FrontRunner 2X
Salt Lake City, Utah
Core Capacity Engineering
(Rating Assigned August 2026)

The information in this profile reflects information provided by the Utah Department of Transportation (UDOT) with its Engineering request, which was submitted to the Federal Transit Administration (FTA) between October and November 2025. The Engineering approval letter notified UDOT that the maximum amount of Capital Investment Grants (CIG) funding FTA will provide to the project is $1,286,611,600 (40 percent of the total project cost), should a Full Funding Grant Agreement (FFGA) be awarded, rather than the amount requested and shown in the rating information below.

Summary Description	
Proposed Project:	Commuter Rail Capacity Improvements 82 Miles, 16 Stations
Core Capacity Capital Cost ($YOE):	$3,216,529,000
Requested Section 5309 CIG Share ($YOE):	$2,379.059,085(74.0%)
FTA Approved Section 5309 CIG Share:	$1,286,611,600 (40.0%)
Annual Operating Cost (opening year 2031):	$16.74 Million
Existing Ridership in the Corridor:	17,200 Daily Linked Trips 4,863,100 Annual Linked Trips
Existing Seated Load:	90.0%
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: UDOT, in conjunction with the Utah Transit Authority (UTA), plans to increase capacity on the FrontRunner Commuter Rail Line, which runs between Ogden and Provo in Utah on a single track over the majority of its length. The project includes double-tracking additional sections of the line, purchase of 10 trainsets, signal improvements, and constructing a new infill station and a new vehicle maintenance facility. These improvements allow for increased service frequency from trains running every 30 minutes during peak periods and every 60 minutes at other times of day to trains running every 15 minutes during peak periods and every 30 minutes at other times of day. Weekday service runs from 4 am to midnight and Saturday service runs from 6 am to 2 am. The additional service frequency increases overall capacity by at least 60 percent.

Project Purpose: The project corridor is bound on the east by the Wasatch Mountains and on the west by Utah Lake and Great Salt Lake, which physically constrain growth in the area between the major cities of Ogden, Salt Lake City and Provo. As such, Interstate 15 (I-15) and FrontRunner are the two major options for north-south travel through the region. The project allows for increased train speeds, improves reliability, and allows for the provision of more frequent service. This in turn leads to a more attractive travel option than driving on I-15.

Project Development History, Status and Next Steps: UTA selected the locally preferred alternative (LPA) in January 2022. The project entered Core Capacity Project Development in November 2022 with UDOT as the primary project sponsor. The Wasatch Front Regional Council and Mountainlands Association of Governments adopted the LPA into regional fiscally constrained long-range transportation plans in May 2023 and June 2023, respectively. UDOT completed the environmental review process with receipt of 11 categorical exclusions from FTA between July 2023 and August 2025. UDOT anticipates receiving a Full Funding Grant Agreement in March 2027 and implementing the completed project in December 2031.

Locally Proposed Financial Plan		
Source of Funds	**Total Funds ($million)**	**Percent of Total**
Federal: Section 5309 CIG	$2,379.06	74.0%
State: Transit Transportation Investment Fund	$762.47	23.7%
Local: Utah Transit Authority Sales Tax	$75.00	2.3%
Total:	**$3,216.53**	**100.0%**

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

UT, Salt Lake City, FrontRunner 2X Project
(Rating Assigned August 2026)

Factor	Rating	Comments
Local Financial Commitment Rating	**Medium**	
Non-Section 5309 CIG Share	**N/A**	The CIG share of the project is 74.0 percent.
Summary Financial Plan Rating	**Medium**	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	• The average age of the bus fleet is 7.7 years, which is in line with the industry average. • The most recent bond ratings for UTA (the project operator), issued in September 2023, are as follows: Moody's Investors Service Aa2, Fitch's AA and Standard & Poor's Corporation AA+. UTA received an updated rating of AA from Fitch in June 2025. The most recent bond ratings for the State of Utah (which the project sponsor Utah DOT is a part of) are as follows: Moody's Investors Service Aaa, Fitch's AAA, and Standard & Poor's Corporation AAA. • UTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.47 (FY2024). In addition, the State of Utah's reported a current ratio of 1.0 in its most recent audited financial statement (FY2024). • There were no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	• All of the non-Section 5309 CIG capital funds are committed or budgeted. Sources of funds include a one-time allotment from the State of Utah Transit Transportation Investment Fund, which is comprised of highway general obligation bonds, as well as a voter-approved, dedicated UTA sales tax. • Approximately 99 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include Sources of funds include Federal formula funds (apportionments for Sections 5307, 5310, 5337, and 5311), State of Utah vehicle licensing tax revenue, UTA sales tax, farebox revenues, Salt Lake City bus operating revenue and subsidies, and other local sources including advertising revenues, investment income, and forecasted funding from local partners for purchased services.
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity	Medium-Low	• Assumed growth in capital revenues is optimistic compared to recent historical experience. • The capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, Federal formula and discretionary grants, along with farebox collections, are optimistic compared to recent

(50% of local financial commitment rating)		historical experience. Both sales tax revenue, state vehicle licensing tax, and Salt Lake City Bus revenue are reasonable compared to recent historical experience. • Operating cost estimates are reasonable compared to recent historical experience. • UDOT (the project sponsor) did not provide detailed information as to whether it has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls. UTA (the project operator) has 28.0 percent of annual system wide operating expenses available in reserve (3.4 months).

FrontRunner 2X (Salt Lake City, Utah)