

FrontRunner PROJECT

Ogden to Provo

FrontRunner Project Update

WFRC Transportation
Coordinating Committee
November 3, 2022



Project Team

- House Bill 322 shifted management to UDOT for transit projects that meet the following criteria:
 - State funded
 - Fixed guideway
 - Large public transit district
 - Add capacity
- UDOT will serve as the project lead in close partnership with UTA

Current FrontRunner System

- Primarily single tracked
- Operating at or near capacity on key segments



Project Goals

- Alleviate Congestion
- Grow Ridership

WHAT GROWS
RIDERSHIP?



FREQUENCY

Trains arrive often throughout the day

Fewer missed trains

Riders don't have long waits



RELIABILITY

Trains arrive and depart on time

Riders can depend on trains and don't miss connections



TRAVEL TIME

Competitive travel time to cars

No long wait times for passing trains

Project Scope

- Improve Peak Hour Reliability from 77% to 95%
- Add capacity and increase service

| SERVICE TYPE | CURRENT SERVICE | GOAL SERVICE |
|--------------|-----------------|--------------|
| ALL DAY | 60 MINUTE | 30 MINUTE |
| PEAK HOUR | 30 MINUTE | 15 MINUTE |



SEGMENTS

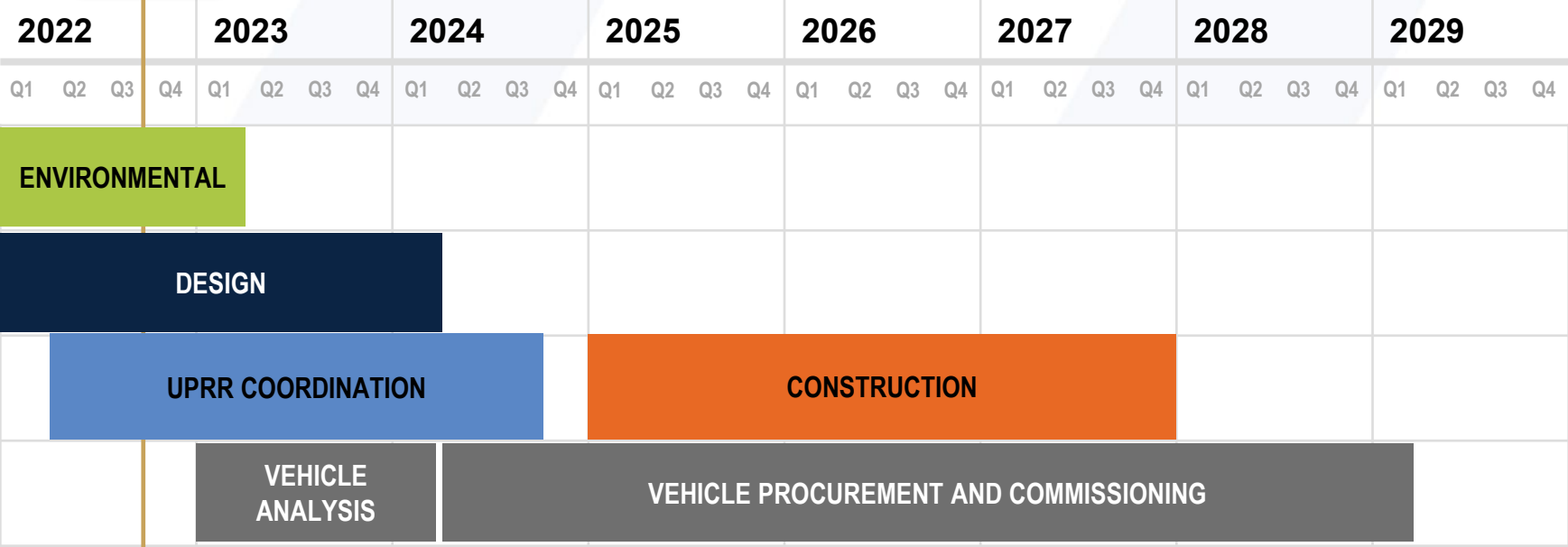


**ADDITIONAL
TRAINSETS**



Preliminary Project Schedule

Today



Preliminary Budget

- Estimated cost nearly 1 billion
- 370 million State funding
- 75 million UTA funding
- Pursuing Federal grant



**Federal Transit
Administration**

FrontRunner

PROJECT

Ogden to Provo

PROJECT CONTACT

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UDOT Transit Program Director

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PUBLIC INFORMATION

Visit: udotinput.utah.gov/frontrunnerproject

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Capacity Project Prioritization Process Update

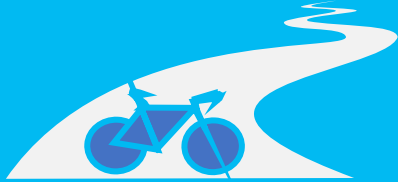
November 3, 2022

Capacity Project Funding Programs

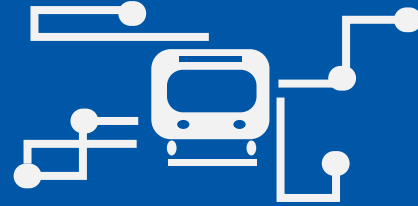
TIF - Highway



Active Transportation



TTIF - Transit



First and Last Mile

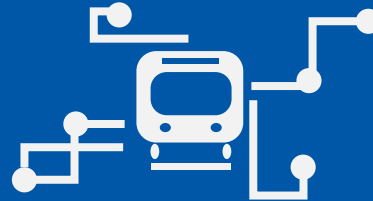


Capacity Project Decision Support Models

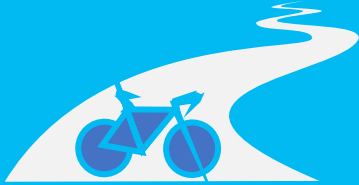
TIF - Highway



TTIF - Transit



TIF - Active



TTIF - First/Last Mile



Multimodal Framework



2022-2023 Process Update

Intended Outcomes

- Simplify & Streamline
- Reevaluate Ranking Methodology
- Integrate New Data Sources
- Incorporate Outcome Based Measures
- Institutionalize Processes
- Sync Timing with Unified Plan Updates

Timeline for Update

| | 2022 | | | | | | 2023 | | | | | |
|------------------------|--------|-----------|---------|----------|----------|---------|----------|-------|-------|-----|------|------|
| | August | September | October | November | December | January | February | March | April | May | June | July |
| Commission Check-In | | ■ | ■ | | | | | ■ | ■ | | | |
| Stakeholder Engagement | | | ■ | ■ | | ■ | ■ | | | | | |
| Model Rework & Testing | | | ■ | ■ | ■ | ■ | ■ | | | | | |
| New Model Finalization | | | | | | | | | | | ■ | |



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TRANSPORTATION COORDINATING COMMITTEE
November 3, 2022

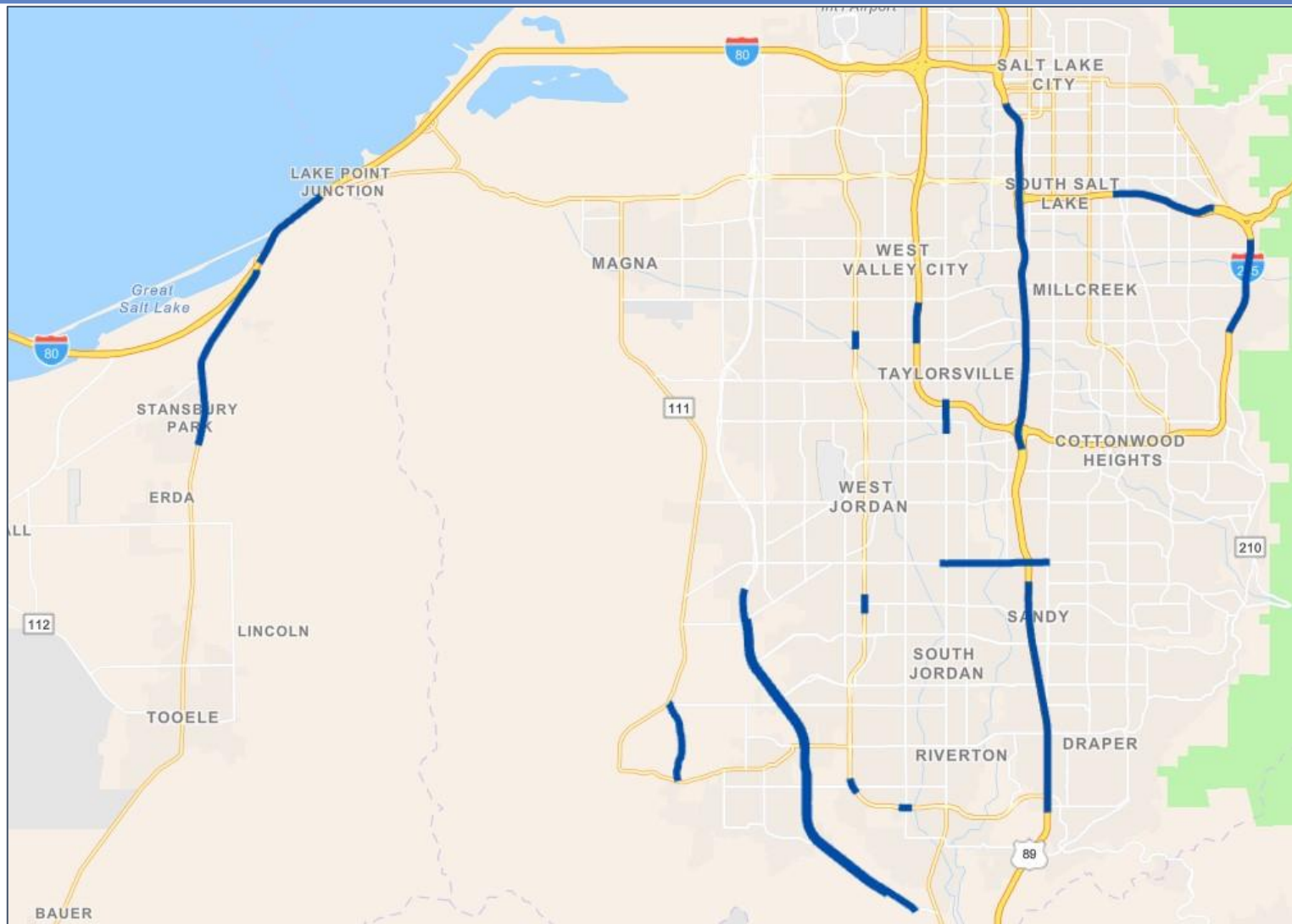
Current & Upcoming Region 2 Capacity Projects

PROJECTS

- 1. I-80; 1300 E to 2300 E & I-215; 3300 S to 4500 S** – (Add I-80 EB Lane)
 - \$146M – Construction Underway/Complete Fall of 2024
- 2. SR-68: 6200 South to I-215** (Add a NB Lane)
 - \$14.5M – Begin Construction in 2023
- 3. SR-209 (9000 S); Redwood Rd. to 700 West** – (5 Lanes to 7 Lanes)
 - \$56.6M – Begin Construction in 2023
- 4. Bangerter Highway at 4700 South** – (New Interchange)
 - \$130.5M – Begin Construction in 2023
- 5. Bangerter Highway South Interchanges** – (New Interchanges)
 - \$268.5M – Begin Construction in 2023
- 6. I-215 SB; Frontage Rd (4100 to 4700 South)** – (New Frontage Road)
 - \$32M – Begin Construction in 2024
- 7. SR-111; Herriman Pkwy to 11800 S** – (New Facility)
 - \$50M – Begin Construction in 2024
- 8. SR-36 SB; Sunset Ln to Stansbury Pkwy** – (Add a Lane)
 - \$7M – Begin Construction in 2025
- 9. I-15 Northbound; Bangerter Highway to 9000 S** – (New CD)
 - \$375M – Begin Construction in 2026
- 10. Mountain View Corridor; Old Bingham Hwy to Porter Rockwell** – (New Facility)
 - \$490M – Begin Construction in 2028
- 11. I-15 NB; I-215 to 600 South** – (Add a Lane & Ramp Modifications)
 - \$365M – Begin Construction in 2028
- 12. I-80; EB Auxiliary Lane and SR-36 NB Lane** – (Add a Lane)
 - \$27.5M – Begin Construction in 2028

Current & Upcoming Region 2 Capacity Projects

Total Projects Value = \$1.963B





PROJECT OVERVIEW

The roadway infrastructure in the northeast portion of the valley has reached its life expectancy. The bridges at 1300 East, 1700 East, and 2000 East will be rebuilt along with reconstruction of the concrete pavement on I-80 between 1300 East and 2300 East. An additional eastbound lane will also be constructed.

I-215 East between 3300 South and 4500 South will also have the roadway reconstructed with new concrete pavement.

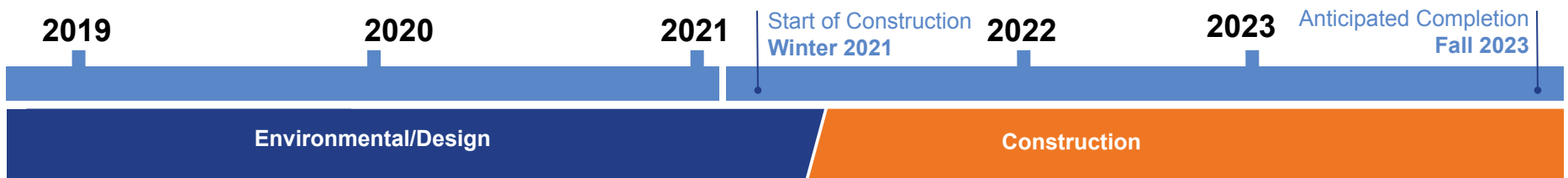
BENEFITS

- Replace aging roadway infrastructure
- Replace deteriorated pavement
- Improve ride quality
- Reduce congestion

FUNDING

| | |
|---------------------------|---------------|
| I-80 & I-215 East Renewed | \$146M |
| Total Cost | \$146M |

SCHEDULE *(subject to change)*





Proposed Design

PROJECT OVERVIEW

The purpose of this project is to add an additional northbound lane on Redwood Road from 6200 S to the WB I-215 on-ramps.

This includes option/entrance lanes at both eastbound and westbound on-ramps, and CFI features on the east and south legs of the 6200 South intersection.

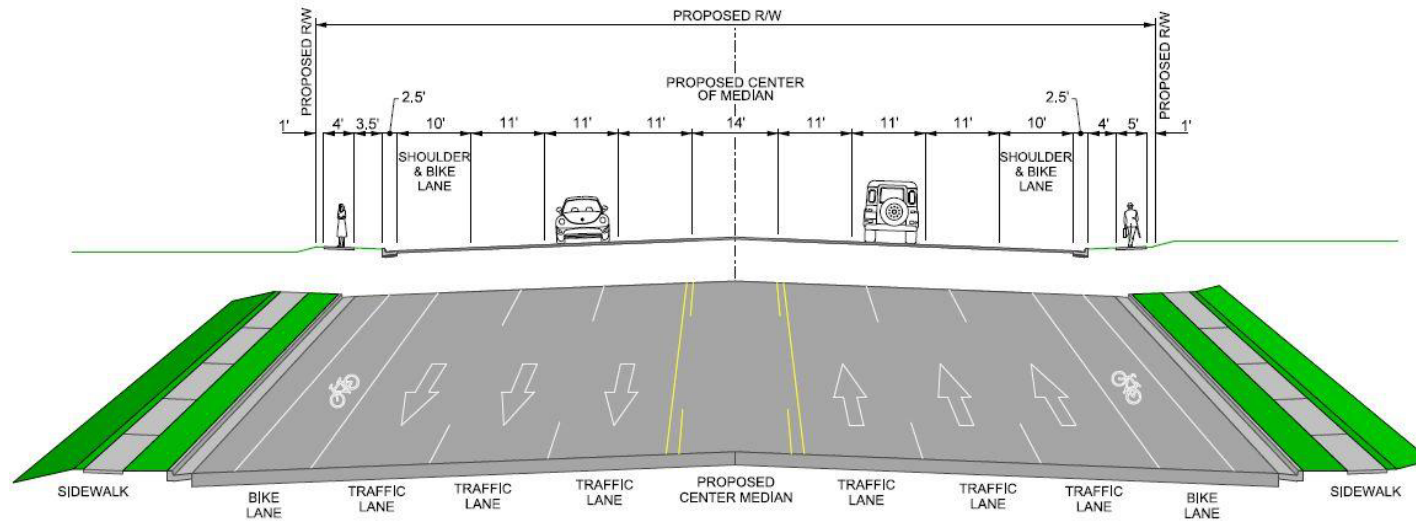
BENEFITS

- Optimize Mobility by improving the Level of Service in each intersection from F to C or D through 2040.

| FUNDING | |
|--------------------------|---------------------|
| Transportation Solutions | \$13,004,333 |
| WFRC Funds | \$1,072,616 |
| Local Government | \$391,189 |
| Total Cost | \$14,468,138 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

This project will include the following scope.

- Widen 9000 South to a 7-lane section from Redwood Rd to 700 W.
- Replace the bridge over the Jordan River.
- Extend the bike lanes from Redwood to the Jordan River.
- Add dual left turn lanes on the north leg of 700 W.
- Replace the asphalt on 9000 S from 700 W to State Street.

BENEFITS

- Optimize mobility by increasing capacity from 5 to 7 lanes.
- Preserve Infrastructure by replacing the pavement from 700 W to State St. and replacing the bridge over the Jordan River.
- Promote active transportation by extending the bike lanes from Redwood Rd to the Jordan River Trail.

FUNDING

| | |
|--------------------------------------|---------------------|
| Transportation Investment Fund (TIF) | \$56,600,000 |
| Total Cost | \$56,600,000 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

This project will modify the existing intersection to a grade separated interchange providing greater mobility and safety.

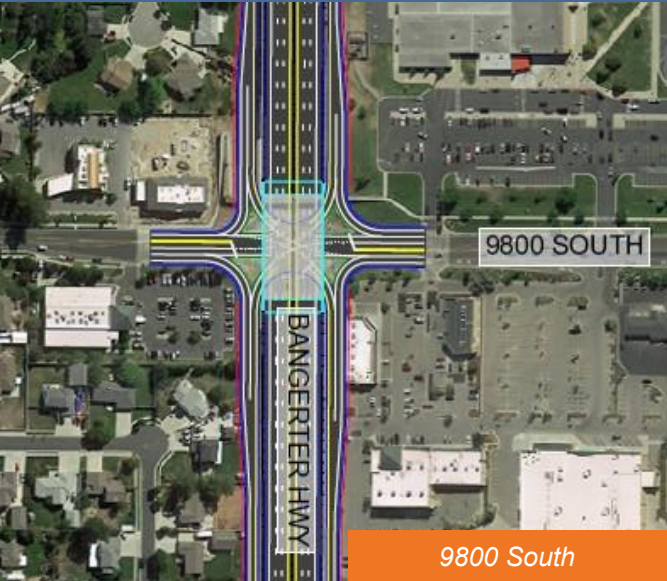
BENEFITS

- Improves north-south delays by over 50%
- Improves left-turn delays and reduces queues
- Improves peak travel time by over 5 minutes in the peak directions

| FUNDING | |
|--------------------------------------|----------------------|
| Transportation Investment Fund (TIF) | \$130,500,000 |
| Total Cost | \$130,500,000 |

SCHEDULE *(subject to change)*

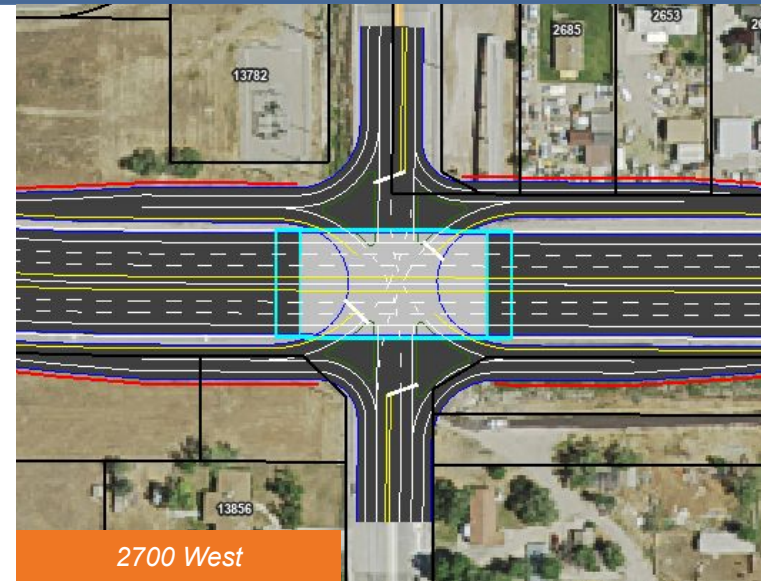




9800 South



13400 South



2700 West

PROJECT OVERVIEW

This project will modify the existing intersections at 9800 S, 13400 S, and 2700 W to grade separated interchanges providing greater mobility and safety.

BENEFITS

- Improves east-west delay by over 50%
- Improves peak travel time by over 10 minutes
- 1.6 million annual delay hour savings

FUNDING

| | |
|--------------------------------------|----------------------|
| Transportation Investment Fund (TIF) | \$268,500,000 |
| Total Cost | \$268,500,000 |

SCHEDULE *(subject to change)*

2022

2023

CONCEPT/DESIGN/ENVIRO

CONSTRUCTION



PROJECT OVERVIEW

The project scope is to construct a new off-ramp and frontage road system on southbound I-215 from 4100 South to 4700 South. The project scope also includes construction of new cross streets from the new frontage road to 2700 West at 4250 South and 4400 South.

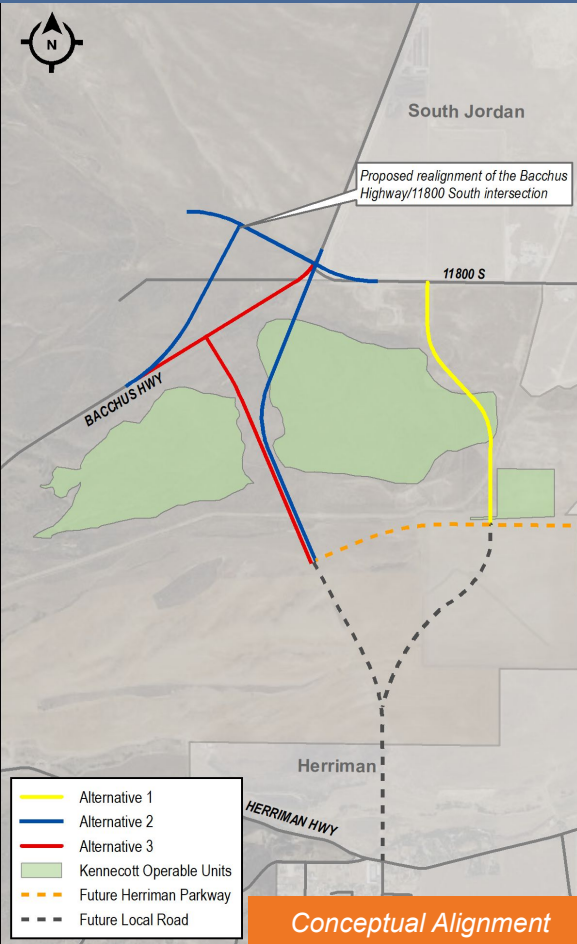
BENEFITS

- Improve safety by eliminating back-ups on I-215 mainline from the 4700 South off-ramp.
- Optimize mobility by dispersing traffic from 4700 South to 2700 West at several locations.

| FUNDING | |
|--------------------------------------|---------------------|
| Transportation Investment Fund (TIF) | \$32,000,000 |
| Total Cost | \$32,000,000 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

UDOT, local agencies and stakeholders are evaluating conceptual alignments for an extension of the 7300 West corridor in Salt Lake County, between South Jordan Parkway and Herriman Parkway (13320 South). The total length of new roadway is approximately 3.2 miles.

This concept between Herriman Parkway and 11800 South includes:

- Two 12-foot lanes with 4 foot inside shoulders and 6 foot outside shoulders
- A 12-foot-wide multi-use trail
- A 150-foot right-of-way for future widening
- A new intersection layout at 11800 South & Bacchus Highway

BENEFITS

The project would improve regional multimodal connectivity, including freight, transit and active transportation. In addition, the corridor would provide the foundation for a future grid network—necessary to support the residential and employment growth planned in southwest Salt Lake County.

| FUNDING | |
|--------------------------------------|---------------------|
| Transportation Investment Fund (TIF) | \$50,000,000 |
| Total Cost | \$50,000,000 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

In 2019 UDOT expand southbound SR-36 to three lanes from I-80 to Sunset Lane improving travel speeds on I-80 by 20 mph. The choke point has now moved south on the corridor requiring widening further to the south.

The purpose of this project is to extend the third southbound lane on SR-36 from Sunset Lane to Stansbury Parkway.

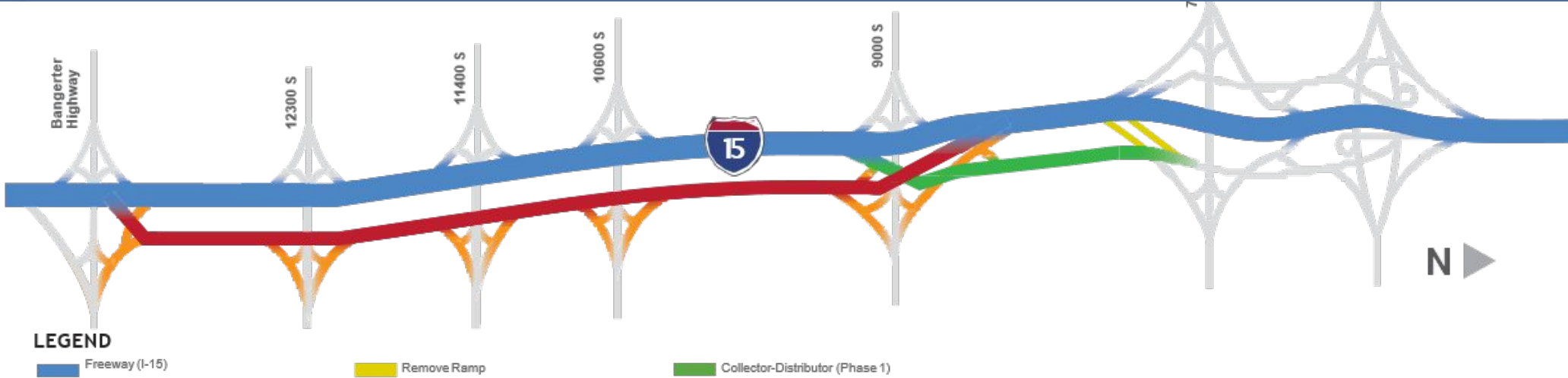
BENEFITS

- Improve mobility by increasing traffic flow into the Tooele Valley by providing 50% more capacity on SR-36.

| FUNDING | |
|--------------------------------------|--------------------|
| Transportation Investment Fund (TIF) | \$7,000,000 |
| Total Cost | \$7,000,000 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

This project will complete a Collector-Distributor from Bangerter Highway to 9400 South. This Collector-Distributor will provide a safer and more efficient transition for motorists entering and exiting I-15 between Bangerter and I-215.

BENEFITS

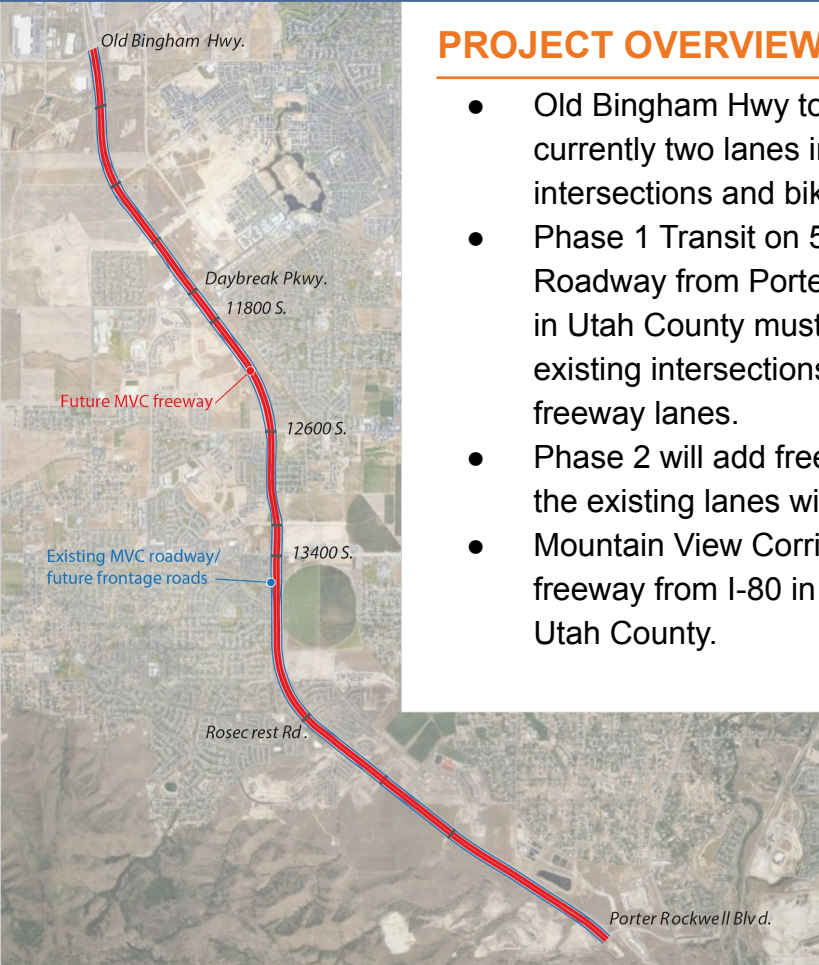
- Increase mobility
- Reduce congestion along I-15
- Improve overall safety

FUNDING ESTIMATE

| | |
|--------------------------------------|----------------------|
| Transportation Investment Fund (TIF) | \$375,000,000 |
| Total Cost | \$375,000,000 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

- Old Bingham Hwy to Porter Rockwell Blvd is currently two lanes in each direction with signalized intersections and biking and walking trails.
- Phase 1 Transit on 5600 West or Phase 1 Roadway from Porter Rockwell Blvd. to 2100 North in Utah County must be in place before converting existing intersections to interchanges and adding freeway lanes.
- Phase 2 will add freeway lanes in the median and the existing lanes will become frontage roads.
- Mountain View Corridor will eventually be a 35-mile freeway from I-80 in Salt Lake County to S.R. 73 in Utah County.



FUNDING ESTIMATE

| | |
|--------------------------------------|----------------------|
| Transportation Investment Fund (TIF) | \$490,000,000 |
| Total Cost | \$490,000,000 |

SCHEDULE *(subject to change)*





I-15 NB at the I-215 Junction in Midvale, UT.

PROJECT OVERVIEW

This project will:

1. Add an additional northbound lane on I-15 between I-215 and 600 South.
2. Add a flyover ramp from northbound I-15 to eastbound I-80 that would merge onto I-80 on the left.
3. Add a single lane braided ramp between 1300 S on-ramp and westbound I-80 off-ramp.

BENEFITS

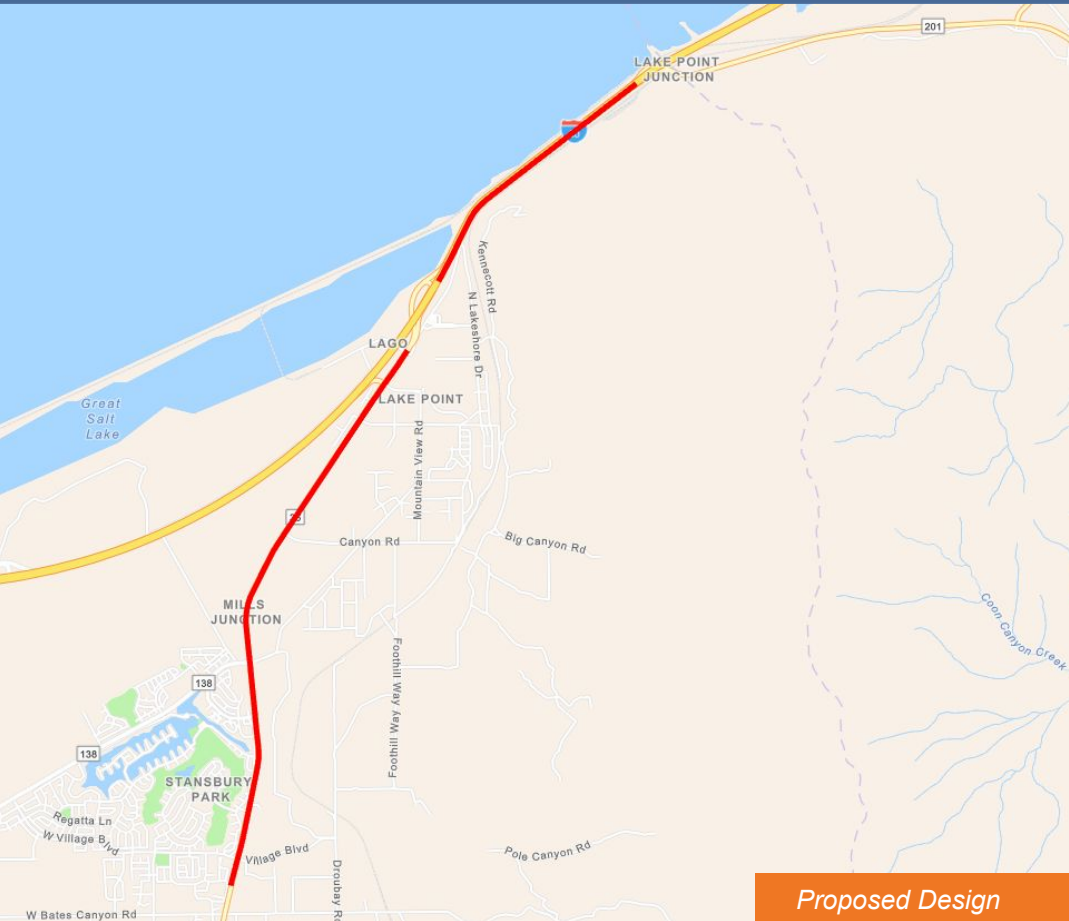
- Optimize mobility by adding additional capacity to I-15 NB through additional lanes and ramp modifications.
- Improve safety by eliminating congestion and substandard merge points.

FUNDING

| | |
|--------------------------------------|----------------------|
| Transportation Investment Fund (TIF) | \$365,000,000 |
| Total Cost | \$365,000,000 |

SCHEDULE *(subject to change)*





PROJECT OVERVIEW

The purpose of this project is to provide an auxiliary lane on I-80 EB from Exit 99 to the SR-201 on-ramp and an additional NB lane on SR-36 from Stansbury Parkway to the I-80 EB on-ramp.

BENEFITS

- Improve mobility by increasing traffic flow out of Tooele County by eliminating the weave onto I-80 and providing 50% more capacity of the roadway.

| FUNDING | |
|--------------------------------------|---------------------|
| Transportation Investment Fund (TIF) | \$27,500,000 |
| Total Cost | \$27,500,000 |

SCHEDULE *(subject to change)*

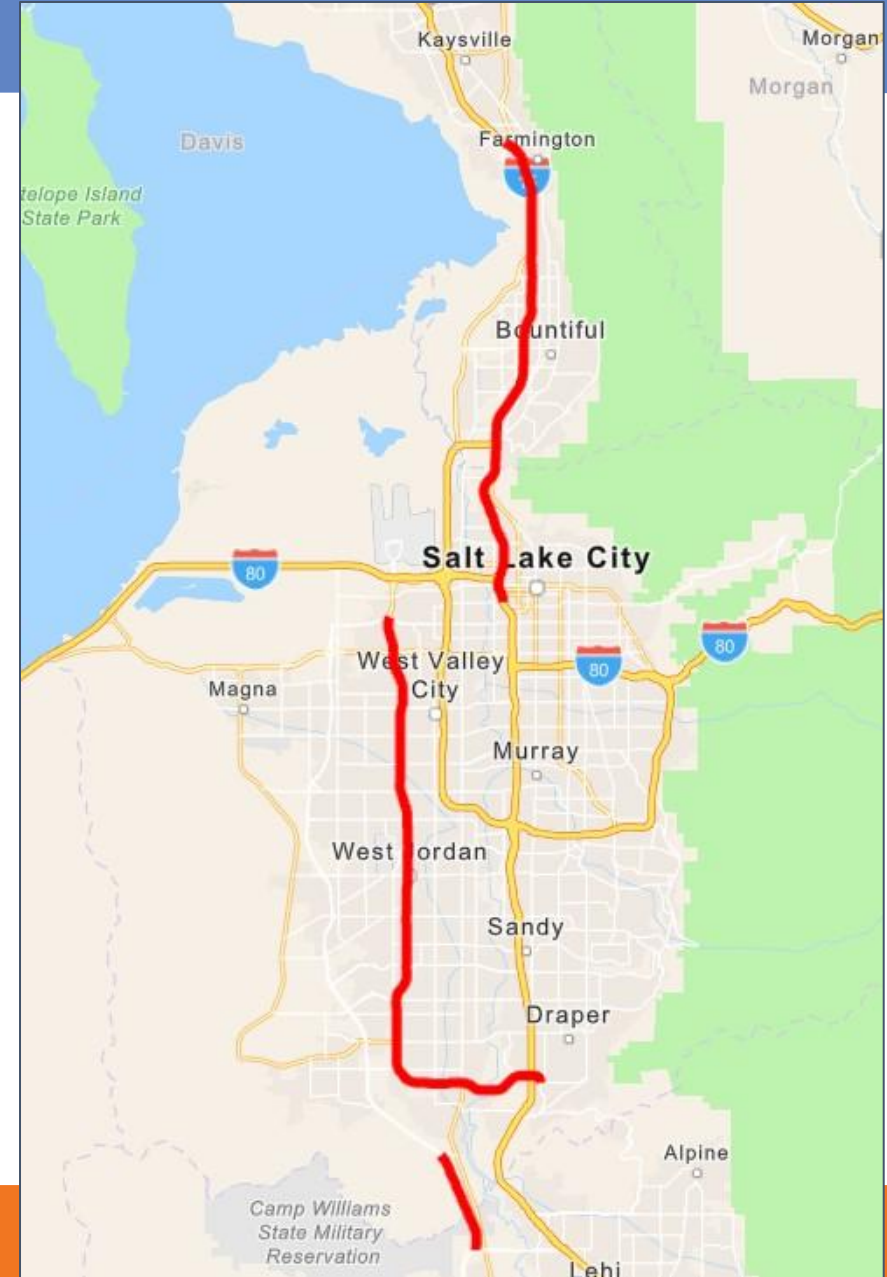


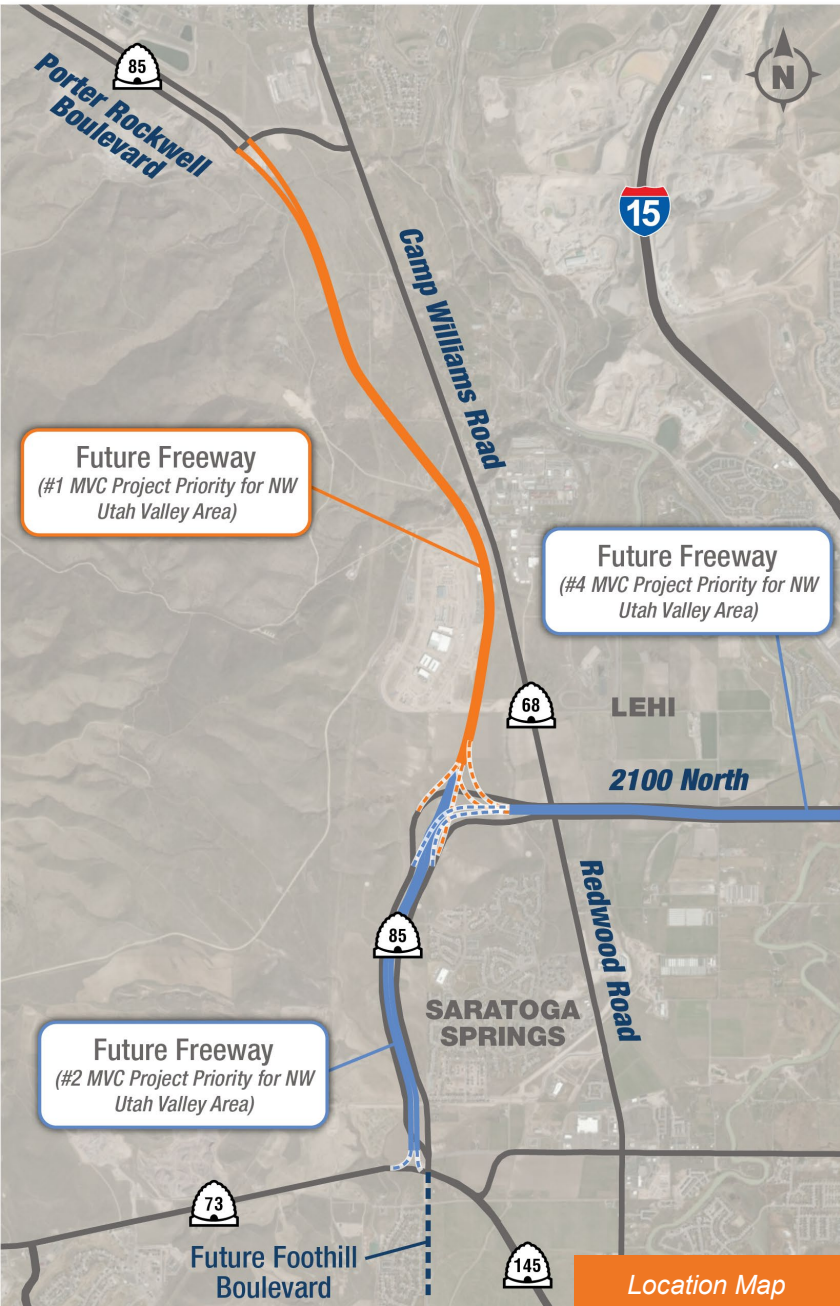
Other Funded Projects

PROJECTS

- 1. MVC from 2100 N to Porter Rockwell (Region 3 - New Facility)**
 - \$350.6M – Begin Construction in 2023
- 2. Bangerter Highway Corridor - Environmental (Region 2 - Remaining Intersections)**
 - \$8.5M – Complete Summer 2023
- 3. I-15; Farmington to Salt Lake City EIS (Region 1 - Environmental)**
 - \$16M – Complete Spring 2024
- 4. I-15; Reconstruction; Farmington to Salt Lake City (Region 1 - Add Capacity and Interchange Modifications)**
 - \$1.768B – Begin Construction in 2026

Total Projects Value = \$2.143B





PROJECT OVERVIEW

This segment of Mountain View Corridor (MVC) from 2100 North to Porter Rockwell Blvd is a top priority for Region Three as this will complete the connection to the other sections of MVC in Salt Lake County and will help alleviate congestion by providing a redundant north-south corridor between the two counties. Initially two lanes in each direction will be constructed.

As part of the phased approach for Mountain View, and to abide by the commitments made during the environmental phase, this project is important as it is the last segment to connect MVC from Salt Lake County to Utah County. Building this connection will allow for future freeway improvements to be built along the corridor. This project is identified as being needed in phase one (2020-2030) of MAG's regional transportation plan.

BENEFITS

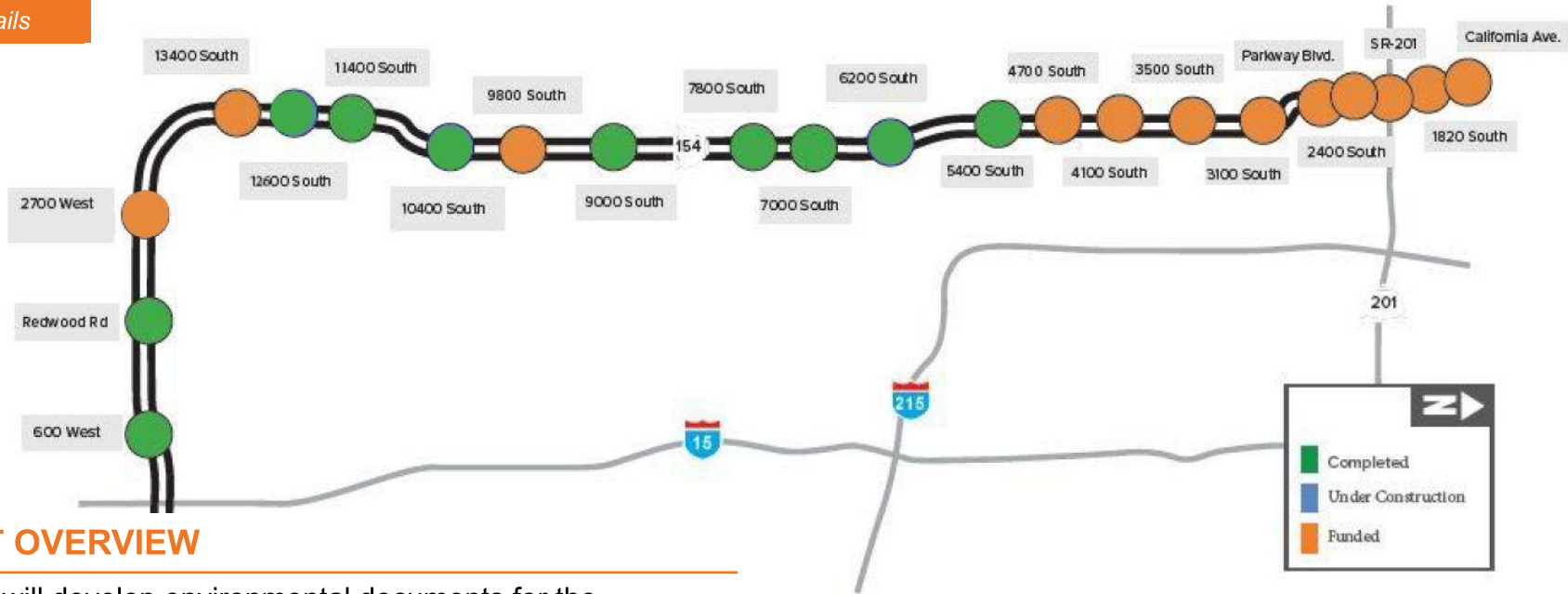
Connecting western Salt Lake County to S.R. 73 will help reduce congestion and improve mobility on Redwood Road, on I-15 around the Point of the Mountain, and on 2100 North in Lehi by providing an alternative freeway connection between Northwest Utah County and Salt Lake County.

| FUNDING | |
|-------------------|-----------------|
| UDOT TIF | \$350.6M |
| Total Cost | \$350.6M |

SCHEDULE *(subject to change)*



Corridor Details



PROJECT OVERVIEW

This project will develop environmental documents for the remaining intersections on Bangerter Highway that have not been grade-separated.

BENEFITS

- Identify preferred alternatives for grade-separating each intersection to finish converting Bangerter Highway to a freeway-style roadway.

FUNDING

| | |
|--------------------------------------|--------------------|
| Transportation Investment Fund (TIF) | \$8,495,000 |
| Total Cost | \$8,495,000 |

SCHEDULE *(subject to change)*

2021

2023

ENVIRONMENTAL DOCUMENT



OVERVIEW

As part of its mission to improve quality of life through transportation, the Utah Department of Transportation (UDOT) has initiated an environmental study along the I-15 corridor between Farmington and Salt Lake City.

BENEFITS

As the population in Utah continues to grow, transportation planning plays a key role in keeping Utah moving and enhancing quality of life. This study will seek to address known mobility issues along the corridor, such as aging infrastructure, interchange functionality, capacity needs, safety concerns, additional multi-modal options and east/west connectivity. The study team will then seek to craft new multi-modal solutions for these and other challenges.

FUNDING

I-15 Project Funding*
**Pending EIS Approval*

\$1.7 Billion

SCHEDULE *(subject to change)*

