



AMERICAN FORK CITY COUNCIL
AMERICAN FORK PLANNING COMMISSION
JANUARY 20, 2026
JOINT WORK SESSION MINUTES

Members Present:

Bradley J. Frost	Mayor
Staci Carroll	Council Member
Tim Holley	Council Member

Members Absent:

Ryan Hunter	Council Member
Ernie John	Council Member
Clark Taylor	Council Member

Staff Present:

David Bunker	City Administrator
Camden Bird	Assistant City Administrator
Terilyn Lurker	City Recorder
Patrick O'Brien	Development Services Director
Sam Kelly	Public Works Director
Aaron Brems	Fire Chief
Cameron Paul	Police Chief
George Schade	IT Director
Heather Schriever	Legal Counsel

Also present: Muriel Xochimitl, Janelle Robertson, Matt Carter, and Terry Warner.

Notice is hereby given that the American Fork City Council held a joint work session with the Planning Commission, on Tuesday, January 20, 2026, in the City Administration Conference Room, located at 51 East Main Street, commencing at 4:05 p.m.

JOINT WORK SESSION

The purpose of the City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council Meeting.

1. Discussion on the proposal for the city's polycentric plan.
This item was removed from the agenda.
2. Discussion on proposed amendments to the city's municipal code.
This item was removed from the agenda.

3. Presentation on Frontrunner 2x project.

Mayor Frost noted that Council Members John, Taylor, and Hunter were not present, and that Council Member Carroll was expected to arrive later. He stated that the agenda had been modified and that there was one item for discussion: a presentation on the Frontrunner 2X Project and requested that the presenters introduce themselves for the public record and then invited them to proceed with the presentation.

Those present were: Muriel Xochimitl, assisting with public outreach for the project; Janelle Robertson, UTA Project Manager; Matt Carter, Deputy Project Manager; and Terry Warner, a consultant serving as Project Manager for the project.

Ms. Robertson explained that UDOT is managing the Frontrunner 2X Project, including construction and procurement, due to significant state funding, in close coordination with UTA, which will ultimately own and operate the system.

Ms. Robertson provided background on Frontrunner service, noting that Frontrunner North opened in 2008 between Salt Lake City and Ogden, and service was extended south to Provo in 2012. She stated that the system serves an 83-mile corridor with 16 stations, reaches a maximum speed of 79 miles per hour, and has carried approximately 48 million passengers since opening. She noted that in 2024, Frontrunner averaged approximately 14,500 riders per day. Ms. Robertson explained that the purpose of the Frontrunner 2X Project is to increase system capacity during peak hours through a Federal Transit Administration core capacity grant, supplemented by state funding. She stated that Frontrunner is currently operating at approximately 90% capacity during peak hours, which qualifies the system for the grant.

Ms. Robertson explained that the project will increase double tracking to allow for more frequent and reliable service. She noted that Frontrunners currently operates with hourly service during off-peak hours and half-hour service during peak hours, and that the project would nearly double service to 15-minute peak service and 30-minute off-peak service. She further explained that the system is currently approximately 75% single track, which can result in cascading delays when trains fall behind schedule. Increasing double tracking would improve reliability by allowing trains traveling in opposite directions to pass more efficiently. She stated that the project is also intended to improve travel time reliability, reduce congestion on I-15, improve air quality, and increase ridership. She estimated that increased frequency could result in a 53% increase in ridership.

Ms. Robertson explained that the Frontrunners 2X Project includes 11 double-tracking segments, one new station at Bluffdale in the Point of the Mountain development area, and a track realignment near the Warm Springs Yard to increase operating speeds to 60 miles per hour in that area.

Ms. Robertson stated that providing the additional service would require 10 additional trains. She noted that, because the trains would likely be a different train technology, a maintenance facility capable of servicing those trains would also be required.

Mr. Bunker asked whether a different type of train was being proposed. Ms. Robertson confirmed that it was and explained that the project would procure diesel multiple unit

(DMU) vehicles rather than traditional locomotive-hauled trains. She explained that DMUs are self-propelled, lighter, and more fuel-efficient, with propulsion systems contained within the vehicle. She noted that a Stadler DMU is a likely vehicle type for procurement.

Council Member Holley asked whether the proposed trains would have the same passenger capacity. Ms. Robertson responded that the trains would have slightly less passenger capacity but could be coupled together, allowing additional capacity to be added in the future as needed.

Ms. Xochimitl showed a short video on the FrontRunner 2X project.

Council Member Carroll asked whether double tracking would affect travel times between destinations. Ms. Robertson responded that overall travel times would remain approximately the same, with some minor efficiencies gained by reducing the need for trains to stop and wait for opposing traffic. Ms. Xochimitl noted that the project would improve travel reliability. Ms. Robertson added that increased train frequency would reduce overall travel time for many riders, particularly due to improved coordination with bus service operating on 15-minute intervals.

Council Member Holley asked whether additional stations were planned in the future. Ms. Robertson responded that one new station at Bluffdale in the Point of the Mountain development area is included in the project. She stated that no additional stations are planned in Utah County, noting that current station spacing is appropriate to allow trains to reach operating speeds between stations.

Council Member Holley asked whether Frontrunner service was being considered for east-west travel, including toward Eagle Mountain. Ms. Robertson responded that east-west rail service is not currently planned. She noted that other transit options may be under consideration, but such service is not part of the current Frontrunner plans.

Council Member Holley asked whether there were plans in the next 20 to 30 years to fully double track the entire Frontrunner corridor. Ms. Robertson responded that the Frontrunner Forward long-term plan envisions full double tracking in the future. She explained that implementation of express service would likely require quadruple tracking in certain areas to allow express trains to bypass local service and skip stations.

Council Member Holley asked whether high-speed rail options were being considered for longer-distance service as regional growth continues. Ms. Robertson responded that high-speed rail is a longer-term consideration. She stated that UTA has evaluated alternatives such as battery-electric hybrid vehicles with intermittent catenary charging, but noted that corridor constraints, including track curvature and proximity to Union Pacific rail lines, present significant technical and cost challenges.

Ms. Robertson stated that system improvements such as grade separation and straightening track curves can increase operating speeds but are costly. She noted that the Frontrunner Forward plan identifies potential future opportunities to incrementally increase track speeds as technology evolves. She stated that the vehicles currently being procured are intended to be forward-compatible, allowing for a future transition from hybrid diesel to hybrid electric power systems.

Ms. Robertson stated that an environmental document is currently being prepared for a potential extension from Provo to Payson. She explained that the Federal Transit Administration has requested that further progress be limited until a funding source is identified. She noted that some design work has occurred and that funding is available for corridor preservation, which she stated is important due to rapid growth in the area.

Ms. Robertson described a project map, noting that navy blue areas represent existing double-track segments, primarily at stations, while red areas indicate proposed double tracking. She stated that most of Utah County would be fully double tracked under the project, improving service reliability.

Council Member Holley asked about the projected timeline for the project, including potential start dates. Ms. Robertson stated that construction is expected to begin next year, with potential early utility work this year. She noted that the project anticipates entering revenue service in 2030. She also acknowledged that the American Fork Station is in a less-than-ideal location, particularly with regard to parking access.

Mayor Frost asked whether the project team had reviewed the city's Station Area Plan. Ms. Robertson confirmed that the team had participated in staff-led sessions and incorporated ideas from those discussions. She noted that funding availability will influence what can be implemented at this time, and stated that design work is well underway, including potential property acquisitions as needed. She noted that the federal grant does not provide funding for station relocations. She stated that any relocation would depend on available funding and the timing of design work to avoid unnecessary costs.

Council Member Carroll asked whether the project is being funded solely by the federal grant. Ms. Robertson responded that the project includes state funding as a local match. She stated that approximately \$840 million in state funding has been allocated, which is why UDOT is managing the project, and that the remainder of funding is expected from a federal grant, which has been applied for but not yet awarded. Mayor Frost asked about the projected overall cost of the project. Ms. Robertson stated that the total project cost is approximately \$3.2 billion, which includes a 40% contingency required by the Federal Transit Administration.

Ms. Robertson stated that a contractor has been selected for the project. She noted that it is a progressive design-built project. The design team is Horrocks DEA, in partnership with Frontrunner Forward Partners, a joint venture of Stacy Witbeck Inc. and Ralph L. Wadsworth Construction. She added that this is a trusted rail construction team that UTA has used for most of its projects.

Mayor Frost asked how the project would affect the quiet zone, noting previous issues with horn noise during construction and concerns from residents in a neighboring city. Mr. Carter responded that the project is not expected to affect the quiet zone. He explained that during construction, safety procedures may require train horns to be sounded in areas where workers are present near the tracks. He noted that horn use will be limited to active work zones and will not affect the quiet zone at grade crossings.

Mayor Frost asked how the project might affect Union Pacific operations, particularly in areas where UTA construction will occur near their tracks. Mr. Carter responded that Union Pacific operations should not be affected. He stated that Union Pacific trains are subject to the same safety regulations as UTA and may sound horns near workers if required for safety. He noted that Union Pacific is also required to remain silent at quiet zone grade crossings, except in safety situations. He added that any unnecessary horn use at quiet zones could result in Federal Railroad Administration fines.

Mayor Frost asked whether any construction might occur overnight near residents' homes, and whether waivers from local jurisdictions would be required. Ms. Robertson responded that various scenarios are anticipated. While most work is expected to occur during daytime hours to accommodate construction teams, some work may need to occur at night when train operations are not running. She stated that the project team will communicate with local communities regarding potential impacts and construction activities, but detailed plans for night work in each area are still being developed.

Council Member Holley asked whether there would be interruptions in service during construction. Mr. Carter responded that service would primarily be affected when tying new track into existing track, requiring temporary removal of the current track from service. He stated that the team is working to minimize these shutdowns.

Mr. Carter provided details for the American Fork segments of the project. He noted that there are two segments within city boundaries: one north of the American Fork Station and another south of the station, with the northern segment approximately 4.4 miles long, extending to Pioneer Crossing at the south end. He noted that property acquisition issues will be addressed as part of the project.

Mr. Carter stated that property acquisition will primarily involve strip purchases along the corridor from agricultural, commercial, or residential parcels. He noted that no full-property acquisitions are anticipated at this time, and the width of acquisitions is expected

to be approximately 15 to 20 feet. He added that the contractor has established good relationships with affected property owners, including coordination on relocating an existing well.

Council Member Holley asked whether crossings such as Storrs Avenue will need adjustments. Mr. Carter confirmed that minor widening and temporary easements will be required in some locations, but no permanent property purchases are anticipated beyond the initial strips of land.

Council Member Carroll asked whether all property owners in this section had been contacted. Mr. Carter responded that only owners identified as most affected have been contacted to date, with further outreach planned as the project progresses. He added that the project will also involve work at the American Fork River bridges and multiple grade crossings. He stated that UTA will coordinate with city engineering staff regarding road closures, utility extensions, and other infrastructure modifications required to complete track construction.

Mr. Carter commented that the project team will request traffic closure permits from the city and will coordinate with city staff to minimize impacts, including avoiding simultaneous closures at multiple crossings. He noted that most of the corridors have sufficient right-of-way to allow construction without major disruption. He added that the project team has coordinated with city staff regarding the planned roundabout at 1100 South, near Auto Mall Drive, and any minor property purchases in that area likely involve former city street right-of-way.

Regarding the Timpanogos Special Service District area, Mr. Carter noted that the right-of-way is tighter, and the project will include retaining walls along the property. He stated that sewer lines in this area are being protected, and the project team is coordinating with the district to prevent settlement or vibration issues. He noted that no permanent property acquisition is needed from the district, and agreement has been reached on construction coordination.

Mr. Carter stated that UTA is aware of future city plans to widen the roadway to the north, including sidewalks, and noted that the project will not prevent those improvements. He added that UTA will coordinate with the city on any future projects to ensure compatibility.

Mr. Carter highlighted noise and vibration as the primary environmental factors affecting the city. The noise study identified two isolated residences near the Storrs area where mitigation may be needed. UTA has contacted the residents and is exploring improvements such as new windows rather than building a short sound wall. Regarding vibration, he noted that existing tracks in the area from Storrs to 200 South have vibration

mats beneath the track bed to reduce vibrations. Additional vibration mats will be added where needed to mitigate impacts.

Mayor Frost asked how the projected increase in ridership would affect existing parking lots at stations, and whether the project anticipates needing to expand parking footprints to accommodate additional vehicles. Ms. Robertson responded that UTA's planning department is conducting a system wide park-and-ride study to project future utilization. She noted that many riders currently use kiss-and-ride drop offs rather than parking long-term, and that increased bus service and frequency is expected to bring more riders to stations without requiring additional parking. She stated that the Frontrunner 2X Project itself is not expected to require changes to station parking, but the study is examining overall future needs across the system.

Mr. Bunker noted that at the American Fork Station, cars frequently park along the roadway, which is already narrow, and that additional parking along the street can make traffic conditions difficult for residents and commuters. Ms. Robertson stated she would relay that feedback to UTA's planning department for the park-and-ride study, noting that she had not received any recent updates on the study. Mr. Bunker added that the city has plans to reconstruct 200 South, which affects the station and parking area. He noted that combined with limited parking, construction, and grade crossing work, traffic in the area could become challenging in the coming years.

Council Member Holley noted that the projected 50% increase in ridership over the next 25 years may be conservative, given expectations that American Fork's population could nearly double by 2050 and similar growth across Utah County. He expressed concern that actual ridership could exceed projections, especially with increased traffic on I-15, and suggested that capacity planning may need to account for higher future demand. Ms. Robertson responded that UTA uses regional travel models to project ridership increases from additional train frequency. She acknowledged that these projections are often conservative and that ridership frequently grows faster than expected, particularly in the southern portion of the system. She noted that increased bus connections from areas such as Saratoga Springs and Eagle Mountain could also contribute to higher demand at the American Fork Station.

Council Member Holley commented that by 2050, I-15 could become quasi-unusable at times, and that many residents may become transit-dependent rather than choosing transit voluntarily. Ms. Robertson agreed, stating that transit dependency is likely to increase, and expressed hope that the broader transit system, including buses and connecting routes, will expand alongside the train to provide more frequent and convenient options. She described these developments as exciting for the future.

Mayor Frost discussed the station location and access at American Fork, noting that while the Frontrunner is a major asset, the current station location provides limited access and

places significant traffic burden on 200 South, a local road. He suggested that UTA consider moving the station to improve access and reduce congestion. He also emphasized the importance of planning for parking, particularly given anticipated growth and ridership from UVU and surrounding areas, and suggested that UTA and UDOT explore purchasing adjacent parcels for future station parking. Ms. Robertson responded that station area plans are designed to encourage smarter land use and joint public-private partnerships. She referenced a previous project at South Jordan Station, where shared parking was implemented between developers and UTA. She noted that such approaches could improve parking utilization and allow for structured parking in the future.

Ms. Xochimitl asked about plans for 200 South, including widening and improvements such as curb and gutter. Mr. Bunker explained that 200 South is planned to be widened, including a cycle track down the center, with two lanes on each side. He noted that while this alleviates some issues, it also creates challenges with property access, emphasizing that there is no single solution that resolves all issues.

Discussion ensued on who will provide updates on *Frontrunner Forward* and the system-wide park-and-ride study. A dedicated public involvement team is available for resident questions, with live-call support and timely email responses. UTA maintains a strong day-to-day working relationship with Union Pacific, meeting biweekly for technical issues and monthly for agreements. While routine coordination runs smoothly, larger projects like land acquisition or track relocation are more complex, and UP notes that any impact may require compensation.

Mayor Frost asked how information would be shared with the public. Mr. Carter stated that all environmental materials, including the noise and vibration study, will be posted on the project website for public access.

4. Adjourn.

The meeting was adjourned at 5:00 p.m.



Terilyn Lurker, City Recorder