

**FrontRunner Strategic Double Track Project**  
**Salt Lake City, Utah**  
**Core Capacity Project Development**  
**(Rating Assigned November 2022)**

Summary Description	
<b>Proposed Project:</b>	Commuter Rail 82 Miles, 16 Stations
<b>Core Capacity Capital Cost (\$YOE):</b>	\$966.17 Million
<b>Section 5309 CIG Share (\$YOE):</b>	\$671.09 Million (69.5%)
<b>Annual Operating Cost (opening year 2028):</b>	\$12.84 Million
<b>Existing Ridership in the Corridor:</b>	14,400 Daily Linked Trips 3,421,500 Annual Linked Trips
<b>Existing Seated Load:</b>	97.0%
<b>Overall Project Rating:</b>	Medium
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	Medium

**Project Description:** The Utah Department of Transportation (UDOT), in conjunction with the Utah Transit Authority (UTA), plans to increase capacity on the FrontRunner Commuter Rail Line which currently runs between Ogden and Provo, Utah on a single track over the majority of its length. The project includes double-tracking additional sections of the line, the purchase of 10 trainsets, and signal improvements. 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. This additional service increases overall capacity by at least 55 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, 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 Interstate 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 October 2022. The Wasatch Front Regional Council is expected to adopt the LPA into the region’s fiscally constrained long-range transportation plan in December 2022. UDOT anticipates completing the environmental review process with receipt of a Categorical Exclusion from FTA in December 2022, receiving a Full Funding Grant Agreement in September 2024, and opening for revenue service in late 2028.

## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b> Section 5309 CIG	\$671.09	69.5%
<b>State:</b> Transit Transportation Investment Fund	\$220.08	22.8%
<b>Local:</b> Utah Transit Authority Sales Tax	\$75.00	7.7%
<b>Total:</b>	<b>\$966.17</b>	<b>100.0%</b>

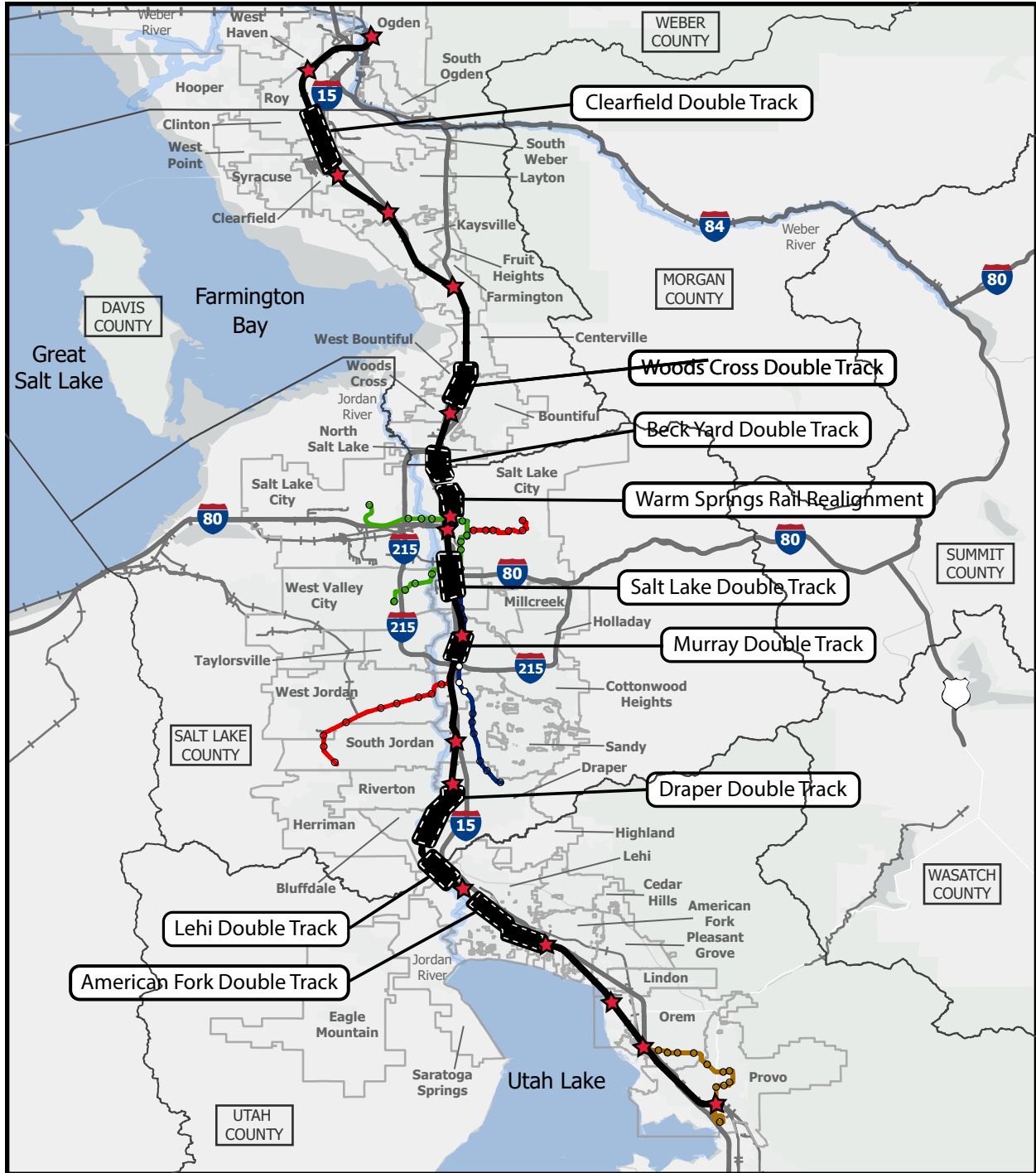
**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**Utah, Salt Lake City, FrontRunner Strategic Double Track Project  
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<b>Factor</b>	<b>Rating</b>	<b>Comments</b>
<b>Local Financial Commitment Rating</b>	<b>Medium</b>	
<b>Non-Section 5309 CIG Share</b>	<b>NA</b>	<ul style="list-style-type: none"> <li>The CIG share of the overall project is 69.5 percent.</li> </ul>
<b>Summary Financial Plan Rating</b>	<b>Medium</b>	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-High	<ul style="list-style-type: none"> <li>UDOT does not operate buses. The average age of the bus fleet for UTA is 8.6 years, which is older than the industry average.</li> <li>The most recent bond ratings for Utah Transit Authority (UTA), issued in October 2021, are as follows: Moody's Investors Service Aa2, Fitch's AA and Standard &amp; Poor's Corporation AA.</li> <li>UTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.73 (FY2021).</li> <li>There have been no cash flow shortfalls in recent years.</li> <li>There has been one brief major service cutback (18 percent) in mid-2021 due to COVID-19. There have been no non-COVID related service interruptions.</li> </ul>
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	<ul style="list-style-type: none"> <li>All the non-Section 5309 CIG capital funds are committed. Sources of funds include State of Utah Transit Transportation Investment Fund and UTA sales tax.</li> <li>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 planned. Sources of funds include Federal preventative maintenance grants (comprised of FTA Section 5307, 5310, 5337 and 5339 formula grants), FHWA Flexible Funds (Congestion Mitigation and Air Quality Program), State of Utah Transit Transportation Investment Funds, State of Utah vehicle licensing taxes, fare revenue, UTA Sales Tax revenue, Salt Lake City bus revenue, UTA's general capital bond revenues, and other revenues from UTA (interest, advertising, and local partners).</li> </ul>
Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	<ul style="list-style-type: none"> <li>Assumed growth in capital revenues is optimistic compared to recent historical experience.</li> <li>The capital cost estimate is optimistic.</li> <li>Regarding growth in operating revenue assumptions, farebox collections and investment income are optimistic compared to recent historical experience, and sales tax revenues are reasonable compared to recent historical experience.</li> <li>Operating cost estimates are reasonable compared to recent historical experience.</li> <li>UDOT has access to funds via additional debt capacity, cash reserves, or other committed funds to cover unexpected cost increases or funding shortfalls equal to at least 16 percent of the estimated CIG capital cost and 39 percent of annual system wide operating expenses (4.7 months).</li> </ul>

# FrontRunner Forward Strategic Double Track Project

## Salt Lake City, UT



### LEGEND

#### Boundaries

- Major Roads
- Rivers
- Lake
- Municipalities
- Counties
- +++ Railroads

#### FrontRunner Infrastructure

- FrontRunner Corridor
- Core Capacity Project Segments
- ★ FrontRunner Stations
- Connecting Mass Transit Lines
- Blue Line LRT
- Green Line LRT
- Red Line LRT
- Utah Valley Express BRT
- Mass Transit Stations

