

Transportation Interim

May 17, 2023

Teri Newell, Deputy Director
Leif Elder, Legislative Director

Projects to Discuss

- FrontRunner Strategic Doubletrack
- Point of the Mountain Transit
- The Point FrontRunner Station

FrontRunner Strategic Doubletrack

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.

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



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.

FrontRunner Strategic Double Track



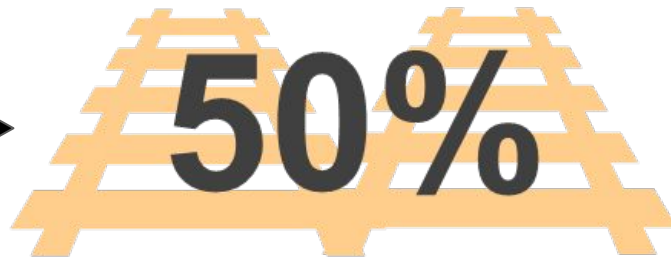
Increase train frequency in both peak and off-peak periods

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

FrontRunner Strategic Double Track



**DOUBLE
TRACK
SECTIONS**



**DOUBLE
TRACK**



**ADDITIONAL
TRAINS**



LEGEND
— Proposed Double Track
— Existing Double Track
— Existing Single 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
39,304 followers
3w • 🌐

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, Cantonville 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 (red line), Existing Double Track (grey line), Existing Single Track (black line).

Aerial View: Shows a FrontRunner train crossing a bridge over a river and a golf course.

You and 367 others
1 comment • 28 reposts

Like Comment Repost Send

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



Point of the Mountain Transit



Point of the Mountain Transit

Alternatives



Diesel Multiple Unit (DMU)



Light Rail Transit (LRT)



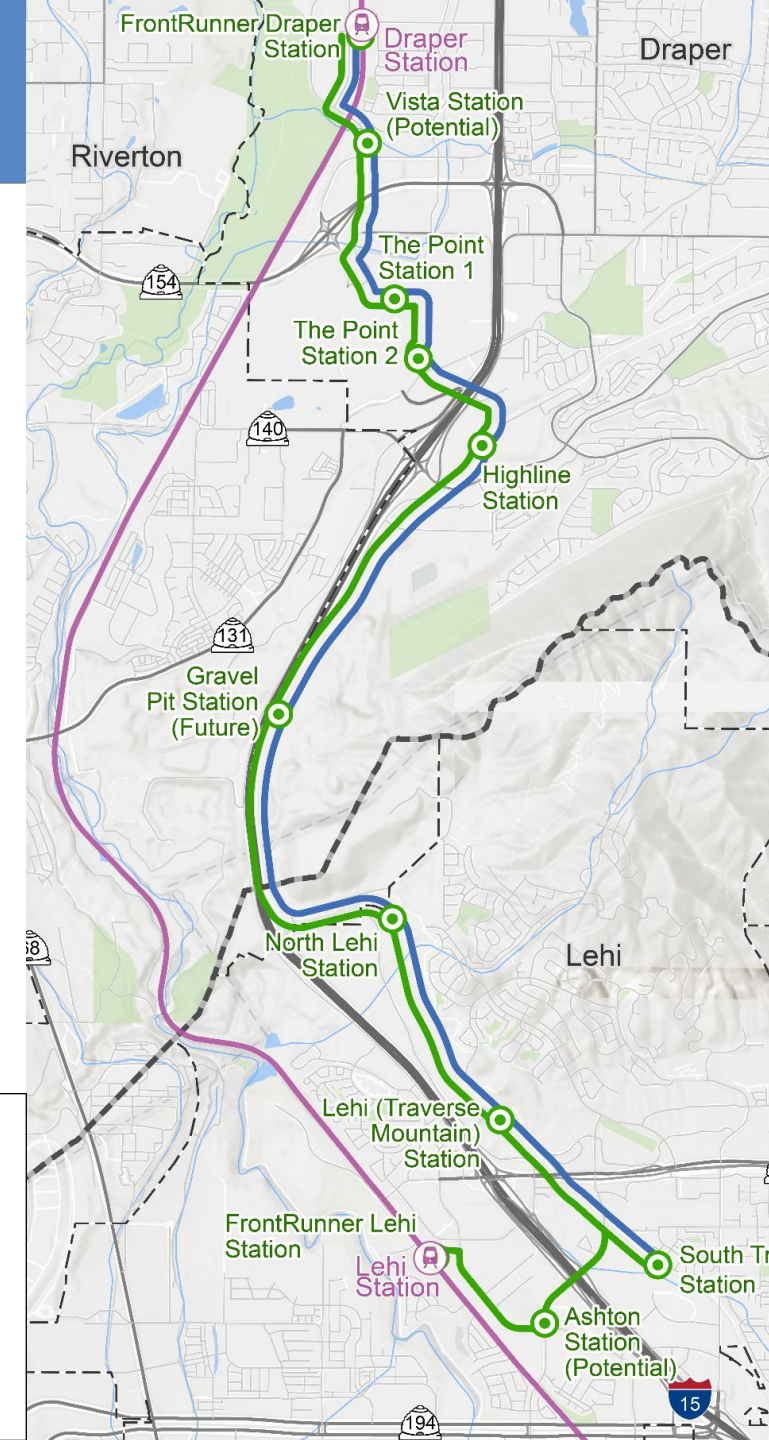
Bus Rapid Transit (BRT)

Point of the Mountain Transit

- High Capacity transit from Draper to Lehi
 - ~10 mile alignment
 - 15 minute service
 - 2030 Service: 1,200-1,700 trips per day

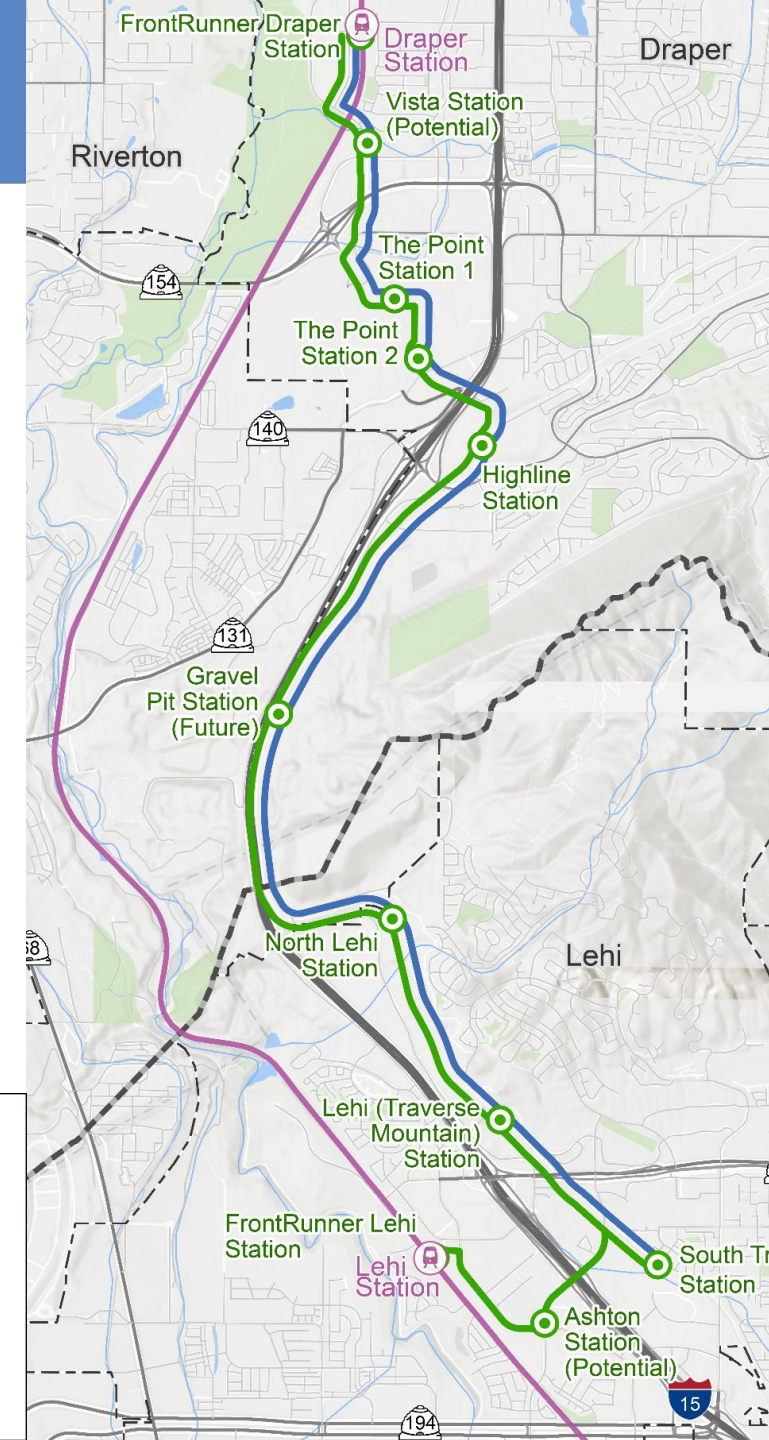
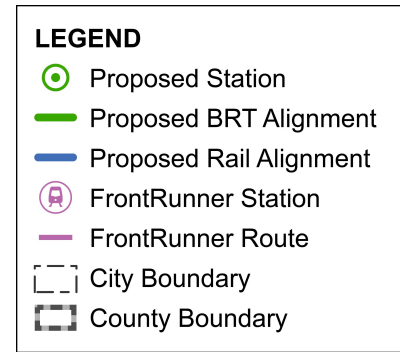
LEGEND

- Proposed Station
- Proposed BRT Alignment
- Proposed Rail Alignment
- Ⓜ FrontRunner Station
- FrontRunner Route
- - - City Boundary
- - - County Boundary



Point of the Mountain Transit

- Updated Transit Study - Summer 2023
 - Capital cost
 - Operational costs
 - Ridership
 - Other key metrics
- Environmental Assessment (EA) - Early 2024
 - Environmental impacts
- Current State Funding - \$81 million



The Point Frontrunner Station

The Point FrontRunner Station



The Point FrontRunner Station

Additional Double Track needed to make the station work without adding delays to the system



LEGEND

- Strategic Double Track
- Existing Double Track
- Existing Single Track
- Additional Double Track Required to Accommodate a Potential Point Station
- Existing Stations
- Potential Point Station

The Point FrontRunner Station

Preliminary Budget

- Concept estimate \$400m
- State funding \$200m
- Separate project from strategic double tracking project

Next Steps

- Begin environmental and UPRR coordination 2023 to define alternative

