

Woods Cross Neighborhood Meeting Recap FAQ

Timeline

What's the timeline for the project?

- The project is currently in the design and environmental phase. The environmental analysis is expected to be finalized by September of this year.
- Final design will be completed following the environmental analysis, expected later this year.
- Construction is expected to begin as early as 2026 and will be substantially complete by 2030. This schedule is dependent on federal grants.
 - While construction for the entire project is expected to take four years to complete, construction will be phased into sections. Each section will be completed within those four years, but individual sections will take less than four years to complete.

When will a Right-of-Way (ROW) agent reach out to me?

- If we've identified a need to purchase part of your property for the project, you will be contacted by a member of the right-of-way team and a specific process will be followed. A brochure outlining the ROW process is attached to the supplemental documents attached to this email.

Design & Environmental Concerns

Why do we need this project?

- The FrontRunner 2X project is addressing transportation needs for projected growth along the Wasatch Front for decades to come.
- The project is also expected to provide more transportation options for the 2034 Winter Olympics.

Why can't you extend the double track north? Why is a new double track needed between 1500 S and the station?

- The FrontRunner 2X project will add double track both north and south of the station.
- Additional double track is needed between 1500 S. and the Woods Cross station to accommodate the 15-minute peak service. To add more trains to the service schedule, double track is needed for the trains to pass each other.
- For more information on the need for double track, please watch the "Why Double Track?" video at <https://youtu.be/PJWIGLulbLU> or visit the project website home page.

Why can't the track be added to the west side of the track to avoid impacting homes?

- This option was considered; however, adding the new track to the west side of the existing tracks isn't feasible since the new track would need to be added to the west side of existing tracks owned by Union Pacific and there would be larger schedule and budget implications.

Is the scroll plot from the neighborhood meeting final?

- The scroll plot shared at the neighborhood meeting is a draft. As studies in the area are completed and analyzed, the design will continue to evolve. This may result in more or less right-of-way needs.

What happens if my shed or landscaping is impacted by the project?

- Any items impacted in a temporary construction easement area or by a permanent right-of-way acquisition will either be fixed by the project contractor or you will receive compensation called "Cost to Cure" to fix impacted items upon completion of construction. Cost to Cure items include but not limited to: landscaping, irrigation, fencing, sign relocation (business).
- In general, if a structure or landscaping is within the UTA ROW, you may not be compensated for the removal of the features.

Will we get a noise wall?

- We are conducting an environmental analysis for the Woods Cross section of the project. Part of this analysis is looking at expected noise levels once the project is complete.
- For a noise wall to be considered, it needs to meet the below requirements based on [UTA's noise policy](#).
 - The project will cause impact and raise noise levels by 3 dB over existing noise levels, **or**
 - The project will cause an impact in areas already experiencing noise at 65 dB or greater.
 - The noise analysis is looking at any potential increase in noise from the FrontRunner 2X project.
- If a noise wall is determined to be **reasonable and feasible**, the public involvement team will ballot the neighborhood to determine if a noise wall is desired. If enough people vote for a noise wall, it will be approved.
 - Reasonable and feasible: engineering, safety, access, and maintenance; cost; effectiveness and noise reduction; etc.

If I believe my home has been damaged by FrontRunner in the past, what can I do?

- You can file a claim through UTA's Claim Process. You can fill out a form and then submit it to UTA via mail, email or personally deliver it to UTA. See details and instructions: <https://www.rideuta.com/Doing-Business/Insurance-Claims#filing-a-notice-of-claim>

How does the vibration impact analysis work and how will you protect my home?

- The FTA vibration impact analysis process evaluates a project for potential vibration impacts. If impacts are determined, there are measures to mitigate the impacts. The vibration analysis is still underway and is expected to be complete by September 2025.

Right-of-Way (ROW) Process

Terms:

- Full acquisition: when a full property needs to be acquired for a project – **there are no full acquisitions in this section.**
- Partial acquisition: when a partial amount of property needs to be acquired for a project.
- Temporary Construction Easement (TCE): when a portion of property is needed temporarily for a project, usually to stage equipment or allow room for movement of materials. The property is returned to original ownership.
- Cost to Cure: compensation for repair or restoration of property following a temporary construction easement. This amount is usually predetermined before work begins.

Will you be acquiring my house?

- Based on the current draft design, the project will not be acquiring any homes in the Woods Cross section. There will likely be some right-of-way impacts to some backyards, and we will follow the established right-of-way process in working with the respective property owners.
- The amount of property required varies along the line from 1500 S to the Woods Cross station.
- Some structures, such as sheds, as well as landscaping, may be impacted. The project would work with individual property owners to follow the established right-of-way process.

Do I have rights as a property owner or tenant?

- All property owners impacted by UDOT's projects have rights. Please visit the State of Utah Office of Property Rights Ombudsman website to read about these rights.
- [Home - propertyrights.utah.gov](http://propertyrights.utah.gov)

As the property owner, do I have the right to negotiate UDOT's offer?

- Yes. An agent will be assigned to help you through the acquisition process with whom you may negotiate. During negotiations you have the opportunity to ask questions and voice your concerns. All questions and concerns will be addressed.

Will I be compensated for repairing any items impacted by the project?

- Yes. Any items impacted in a temporary construction easement area will either be fixed by the project contractor or you will receive compensation called "Cost to Cure" to fix impacted items upon completion of construction. Cost to Cure items include but not limited to landscaping, irrigation, fencing, sign relocation (business).

When will UDOT provide compensation for my property?

- You will receive compensation for the property and/or easement purchased along with any applicable cost to cure items upon completion of negotiations and execution of a real estate purchase contract. Compensation is typically received prior to contractors accessing your property. However, there may be extenuating circumstances where contractors may need to access your property while compensation is in process.

Do I need to relocate structures that may be in the area of property that will be acquired?

- To avoid a reduction or loss of property acquisition benefits, do not move any items on your property if you are not already planning to do so.
- If you have landscaping or structures that are on the UTA right-of-way, you should consider moving those features.
- Any landscaping or structures, including sheds, that may be impacted by a TCE or acquisition will be relocated or removed by the project team once construction is underway.