

Overview

To support Utah's growth, the FrontRunner 2X project will make transit more convenient by increasing frequency and capacity.

The FrontRunner 2X project will:

-  Add double tracking in 11 strategic locations.
-  Realign track in one location.
-  Construct one new station.
-  Build a new maintenance facility.
-  Add 10 new train sets to the line.



Project Benefits



Increased Frequency
(15-minute peak, 30 minute off peak)



Increased Ridership
(53% increase)



Improved Reliability



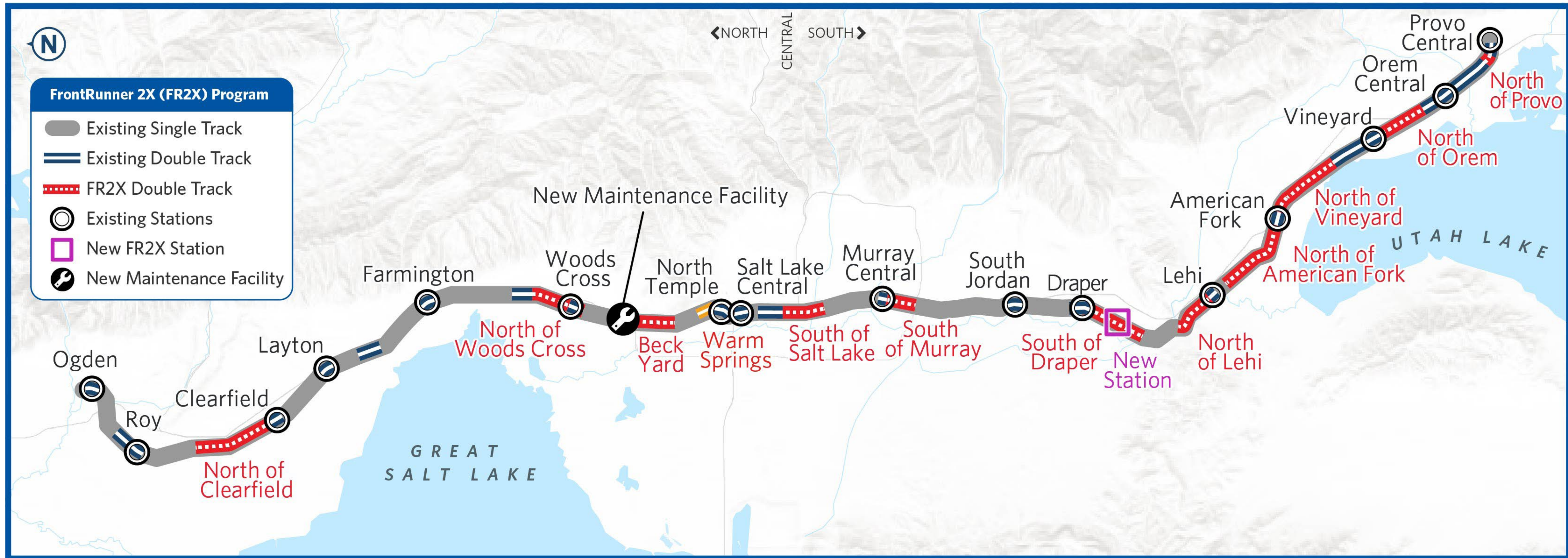
Increased Choice
(17% faster than I-15 by 2050)



Supports Economic Development



FrontRunner 2X



The FrontRunner 2X project will implement double tracking in 11 strategic locations, realign track in one location, add one new station and a maintenance facility, and add 10 new train sets along the FrontRunner line to increase train frequency and travel time reliability.

Project Benefits

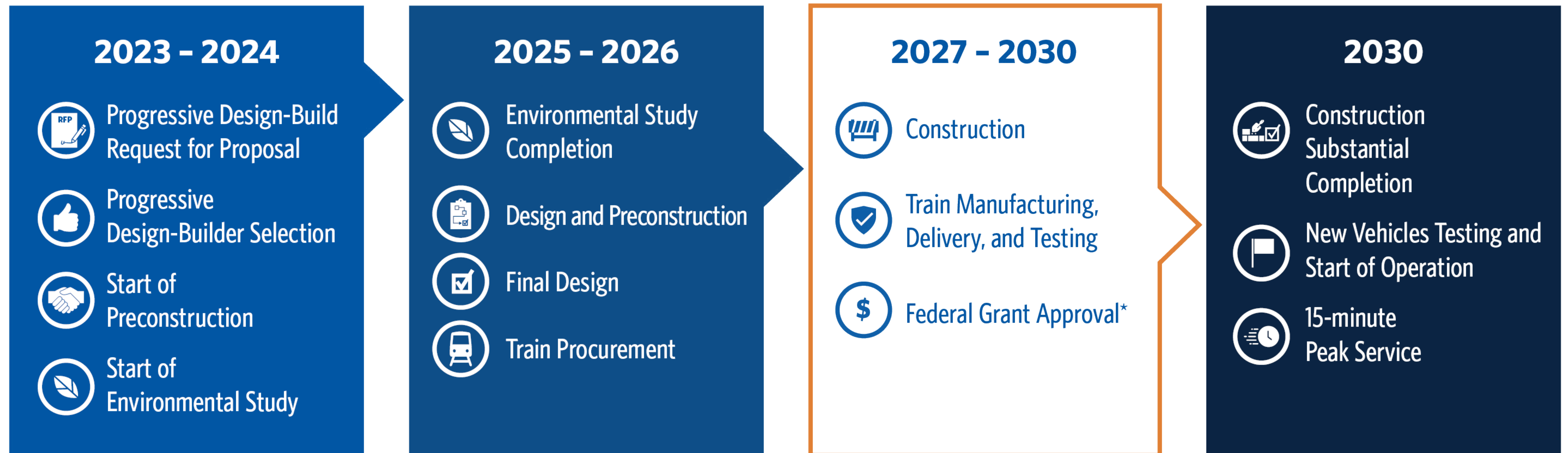
FrontRunner provides more transportation choices, reduces traffic congestion, and improves air quality.

2019		
	FrontRunner	I-15
Ogden to North Temple	53 minutes	38 minutes
Provo to North Temple	69 minutes	58 minutes

2050		
	FrontRunner	I-15
Ogden to North Temple	49 minutes (-4 minutes)	57 minutes (+19 minutes)
Provo to North Temple	68 minutes (-1 minute)	84 minutes (+26 minutes)

By 2050, FrontRunner will be **17% faster** (on average, during peak hours) than the same trip on I-15.

Project Timeline



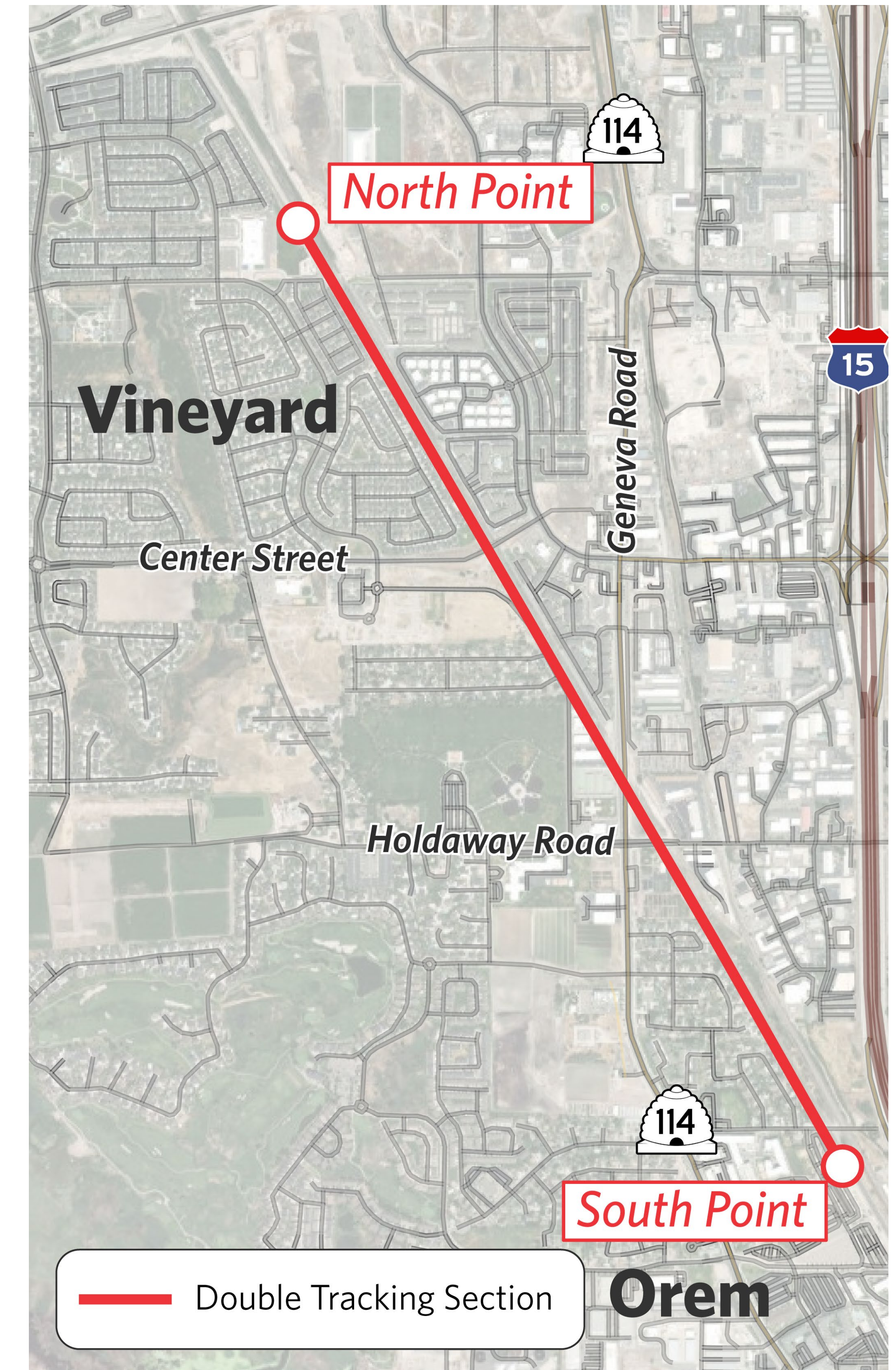
*Expected 2027

North of Orem Section

North Point: Existing double track north of 400 North

South Point: Orem Station

Length: 1.7 miles



Environmental Review

An environmental review was conducted to evaluate and document potential impacts related to:

- Land use and community
- Parks, recreation, and cultural resources
- Hazardous materials
- Noise and vibration
- Air quality
- Water and natural resources
- Traffic and parking
- Safety and security



Noise and Vibration Assessment

- Completed noise and vibration assessment following the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual.
- The assessment evaluates the increases in noise and vibration due to new track construction and train frequency.



Noise and Vibration Results

- All impacts are mitigated by the project incorporating a ballast mat and spring-rail frogs.
- Based on the assessment results, a noise wall is not necessary nor required for mitigation.



Right-of-Way Acquisition Process

Property Identification:

- UDOT identifies specific parcels of land required for the project.
- The impact on existing property is assessed and documented.

Valuation and Appraisal:

- The property is valued to establish fair market value or "Just Compensation."
- This involves a detailed appraisal process, in which a qualified state-certified independent appraiser determines the property value and any potential damages.
- This value is then reviewed by an additional state-certified appraiser for accuracy.

Offer and Negotiation:

- An official purchase offer is presented to the impacted property owner(s) and/or their agents.
- UDOT negotiates with the property owner and/or their agents to reach a final agreement.

Agreements:

- Successful negotiations result in the execution of a real estate purchase contract.