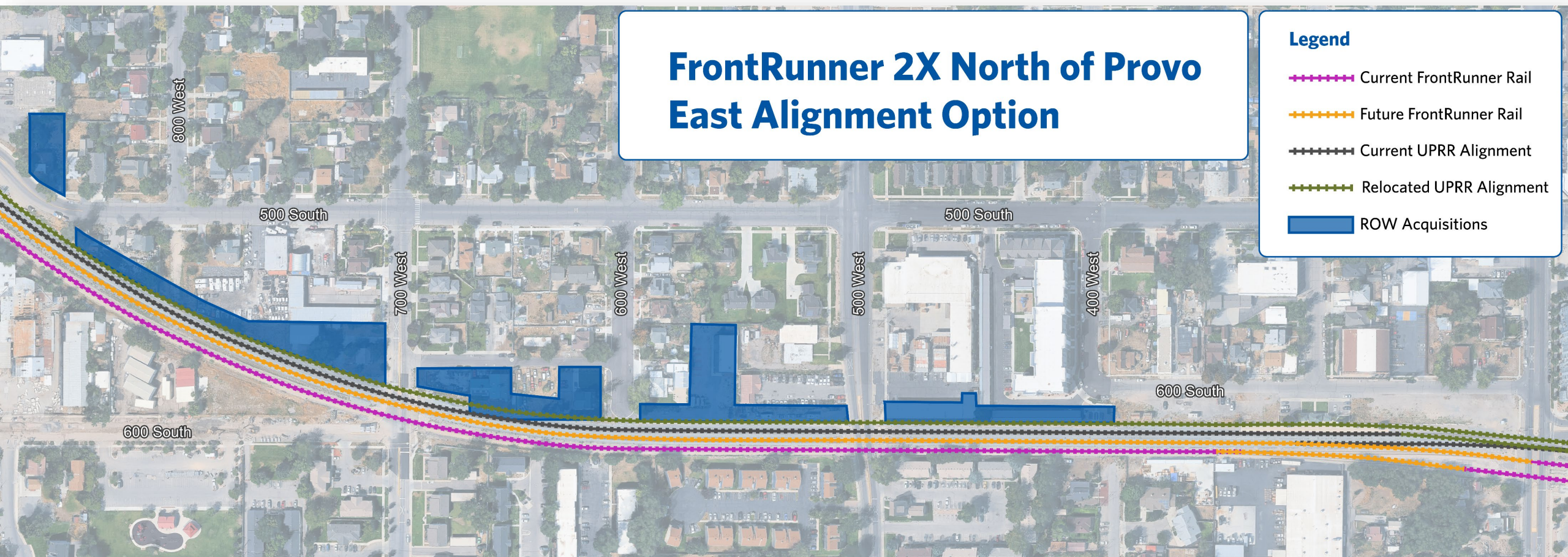
North of Provo

- Analyzed Two Options:
 - East Option - Adding track to the east of the current FrontRunner single track
 - West Option – Adding track to west of the current FrontRunner single track

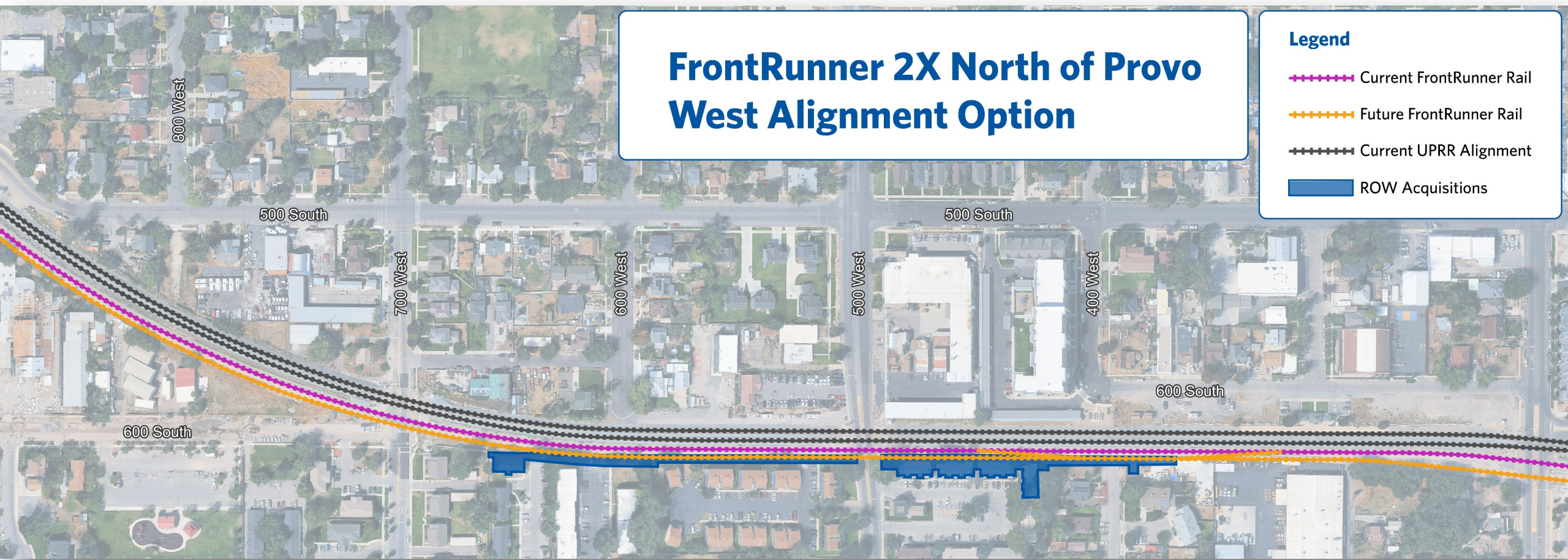
500 W. Looking East



East Option



West Option



Analysis Results

Category	East Option	West Option
Cost	Higher	Lower
Schedule	Slower	Faster
Railroad – Coordination	Required - unpredictable and inflexible	Not required
Amtrak Station	Relocation required	No relocation required
Local Roads	Impacts to 600 S & 500 S	No impacts
Right-of-Way	More area required	Less area required
Residential Relocations	Estimated to be lower	Estimated to be higher
Business Impacts	Higher	Lower

Selected Option – West Option

Lower cost – requires less money to build

Faster schedule – can be delivered sooner with fewer delays

Fewer railroad impacts – Avoids conflicts with Union Pacific

No Amtrak station relocation – keeps the station where it is

Less impact to roads – fewer road disruptions during and after construction



Environmental Process

- Completed Planning and Environmental Linkage (PEL)
- Completed Categorical Exclusion (CATEX)

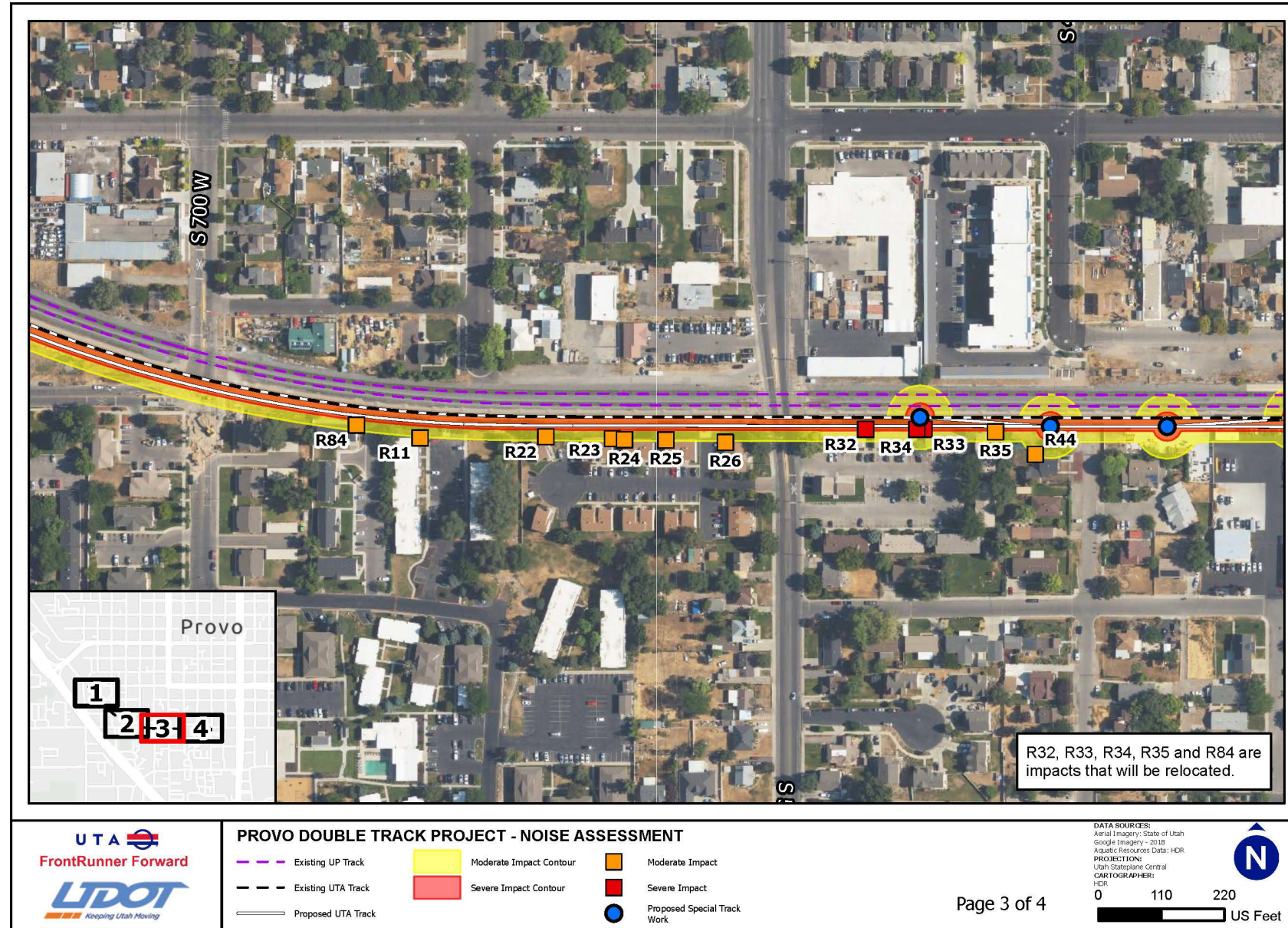
Noise and Vibration Assessments

- Noise and vibration impact assessment completed as part of NEPA document. Used FTA standard methodologies.
- Evaluated impacts from infrastructure change (double tracking) and service change (15 minute).
- Mitigation being reviewed include noise wall, ballast mats, window replacement, special trackwork design.
- Mitigation must be reasonable and feasible.
- Mitigation recommendations expected early 2026.

Noise Impacts

Noise impacts due to
double tracking:

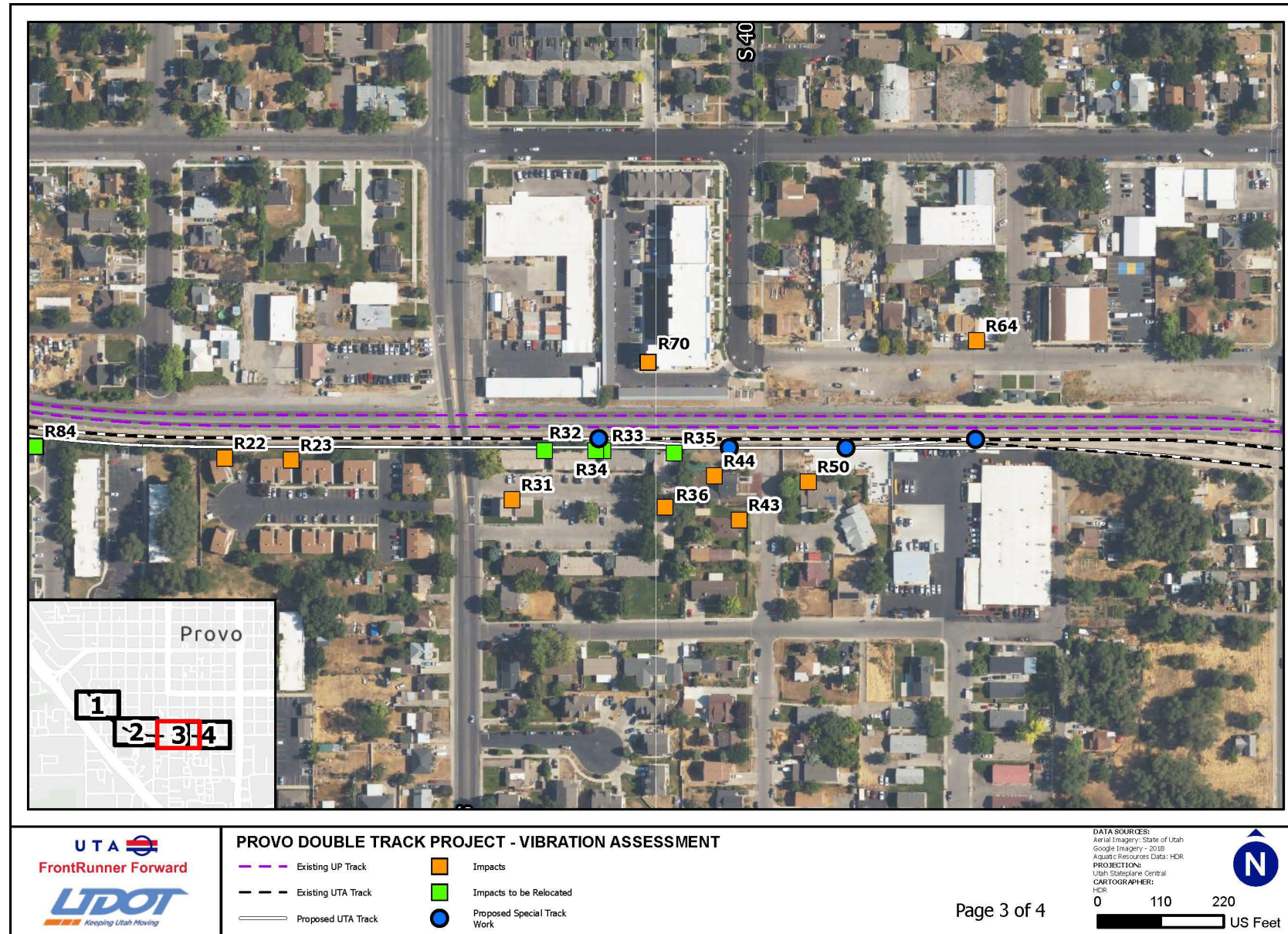
- 7 impacts (excluding 5 proposed relocations)



Vibration Impacts

Vibration impacts due to **double tracking**:

- 9 impacts (excluding 5 proposed relocations)



Noise and Vibration Impacts

Noise and vibration impacts due to **service change** (15-minute service)

- Noise – 7 impacts
- Vibration – No additional impacts
- Assumed proposed relocations resulting in potential 2nd row impacts



Right-of-Way Impacts



Meadow Apartments

- 1 Full Acquisition (4 residences)

Madison Park Condos

- Partial Acquisition (adjacent land strip)

Mountain View Condos

- 4 Full Acquisitions (16 residences)

Right of Way Acquisition

- All property will be acquired in compliance with state and federal laws.
- Impacted property owners whose homes are purchased could be eligible to receive relocation benefits, in addition to fair market value for their property.
- The goal is to keep families in a similar living situation.
- If property owners have concerns with the property acquisition process, they have the right to seek assistance through the Office of the Property Rights Ombudsman.

Acquisition Process

1. **Identify Property:** UDOT's Acquisition Services Team identifies property needed for transit projects
 - UDOT identifies specific parcels of land required for the project.
 - The impact on existing property is assessed and documented.
2. **Valuation:** The properties are valued to determine just compensation. Appraisals are performed by independent appraisers. Once the appraisal is prepared, the report is sent to a 2nd independent appraiser for review
 - The property is valued to determine "just compensation".
 - This involves a detailed appraisal process, where appraisers determine the property's worth and potential damages.
3. **Negotiation:** UDOT makes an offer to purchase the property and begins negotiating with owners. Negotiation outcomes could include real estate purchase contracts, occupancy agreements, or litigation
 - An official offer to purchase the property is prepared.
 - UDOT negotiates with the property owner to reach a purchase agreement.