

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

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

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*

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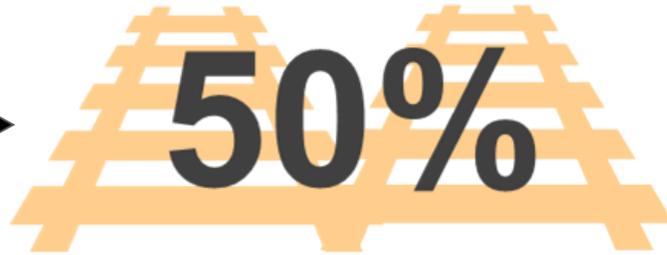
Increase train frequency in both peak and off-peak periods

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

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**DOUBLE
TRACK
SECTIONS**



**DOUBLE
TRACK**



**ADDITIONAL
TRAINS**



Last Updated: August 22, 2022

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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, Main Springs, South of Salt Lake, South of Murray, South of Draper, North of Lake, and North of American Park. Legend: Proposed Double Track (red line), Existing Double Track (blue line), Existing Single Track (grey line).

Aerial View: Shows a blue and white train on tracks crossing a bridge over a river, with a golf course and residential areas in the background.

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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



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