

# FrontRunner Strategic Double Track Project Update



# **FrontRunner Strategic Doubletrack**

**UTA Local Advisory Council Update  
9-27-23**

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# FrontRunner Strategic Double Track

**WHAT GROWS  
RIDERSHIP?**



## **FREQUENCY**

Trains arrive often  
throughout the day

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Fewer missed trains

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Riders don't have long waits



## **RELIABILITY**

Trains arrive and  
depart on time

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Riders can depend  
on trains and don't miss  
connections



## **TRAVEL TIME**

Competitive travel time to cars

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No long wait times  
for passing trains

# FrontRunner Strategic Double Track

Source: <https://www.bloomberg.com/news/articles/2016-07-12/transitcenter-survey-finds-public-transit-riders-want-frequent-and-fast-bus-and-rail-service>

“ **High frequency means transit is coming soon, which means that it approximates the feeling of liberty you have with your private vehicle—that you can go anytime. Frequency is freedom!** ”

## WHY IS FREQUENCY AN IMPORTANT PRIORITY?



Increased frequency leads to increased **ridership**, particularly when the previous service was relatively infrequent.



In a survey of transit riders around the United States, frequency was reported as **the top factor** influencing overall trip satisfaction.



### Frequent service:

Results in a shorter wait time when a train is missed or when the exact schedule is not known by a rider.

Provides riders with flexibility

Enables riders to choose trips that arrive closer to their desired time.

Source: *Transit Capacity and Quality of Service Manual, 3rd Edition, 2013*

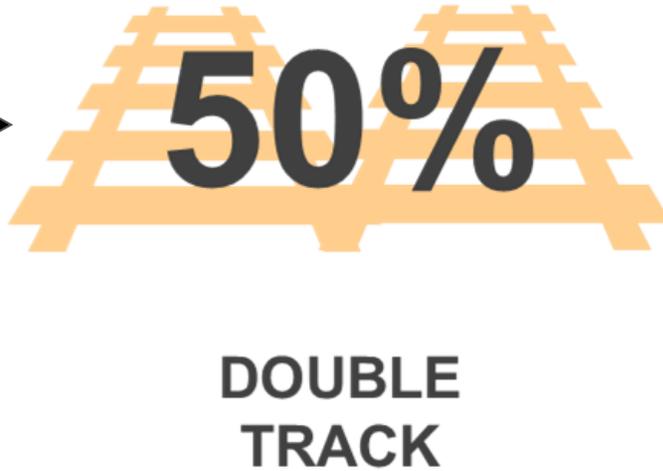
# FrontRunner Strategic Double Track



Increase train frequency in both peak and off-peak periods

<i>SERVICE TYPE</i>	CURRENT SERVICE	<b>GOAL SERVICE</b>
<i>ALL DAY</i>	60 MINUTE	30 MINUTE
<i>PEAK HOUR</i>	30 MINUTE	15 MINUTE

# FrontRunner Strategic Double Track



Last Updated: August 22, 2022

# FrontRunner Strategic Double Track

## Capital Investment Grant Program (CIG)

Project Estimate Submitted: \$966m

- \$220m state funding (appropriated)
- \$75m UTA funding (appropriated)
- \$671m federal funding (requested)

State Contingency:

- \$150m state funding (appropriated)

*FTA Recommended:*

- *\$316m in FY24 president's budget*

**Federal Transit Administration**  
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FTA recommended [Utah Department of Transportation's](#) FrontRunner commuter rail between Ogden and Provo to receive \$316 million through the Capital Investment Grant Program. The project would increase capacity through a plan to dou...see more

**Map:** Shows the FrontRunner route from Clearfield to Roy, with stations: Clearfield to Roy, Centerville to Woods Cross, Warm Springs, South of Salt Lake, South of Murray, South of Draper, North of Lake, and North of American Park. Legend: Proposed Double Track, Existing Double Track, Existing Single Track.

**Aerial View:** Shows a train on tracks near a golf course.

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# FrontRunner Strategic Double Track

- Entered the Capital Investment Grant (CIG) program and received an official rating of Medium from FTA
- Begun official coordination with FTA and their Project Management Oversight Consultant (PMOC)
- Selected and contracted with a program manager
- Finalizing construction project delivery method



**Federal Transit  
Administration**

# FrontRunner Strategic Double Track

## Schedule

- Federal environmental approval: End of 2023
- Final design, UPRR approvals, and FTA grant agreement: 2024 - 2025
- Construction: 2026 - 2029
- Opening: 2029



# FrontRunner Strategic Double Track



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