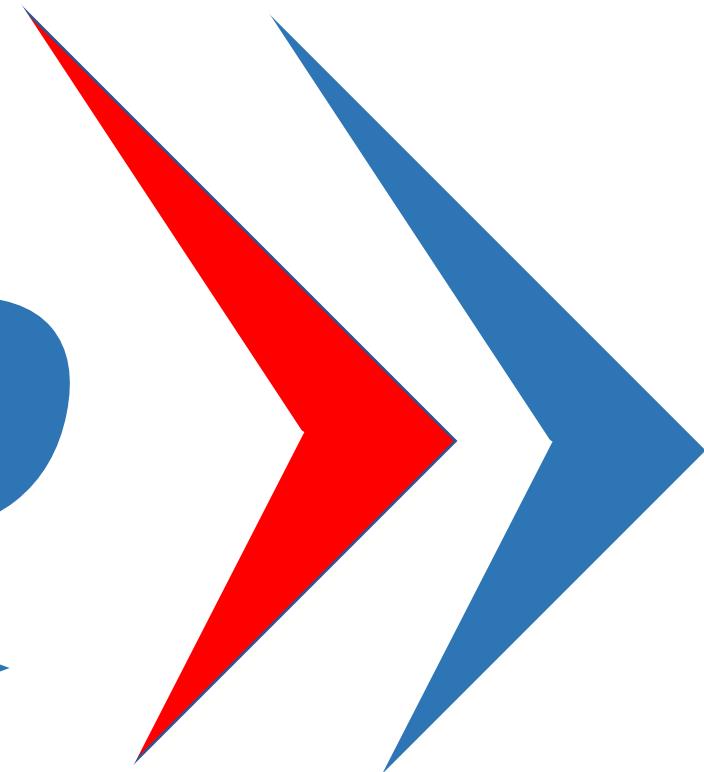




**TIP**



**2026-2031**

## Transportation Improvement Program will ...

1. Implement the Long Range Plans
  - Highway/ Transit & Active Transportation Projects for the Region
2. Help Meet the Short Range Needs
  - Of the Wasatch Front Area
3. Provide for the Maintenance
  - Of the Existing Transportation System

# Transportation Improvement Program - Today . . .

## 4a - Report on an Approved Board Modification

- Regional Council – October 23, 2025

## 4b - Approve a New Board Modification

- To the 2026-2031 TIP



# Report on 4a – 2026-2031 TIP Board Modification

Regional Council  
October 23, 2025



**2026-2031 Transportation Improvement Program (TIP) (Amendment One)**  
**Board Modification**

**Remove Project**

**Salt Lake Urbanized Area**

Level of Conformity Analysis	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	Draper	Pioneer Road	Collector	22086	Pioneer Road; 1450 East to Highland Drive	Resurfacing with minor widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls.	SIP_URB_SL - (Federal Funds) (Surface Transportation Program- Urban Area - Salt Lake (WFRC)) Local Govt (Local Government Funds)	\$4,605,100	\$3,000,000 \$1,605,100	Remove Project		2026

Draper City requests that the funding for this phase of the Pioneer Road project be reallocated to the Lone Peak Parkway project. By combining the federal funding of these two projects into one single project, the City will be able to maximize its funding options to complete both projects. If this proposal is approved, Draper City will remain committed to completing the Pioneer Road project without the use of federal funds. Under this scenario, the City anticipates construction of the Pioneer Road project to be completed within a reasonable time frame, consistent with the current schedule and scope as approved by the Regional Council.

**Additional Funding**

**Salt Lake Urbanized Area**

Level of Conformity Analysis	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Salt Lake	Draper	Lone Peak Parkway	Minor Arterial	178007	Lone Peak Parkway, 12450 South to 12300 South	Roadway Realignment & Widening. Including an additional lane in each direction, Bike Lanes, Sidewalks, Curb, Gutters, and Sidewall	SIP_URB_SL - (Federal Funds) (Surface Transportation Program- Urban Area - Salt Lake (WFRC)) Salt Lake County - Corridor Preservation Funds Local Govt (Local Government Funds)	\$12,100,000	\$4,480,000 \$803,000 \$470,552	Additional Funding	\$3,000,000 \$1,200,000 \$1,296,448	2026

Since the time of the original project application, materials, construction and design costs have escalated beyond typical projections. To help mitigate the funding gap, Draper City initiated a separate, city-funded project to extend the culvert for the creek running through the center of the corridor. This removed a major financial burden from the original project scope. In addition, the City pursued County Corridor Preservation funds for right-of-way acquisition. Despite the City funding, the bridge extension costs and including an additional amount of local match, the project still faces a shortfall of approximately \$4.2 million. To mitigate this shortfall, Draper City is requesting an additional \$3,000,000 of STP funds and committing to cover the remaining shortfall of \$1,200,000 with City funds.

**New Project**

**WFRC & MAG Area**

Level of Conformity Analysis	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Various	WFRC, MAG, UDOT, UTA	Various	NA	NA	Activity Based Model	Upgrade the Travel Demand Model	SIP_URB_SL - (Federal Funds) (Surface Transportation Program- Urban Area - (WFRC)) Other funding from the Wasatch Front Association of Government (MAG) UDOT, and UTA	\$1,130,000	\$0	New Project	\$576,300 \$553,700	2026

This is a three year joint project between WFRC, MAG, UDOT, and UTA to upgrade the Wasatch Front Travel Demand Model to an Activity-Based Model (ABM). This enhancement will support better analysis of real-world scenarios. The ABM will demonstrate how new projects/ programs will impact daily household travel needs, such as what impacts policies like road usage fees will have and how alternative travel modes will impact daily travel so the best transportation investments and supporting decisions can be made.

**2026-2031 Transportation Improvement Program (TIP) (Amendment One)**  
**Board Modification**

Scope Change													
Ogden Layton Urbanized Area													
Level of Conformity Analysis	County	Spender	Facility	FUNC	PN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
	1	Davis	UDOT	I-15	Freeway	I-15803	I-15; 1800 North Interchange & Corridor Widening	SI_TIF (State Transportation Investment Funds)	\$385,304,975	\$385,304,975	Additional Scope	Same \$	2026
<b>Current</b> - The scope of the I-15; 1800 North Interchange & Corridor Widening project is to relocate I-15 to the East, widen 2 miles of urban roadway along 1800 North into a 5 lane facility, add a grade separation of UTA and UPRR, replace drainage and culvert facilities under I-15 and construct a trail system on the west side of HAFB that will connect to the D&RG Trail, Clinton City Trail, and the 3 Gates Trail.													
<b>Additional Scope</b> - Region 1 and the Structures Division are requesting to add scope to this project to include the replacement of the existing bridge with a box culvert. The bridge currently carries SR-126 over the Davis Weber County Canal Company's (DWCCC) Canal. DWCCC is currently converting sections of its canal from an open channel to a canal enclosed in a buried concrete box culvert. Adding this portion under SR-126 (Main Street) during the 1800 North project will provide a seamless connection between the sections, lower long-term maintenance, and improve forward compatibility as DWCCC continues to enclose the canal. In addition, replacing the bridge with a box culvert will allow for the adjacent roadway re-alignment, as well as the addition of sidewalks and shoulders and widening of Main Street in the future.													
Additional Funding													
Level of Conformity Analysis	Salt Lake Area												
	County	Spender	Facility	FUNC	PN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT	Cottonwood Canyon	Minor Artifacts	21400	Big Cottonwood Canyon Environmental Study	Environmental Study in Big Cottonwood Canyon	SI_TIF (State Transportation Investment Funds)	\$3,200,000	\$2,500,000	Additional Funding	\$700,000	2026
2	Salt Lake	UDOT	Cottonwood Canyon	Minor Artifacts	21207	Enhanced Bus, Tolling Mobility Hub, and Bus Stop	Implementation of the Enhanced Bus, Tolling, Mobility Hub, and Bus Stop	SI_TIF (State Transportation Investment Funds)	\$175,600,000	\$176,300,000	Funding Reduction	\$700,000	2026
The Big Cottonwood Canyon Environmental Study is analyzing the implementation of increased bus service, tolling, a mobility hub, and resort bus stops in Big Cottonwood Canyon. The study is approaching the publication of the Draft Environmental Analysis, and the cost to complete the study has increased due to additional environmental review and coordination with the United States Forest Service, Salt Lake City, Salt Lake County, and others, as well as additional legal review.													
New Project													
Level of Conformity Analysis	Salt Lake Urbanized Area												
	County	Spender	Facility	FUNC	PN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT	I-15	Freeway	22973	I-15 Southbound; Auxiliary Lane from Bangerter to 14600 South	Construction of auxiliary lane	E2_ISP (Region Two - Transportation Solutions Program)	\$14,000,000	\$0	New Funding	\$14,000,000	2026

The scope of the I-15 SB; Auxiliary Lane from Bangerter to 14600 S project is to add a southbound auxiliary lane between the Bangerter Highway on-ramp and the 14600 S exit ramp. This auxiliary lane will reduce congestion on the Bangerter on-ramp and improve merging distances for traffic coming between Bangerter Highway and 14600 S.

# 2026-2031 Transportation Improvement Program (TIP) (Amendment One)

## Board Modification

Level of Conformity Analysis	New Project													
	To code													
	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
1	Toole	Teach	Erda Way	NA	2030	Erda Way Shared Use Path	New Bike/Pedestrian Path Construction	CMAQ TOCALE (Congestion Mitigation/Air Quality (Teach Area)) Local Govt (Local Government Funds)	\$117,804	\$0	New Funding	\$109,529	2026	
												\$7,975		

The scope of the project entails installing a 10-foot-wide paved path, 1200 feet in length, to connect SR-36 and a future subdivision with two charter schools along Erda Way.

Level of Conformity Analysis	New Project													
	To code													
	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
1	Toole	Teach	NIFD	NA	2030	North Toole County Fire District Fire Truck Replacement	Replace Fire Engine with Ladder Truck	CMAQ TOCALE (Congestion Mitigation/Air Quality (Teach Area)) Local Govt (Local Government Funds)	\$482,000	\$0	New Funding	\$449,357	2026	
												\$32,643		

The scope of the project entails replacing a 1989 Fire Engine with a 2011 Used Ladder Truck, which produces significantly fewer emissions.

Level of Conformity Analysis	New Project													
	Ogden/ Layton Urbanized Area													
	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
3	Davis	UDOT	SR-47	Freeway	22727	Legacy Highway (SR-47)	Construct additional lane in each direction	ST-TIF (State - Transportation Investment Funds)	\$45,000,000	\$0	New Funding	\$65,000,000	2026	

As part of the I-15 Reconstruct; Farmington to Salt Lake City project, it was analyzed that adding a travel lane in each direction to Legacy would decrease the schedule and cost of the traffic control for the mainline I-15 project. The funding will come from the existing I-15 reconstruct PIN 19854. Project benefits would include increased safety and improved mobility by reducing vehicle and freight congestion, and increased construction efficiency.

Level of Conformity Analysis	Change of Scope/ Additional Funding													
	Ogden / Layton Urbanized Area													
	County	Spencer	Facility	FUNC	PIN	Project Location	Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
1	Box Elder	UDOT	I-15	Freeway	2182	Original Scope - I-15; SR-91 to SR-240 Passing Lane	Construct passing lane from Payson Rd (SR-13) to 4900 North (SR-240)	ST-TIF (State - Transportation Investment Funds)	\$19,000,000	\$19,000,000	Restore Funding	\$19,000,000	2026	
3	Box Elder	UDOT	I-15	Freeway	2182	Proposed Scope - I-15; SR-91 (1100 South) Brigham City to SR-240 (6900 North) Honeyville	Construct additional lane in both directions on I-15 between 1100 South (SR-91) Brigham City to SR-240 (6900 North) Honeyville	ST-TIF (State - Transportation Investment Funds)	\$152,000,000	\$19,000,000	Additional Funding	\$133,000,000	2026	

With the increasing traffic volumes and safety concerns, UDOT would like to replace the programmed I-15 Operational/ Passing Lanes project with a capacity project that would widen I-15 to include an additional travel lane in each direction between 1100 South (SR-91) Brigham City to SR-240 (6900 North) Honeyville.



# 4b – 2026-2031 TIP Board Modification #2

Trans Com

November 20, 2025



**2026-2031 Transportation Improvement Program (TIP) (Amendment Two)**  
**Board Modification**

Level of Conformity Analysis	New Project												
	Salt Lake Area						Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
County						Project Location							
1	Salt Lake	UDOT	I-215	Freeway	22974	I-215 Southbound; Auxiliary Lane from 700 North to I-80	Construct a southbound auxiliary lane	R2_TSP (Region Two - Transportation Solutions Program)	\$9,000,000	\$0	New Funding	\$9,000,000	2026
The scope of work for the I-215 SB; Auxiliary Lane from 700 N to I-80 is to add a southbound auxiliary lane between the 700 N on-ramp and the I-80 exit ramp. This also includes adding ramp metering to the southbound 700 N on ramp. The auxiliary lane will serve to increase the merging distance of oncoming traffic between 700 N and I-80. The ramp meter will help to create gaps to reduce the merging conflicts created by the vehicles entering the on-ramp.													
Level of Conformity Analysis	Additional Funding												
	Ogden/ Layton Area						Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
County						Project Location							
2	Weber	Plain City	3600 West	Collector	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including improvements to Drains, Curb, Gutter and Sidewalk	STP_URB_O/L Surface Transportation Program - Urban Area Ogden/ Layton (WERC Area)	\$5,980,000	\$3,817,753	Additional Funding	\$900,000	2025
This project is to widen and reconstruct 3600 West from 2600 North to 1975 North. The project would improve mobility and safety for, bikes, automobiles and pedestrians. It serves as the primary north-south corridor, connecting 2600 North and 1975 North and is the only route for residents whether walking or driving to access Plain City Elementary School and will provide needed sidewalk and crosswalks for all users. The request comes as a result of project delays, inflation adjustments, right of way costs, and cost of materials, the project is also needing to reconstruct several ADA ramps that are no longer compliant with current standards.													
Level of Conformity Analysis	Additional Funding and Scope												
	Ogden/ Layton Area						Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
County						Project Location							
3	Davis	UDOT	SR-177	Freeway	20237	West Davis Highway (SR-177); SR-193 to 1800 North	Original Scope - to Construct 1new Lane in each Direction Proposed Scope - Construct 2 new lanes in each direction with associated improvements	ST_TIF (State - Transportation Investment Funds)	\$261,000,000	\$119,000,000	Additional Funding	\$142,000,000	2026
Original Scope	The original scope was to build a 2-lane highway (a single lane in each direction) and the funding was approved in Feb 2023 to begin the Design, Right of Way, and the Utility design.												
Additional Scope	As the design progressed, traffic volumes were updated, and additional project needs were identified, it was determined that the facility required 4 lanes of traffic rather than two with required improvements for operations of new traffic patterns, and additional widening along 1800 North on the east side including the widening of a canal box culvert crossing on SR-37(1800 N) in the immediate vicinity of the future interchange.												
Level of Conformity Analysis:			1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid, NA										

# Salt Lake – UDOT – I-215 – Southbound Auxiliary Lane

## From 700 North to I-80



New Project  
\$ 9,000,000 – R2\_TSP  
---  
Total Project Cost  
Estimate \$ 9,000,000

Available Funding comes from  
the UDOT Region Two –  
Transportation Solutions  
Program Funds (R2-TSP)



New Project

Project will construct a southbound auxiliary lane between the 700 North on-ramp and the I-80 exit ramp including the installation of a ramp meter to the southbound 700 North ramp

Weber – Plain City – 3600 West – Reconstruct with Minor Widening  
From 2600 North to 1975 North



# Plain City – 3600 West – Widening Project Type – Reconstruct

2600 North to 1975 North

**Updated Estimate \$ 5,980,000**

**Additional Funding \$1,979,482**

**Shortfall \$ 1,100,000**

**Request \$ 900,000  
additional STP Funds**

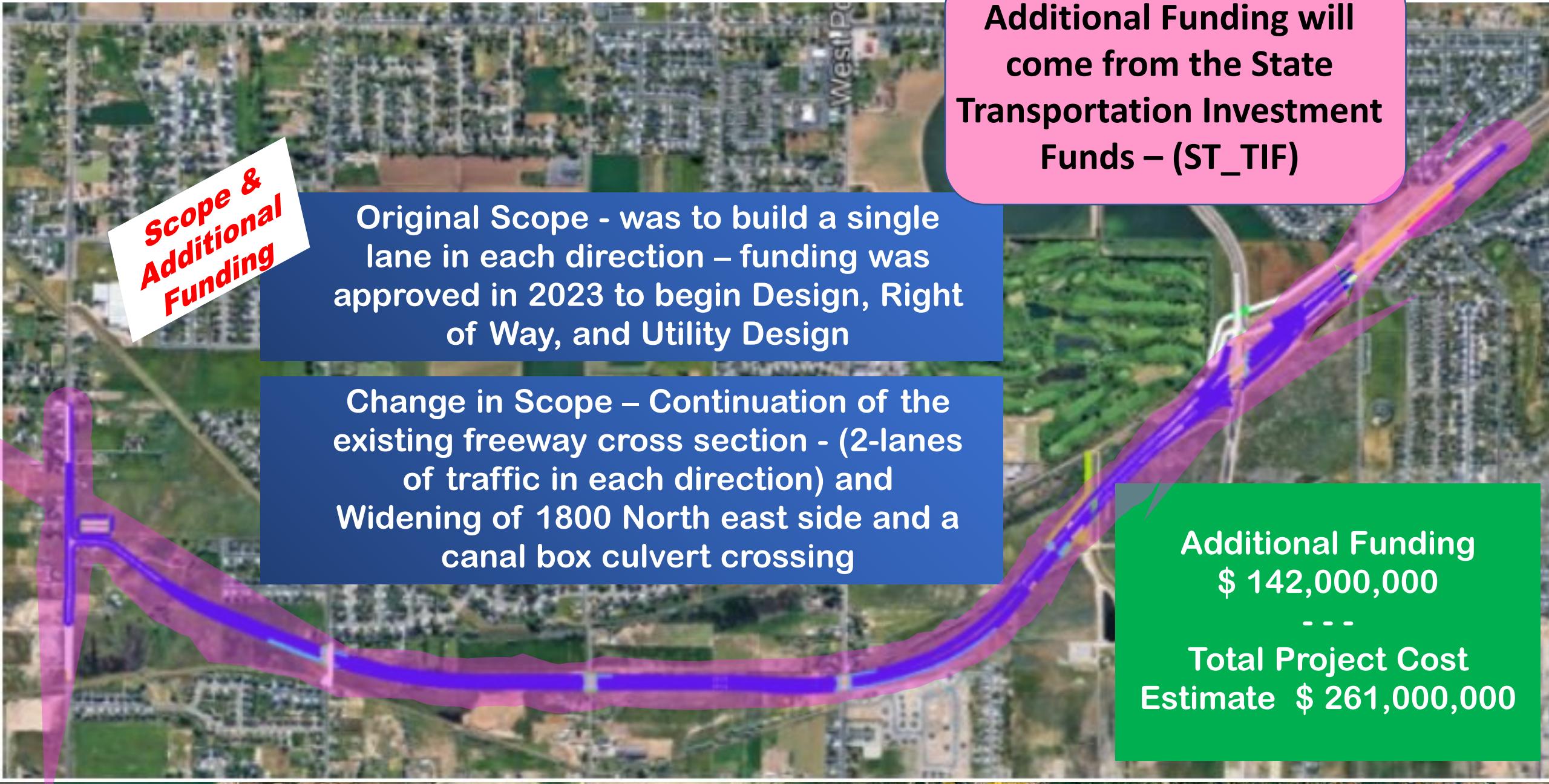
**City Covers \$ 200,000**

**Project Cost –  
\$ 3,111,400**

**Funds Request –  
\$ 2,900,758**

This project will widen 3600 West between 2600 North and 1975 North, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn-lane at intersections for improved mobility.

Davis – UDOT – West Davis Highway (SR-177) – New Construction  
SR-193 to 1800 North



**Scope & Additional Funding**

Original Scope - was to build a single lane in each direction – funding was approved in 2023 to begin Design, Right of Way, and Utility Design

Change in Scope – Continuation of the existing freeway cross section - (2-lanes of traffic in each direction) and Widening of 1800 North east side and a canal box culvert crossing

Additional Funding will come from the State Transportation Investment Funds – (ST\_TIF)

Additional Funding  
\$ 142,000,000

---  
Total Project Cost Estimate \$ 261,000,000

## 2026-2031 Transportation Improvement Program (TIP) (Amendment Two)

## Board Modification

Level of Conformity Analysis	Funding Transfer													
	Salt Lake Area													
County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year		
2	Salt Lake	UDOT	SR-190	Principal Arterial	21798	Big Cottonwood Canyon SR-190 at Ft Union Merge Lane and Dual Left	Abandon	ST_TIF (State - Transportation Investment Funds)	\$2,300,000	\$15,000,000	Abandon Project	\$2,200,000	2026	
2	Salt Lake	UDOT	Big Cottonwood Canyon	Principal Arterial	21207	Big Cottonwood Canyon Enhanced Bus, Tolling Mobility Hub and Bus Stops	Enhanced Bus, Tolling Mobility Hub and Bus Stops	ST_TIF (State - Transportation Investment Funds)	\$189,100,000	\$176,300,000	Funds Retained	\$12,800,000	2026	

The current scope of the SR-190 at Ft Union merge lane and dual left project was to install a merge lane up SR-190 from Wasatch Blvd to the river crossing and then add dual lefts from Wasatch Blvd to go up the canyon. While progressing through the design process, the cost estimates increased from \$15 million to \$28 million. The additional costs no longer justify the operational benefits. UDOT recommends that the project be abandoned. The existing design and data collected with the project will be used in future Cottonwood Canyons projects. The funding for this project was originally part of the Enhanced Bus, Tolling, Mobility Hub and Bus Stops and will be transferred back to PIN 21207.

Level of Conformity Analysis	New Project													
	Ogden/ Layton Area													
County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year		
1	Weber/ Morgan	UDOT	I-84	Highway	22341	** I-84; Replace (F 153) Long Bridge over Weber River	Replace the bridge over Weber River	ST_TIF (State - Transportation Investment Funds)	\$0	\$100,000,000	New Project	\$100,000,000	2026	

The scope of this project is to replace the bridge over Weber River. Locally known as the Long Bridge and built in 1967, it has been rehabilitated six times, with the last time in 2024.

Level of Conformity Analysis	New Project													
	Salt Lake Area													
County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year		
1	Salt Lake	UDOT	SR-201		23085	SR-201; 4 Structure Preservation	Project will repair bridges on the I-80 on/off-ramps and two bridges just west of the 9180 West	TSP_Statewide Transportation Solutions Program - Statewide	\$1,300,000	\$0	New Project	\$1,300,000	2026	

The scope of the SR-201; 4 Structure Preservation project will repair four bridge decks by applying a structural pothole patch and sealant. The bridges to be repaired are the I-80 on/off-ramps and two bridges just west of 9180 West.

Level of Conformity Analysis:

1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid, NA, \*\* Signifies Project is Outside of Urbanized Area

\*\* Signifies Project is Outside of the Urbanized Area - The Utah State Transportation Commission is the approval authority.

# Salt Lake – UDOT – SR-190 at Fort Union – Merge Lane and Dual Left Project

## Install a Merge Lane and Add Dual Lefts from Wasatch Blv



Project Funding  
\$ 2,200,000 – Stay  
\$ 12,800,000 - Returned  
---  
Total Project Funding  
\$ 2,200,000

Scope and  
Fund  
Transfer

The State Transportation  
Investment Funds (ST\_TIF) will  
be Returned to the Big  
Cottonwood Canyons Enhanced  
Bus, Mobility Hub, Bus Stops,  
and Tolling, Project

The cost of the merge lane and dual lefts no longer  
justify the operational benefits.

The request is to abandon the project saving the Design  
& Data for future Canyon projects and Return Funds to  
the Original Big Cottonwood Canyon; Enhanced Bus,  
Mobility Hub, Bus Stops, and Tolling project

# Morgan – UDOT – I-84 Bridge over Weber River

## Replace (F 153) Long Bridge over Weber River

New  
Project

The project will replace the I-84 Bridge over the Weber River, locally known as “The Long Bridge” which was built in 1967.

Project Funding  
\$ 100,000,000

---  
Total Project Funding  
\$ 100,000,000

The funds come from  
the State Transportation  
Investment Funds  
(ST\_TIF) program

Project Funding  
\$ 1,300,000

---  
Total Project Cost  
Estimate \$ 1,300,000

New  
Project

Project will repair four bridge decks by  
applying a structural pothole patch and  
sealant.

Available Funding will  
come from the Statewide  
Transportation Solutions  
Program (ST\_TSP)



# UTA Tentative 2026 Budget Overview



# Budget Alignment with UTA's Strategic Plan

## Strategic Priorities:



**Moving Utahns to a Better Quality of Life**



**Exceeding Customer Expectations**



**Achieving Organizational Excellence**



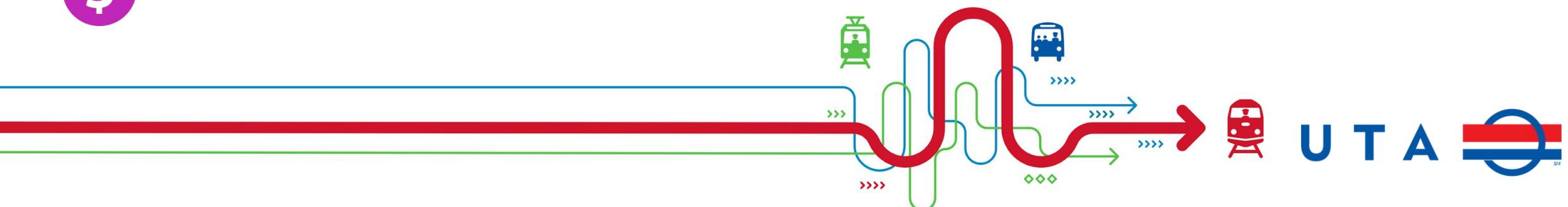
**Building Community Support**



**Generating Critical Economic Return**

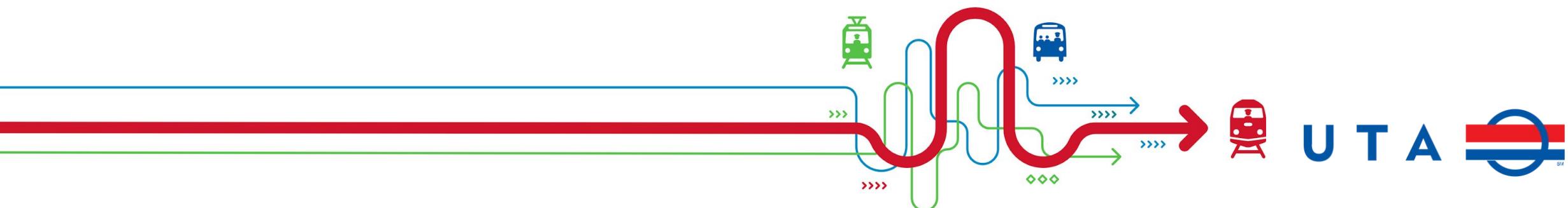
**Mission: We Move You**

**Vision: Leading Utah's mobility solutions and improving quality of life**



# 2026 Tentative Budget Overview

	FY 2025 Budget	FY 2026 Budget	Change	% Change
Operating	\$464,509,000	\$487,523,000	\$23,014,000	5.0%
Capital	330,231,000	331,738,000	1,507,000	0.5%
Debt Svc & Reserves	180,803,000	189,288,000	8,485,000	4.7%
<b>TOTAL</b>	<b>\$975,543,000</b>	<b>\$1,008,549,000</b>	<b>\$33,006,000</b>	<b>3.4%</b>



# 2026 Tentative UTA Operating Budget

## Expenses by Category

Category	FY 2025	FY 2026	Change	% Change
	Budget	Budget		
Wages	\$218,577,000	\$233,568,000	14,991,000	6.9%
Fringe	109,966,000	116,658,000	6,692,000	6.1%
Services	56,044,000	59,679,000	3,635,000	6.5%
Fuel/Power	34,821,000	35,700,000	879,000	2.5%
Parts	29,548,000	25,891,000	(3,657,000)	-12.4%
Utilities	8,010,000	7,325,000	(685,000)	-8.6%
Other O&M	23,911,000	24,747,000	836,000	3.5%
Capitalized Costs	(16,368,000)	(16,046,000)	322,000	-2.0%
<b>Total Budget</b>	<b>\$464,509,000</b>	<b>\$487,523,000</b>	<b>\$23,014,000</b>	<b>5.0%</b>



# 2026 Tentative UTA Operating Budget

## FTE Summary by Mode

Mode	FY 2025	FY 2026	Change	% Change
	Budget	Budget		
Bus	1,271.0	1,300.5	29.5	2.3%
Commuter Rail	207.5	208.5	1.0	0.5%
Light Rail	459.0	467.0	8.0	1.7%
Paratransit	203.0	214.0	11.0	5.4%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	6.0	5.5	(0.5)	-8.3%
Operations Support	483.2	512.2	29.0	6.0%
Administration	229.5	226.2	(3.3)	-1.5%
Planning/Capital Support	105.3	106.8	1.5	1.4%
Non-Departmental	-	-	-	-
<b>Total Division</b>	<b>2,975.6</b>	<b>3,051.7</b>	<b>76.2</b>	<b>2.6%</b>



# Major Projects, 2026-2030 – \$578.73M (55% of Plan)

Mt. Ogden Admin Bldg. Expansion

S-Line Extension

Light Rail Vehicle Rehab

Train Control Rehab & Replacement

Davis-SLC Community Connector

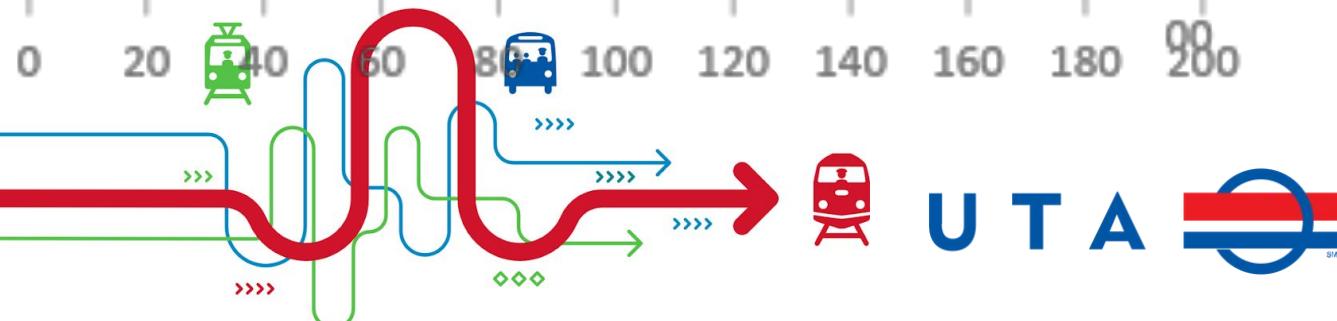
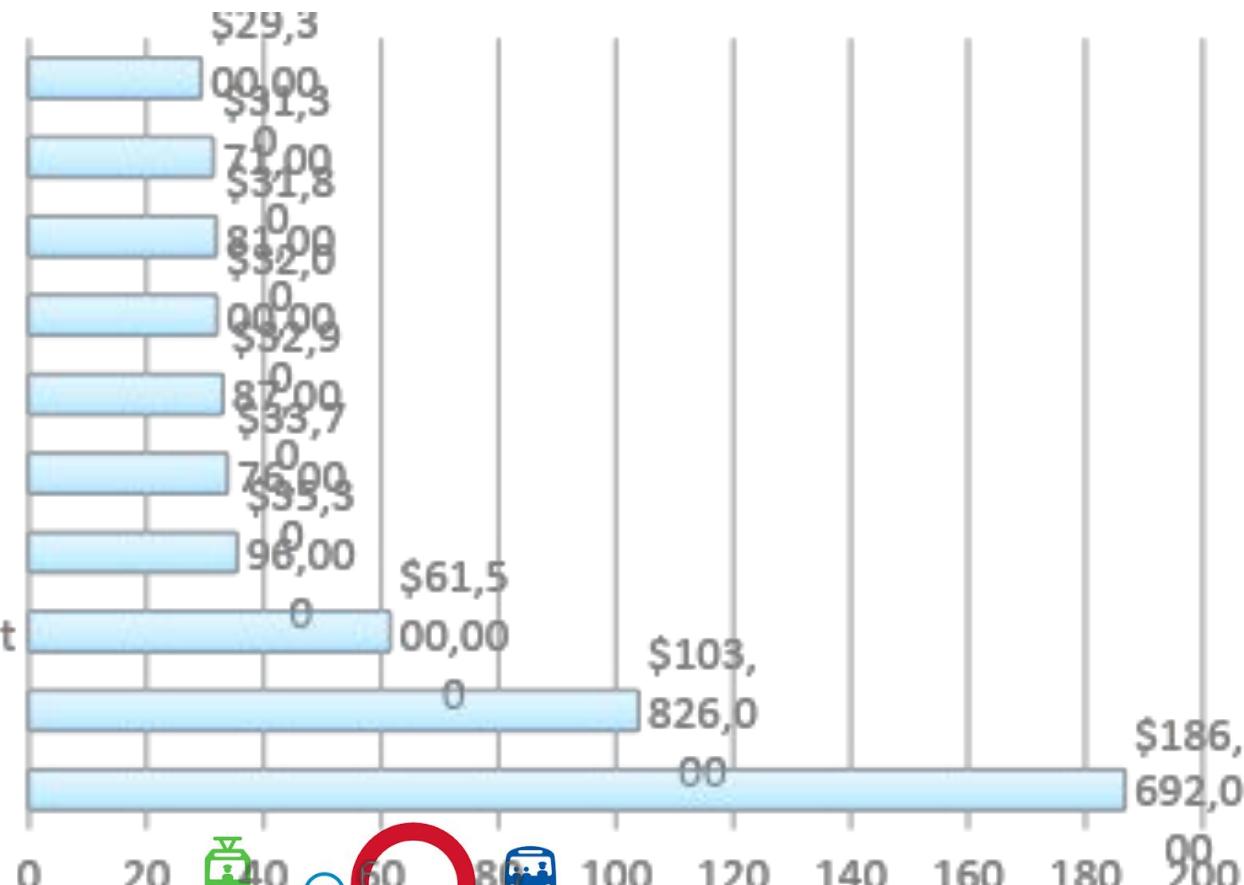
Paratransit Replacements

Mid-Valley Connector

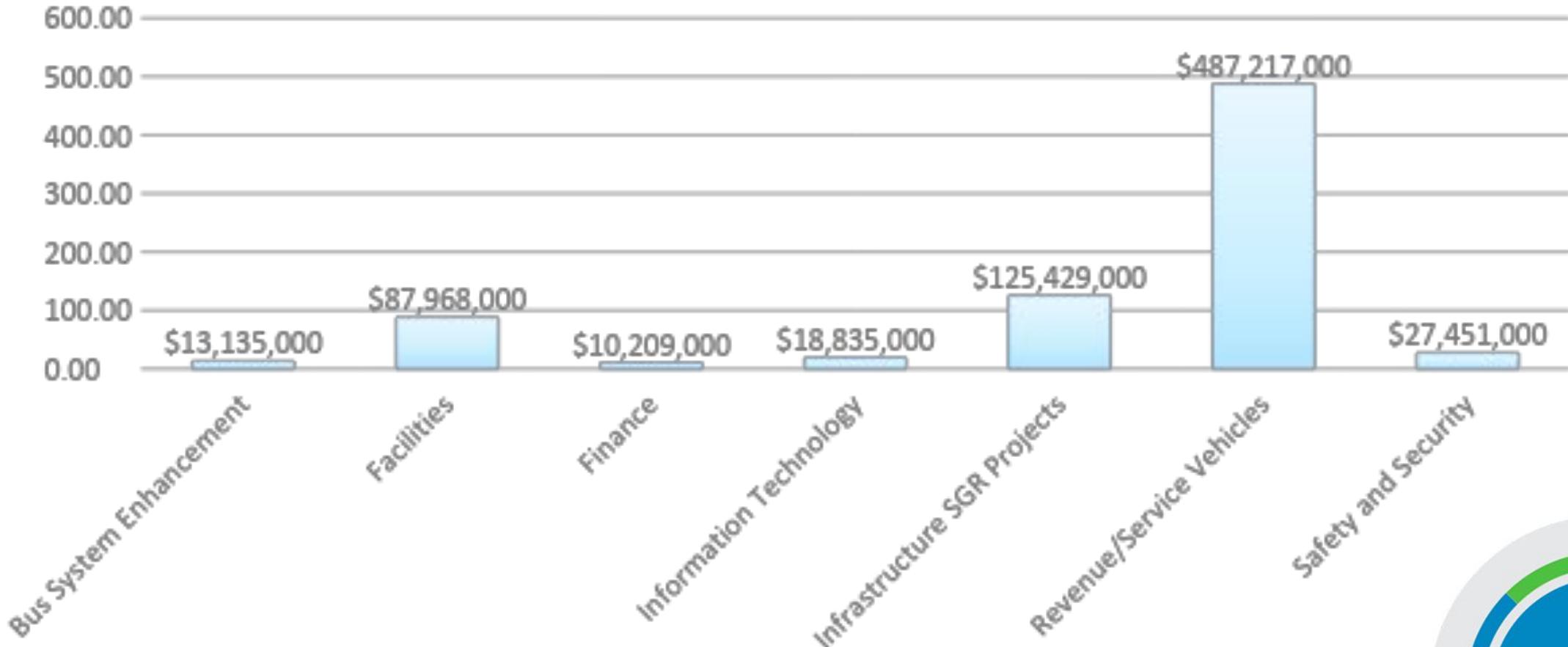
Commuter Rail Vehicle Rehab and Replacement

Replacement Buses

SD100/SD160 Light Rail Vehicle Replacement



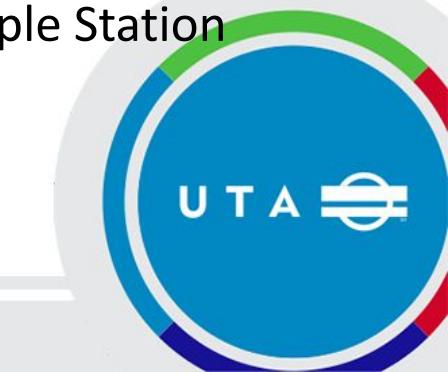
# State of Good Repair - \$770.24 M (73% of Plan)





# Facilities

- **Investment - \$87.97M**
  - Mt Ogden Service Unit
  - Technical Training Education Center (TTEC)
  - Maintenance of Way Training Yard
  - System upgrades:
    - Fire Suppression
    - Electrical Systems
    - Farmington Station elevators
    - North Temple Station escalators



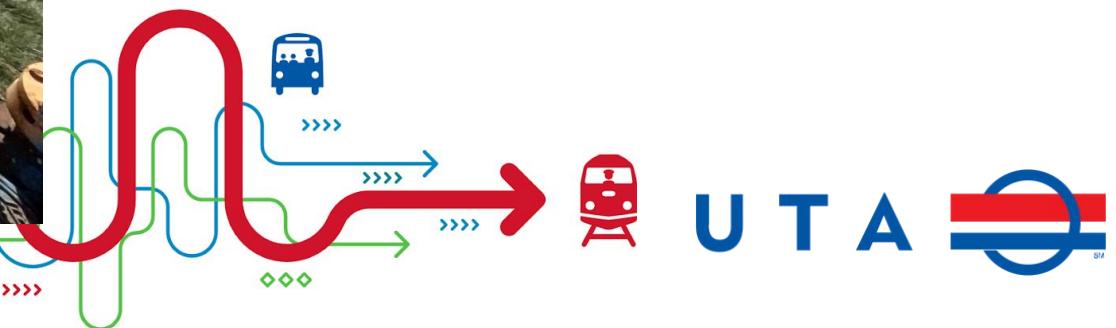
# Bus Stop Program



## Bus Stop Program- \$18.9M

Efforts include:

- New Bus Stop Construction
- Transit Signal Priority upgrades
  - 200 South specific
  - Other locations as determined
- Bus Amenities
- ADA Upgrades



# Revenue Vehicles



## FrontRunner

- Expansion (w/UDOT)- FrontRunner 2X
- 10 new trainsets
- \$61M in overhauls over 5-year plan

## TRAX:

- Replace 40 new light rail vehicles
- \$31.9M in overhauls over 5-year plan

## Bus:

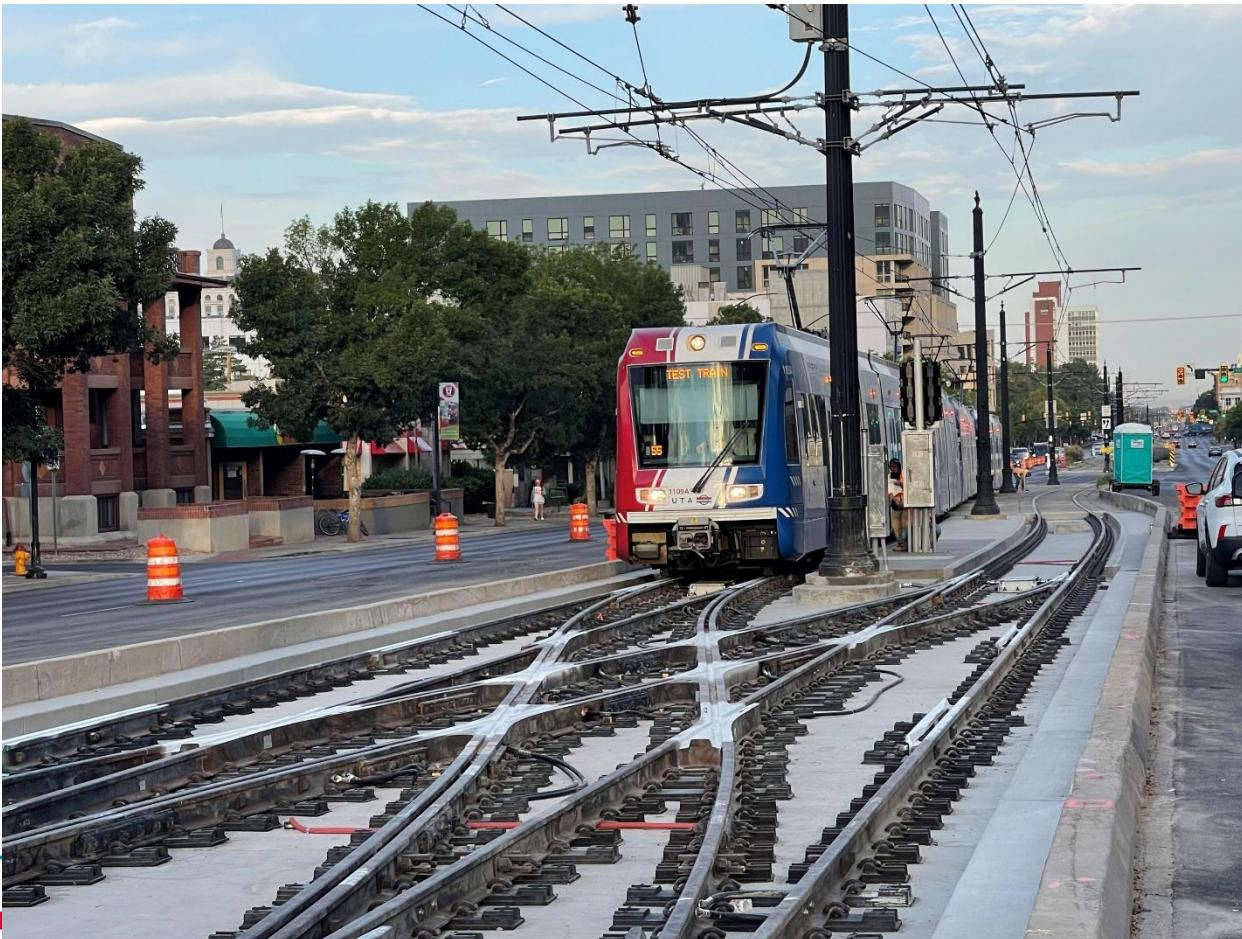
- 148 buses over 5-year plan
  - 47 CNG, 80 Diesel, 21 Electric
  - Additional 40+ pending grant approval
- \$10M in overhauls for engine/transmissions

## Paratransit

- 130+ new vehicles
- \$34M over 5-year plan

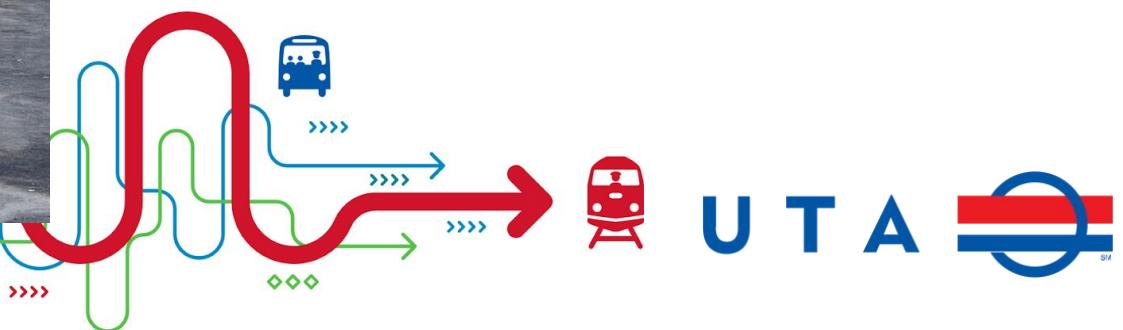


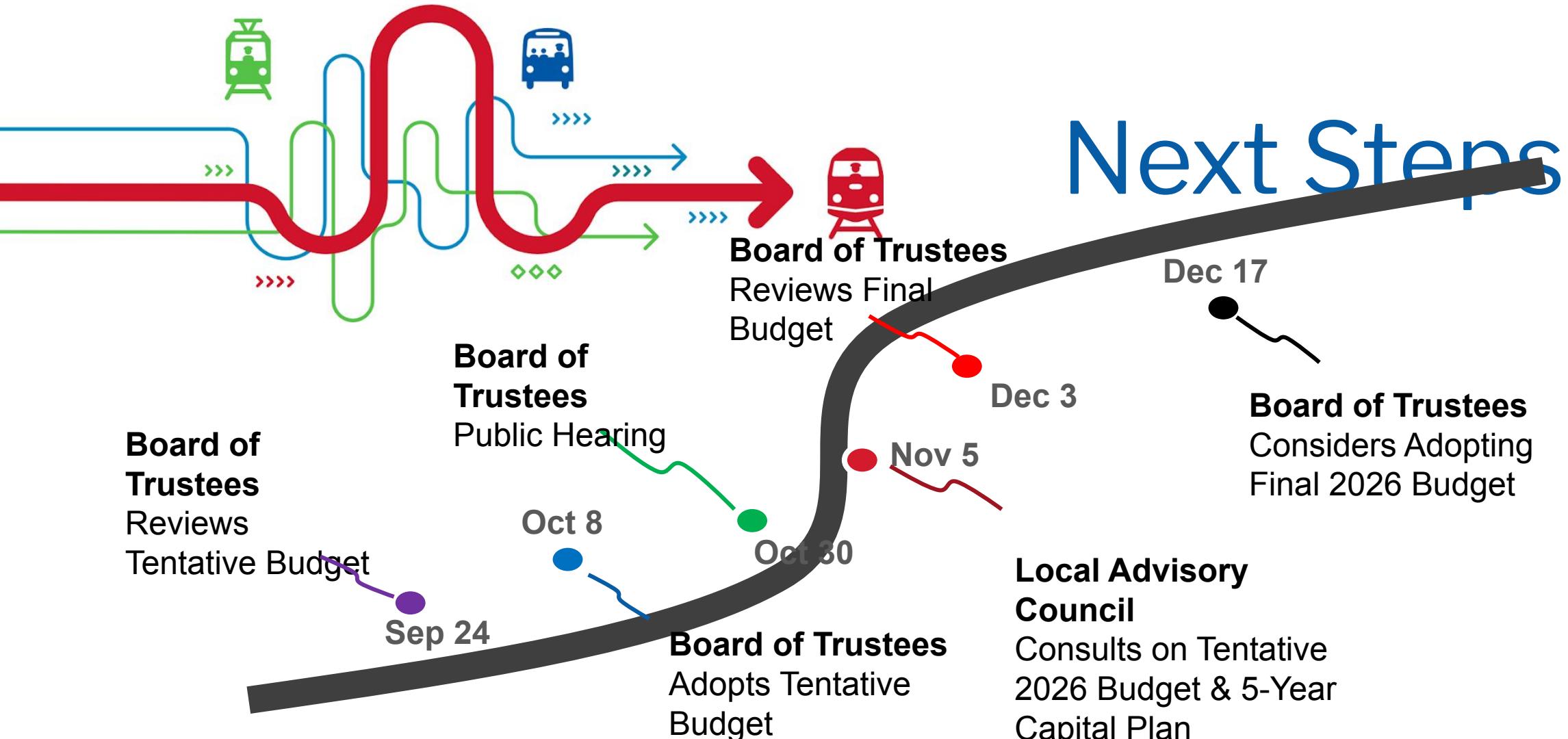
# Infrastructure



## Rail Infrastructure: \$125.43M

- S-Line extension
- State of Good Repair (SGR)
  - Grade Crossing Replacements
    - 2-5 per year
  - Upgrades
    - Interlockings
    - Signal system
    - Electrification
    - Fiber





**For Questions and  
Comments-  
[Boardoftrustees@rideuta.co](mailto:Boardoftrustees@rideuta.co)**

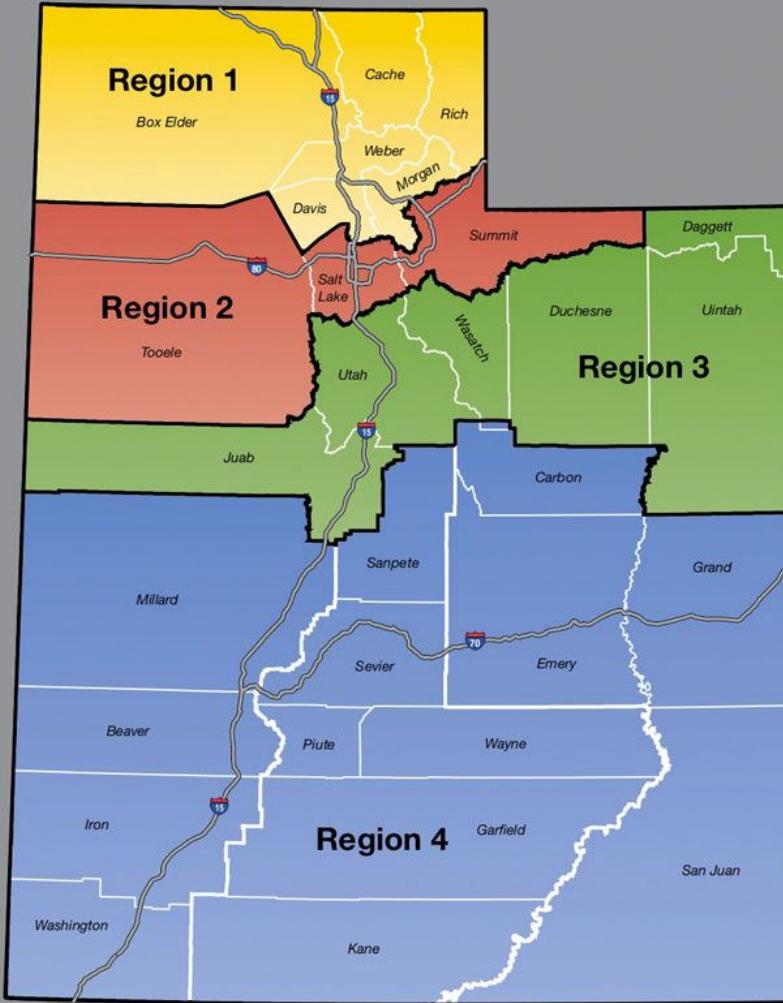
# Transportation Coordinating Committee

## Region 1 Large Project Presentation

Paul Egbert  
Program Manager  
November 20, 2025



# UDOT REGIONS



# I-15 Reconstruction; Farmington to Salt Lake City

## Overview

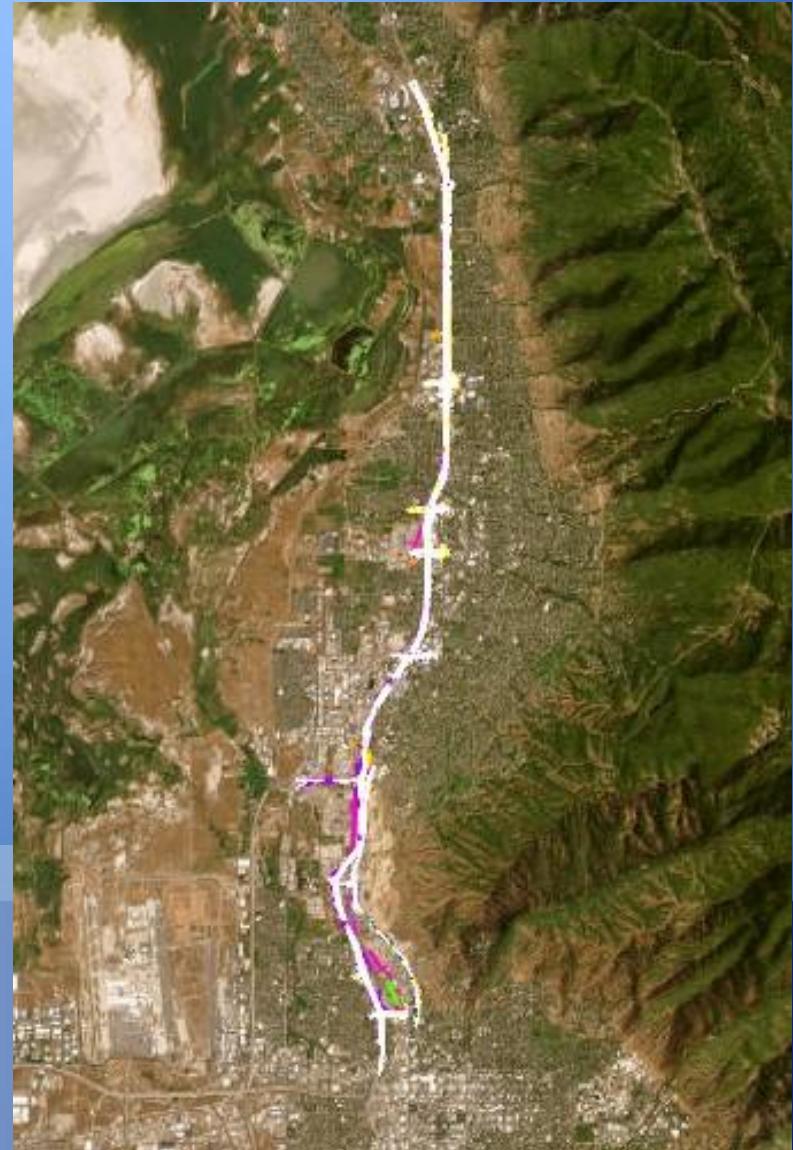
Reconstruct I-15 from Farmington  
To 600 N SLC

## Schedule

Select Contractor Fall 2025 – Fall  
2026  
Construction 2027 - 2031

## Programmed Amount

\$2.9 Billion



# Shepard Lane Interchange/ Park Lane Pedestrian Bridges

## Overview

Bridge planned to be open  
by Thanksgiving.

## Schedule

- Median work spring 2026
- Park Lane ped structures by end of 2025
- Ped box and MSE walls by end of 2026
- Project completion end of 2026

## Programmed Amount

\$151 Million



# 5600 South & I-15 Interchange and Widening



## Schedule

- I-15 portion end of 2025
- Construction complete Fall 2026

## Programmed Amount \$360 Million

## Overview

The 5600 South (SR-97), I-15 to 3500 West (SR-108) widening and interchange reconstruction project in Roy and Riverdale is a progressive design-build (PDB) project. Improvements include widening to five lanes, rebuilding the interchange into a modern SPUI with a collector-distributor system, replacing bridges, upgrading intersections and drainage, and enhancing pedestrian and bicycle facilities.

# 1800 N New Interchange and Widening

## Overview:

Relocate I-15 to the East and construct new Interchange at 1800 N in Sunset.

Widen 1800 North from 2000 West to I-15 to a five lane section

Construct RR overpass bridge

## Schedule:

Interchange-Switch traffic to new I-15 alignment Spring 2026, interchange full open fall 2027.

Widening- Widening and RR Bridge completion Fall 2027

## Programmed Amount

\$385 Million



# SR-108; 1800 N to 4275 S Widen and Reconstruct

## Overview

Widen and reconstruct SR-108 to a five lane facility from 1800 N to 4275 S.

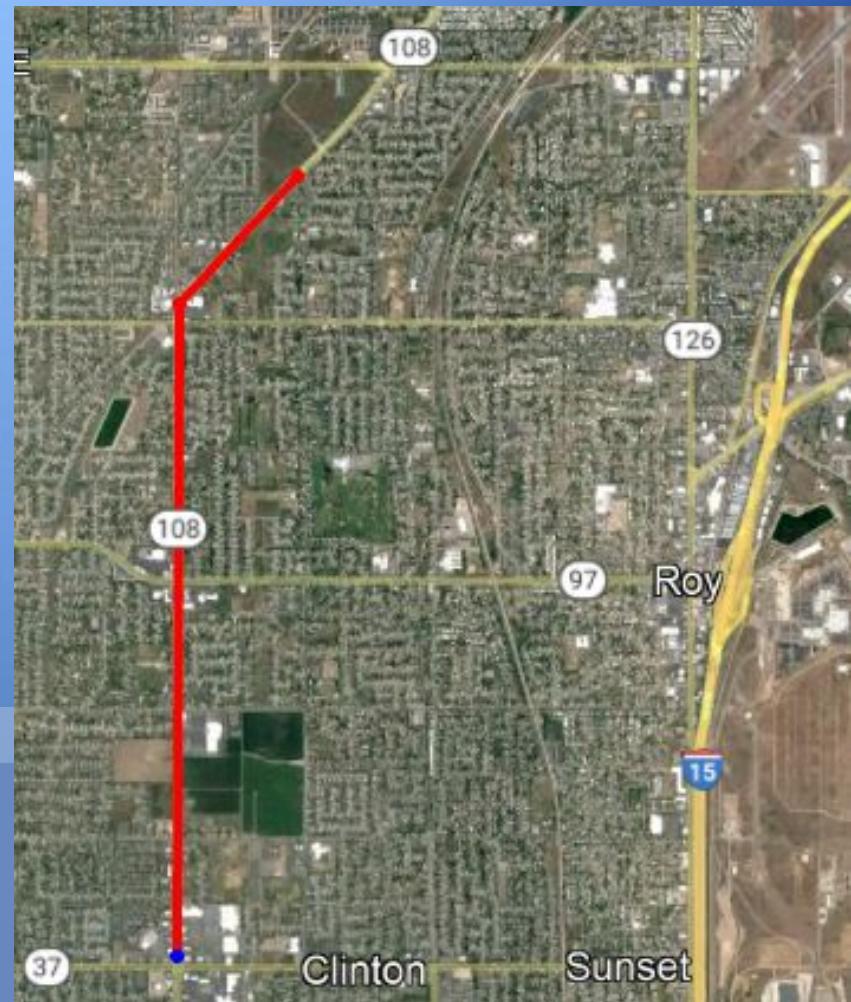
## Schedule

Design 2024-2026

Construction Summer 2027-2029

## Programmed Amount

\$123 Million



# I-15; 24<sup>th</sup> Street Interchange

## Overview

Construct a full interchange on I-15 at 24<sup>th</sup> street

Build a new 5 lane road from SR-126 to I-15 (New Midland Drive)

## Schedule

EA Re-Eval Winter 25 to Spring 26

Design Summer 26/Summer 27

Construction Fall 2027+

## Programmed Amount

\$96 Million



# US-89 Reconstruction through Willard

## Overview

Reconstruct 7.3 miles of US-89; SR-126 to Hargis Hill Road

Improve shoulders to 5 feet

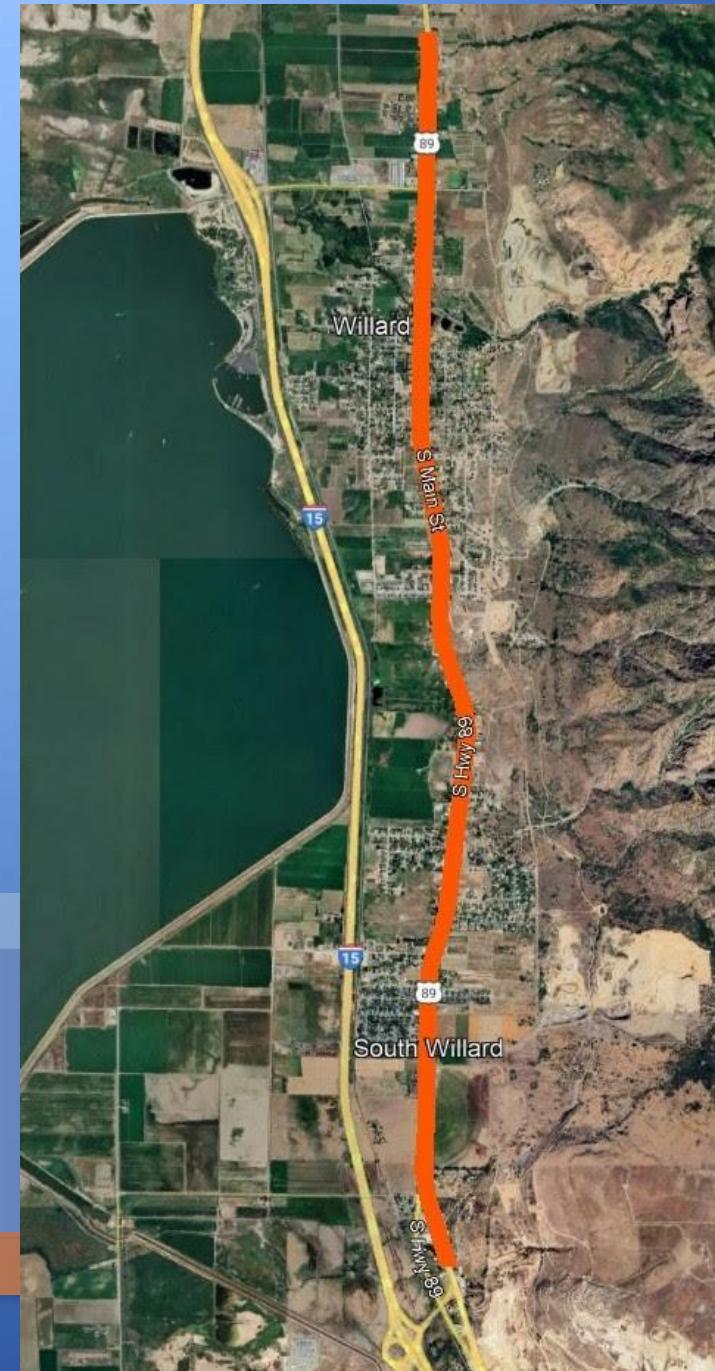
Improve storm drainage system

## Schedule

Construction Summer 2025-2026

## Programmed Amount

\$58.76 Million



# I-84/US-89 Interchange

## Overview

PDB, Reconstruct the I-84/US-89 interchange and replace railroad bridges.

Bypass in future phase.

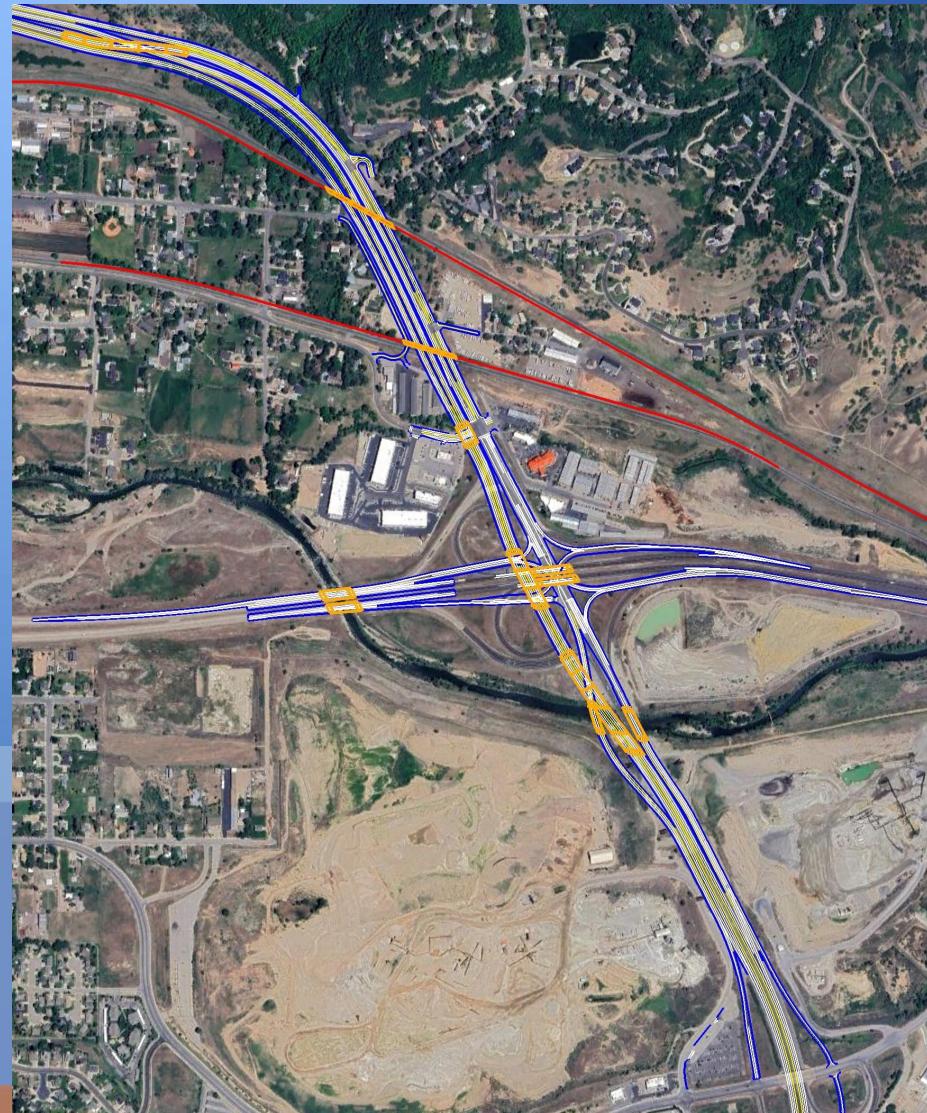
## Schedule

Design 2026/2027

Construction 2027/2030

## Programmed Amount

\$250 Million



# SR-177; SR-193 to 1800 N

## Overview

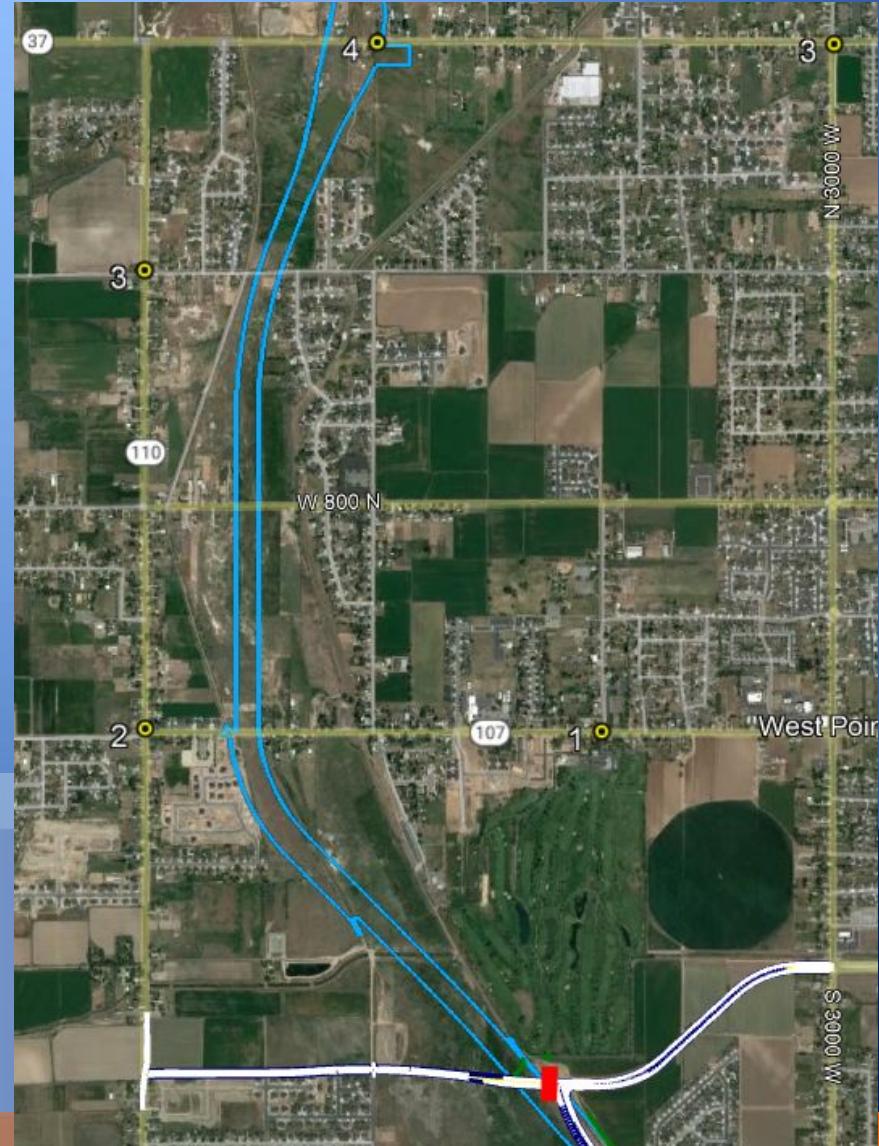
New two lane freeway in each direction

## Schedule

Construction-spring 2026-summer 2028

## Programmed Amount

\$261 Million



# SR-177; 1800 N to 4000 S

## Overview

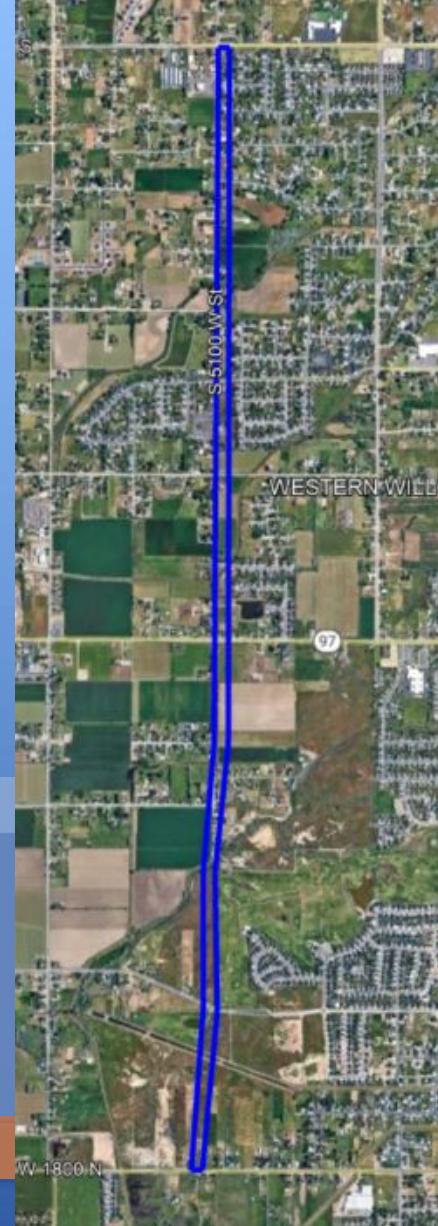
Prepare and obtain an approved environmental document.

## Schedule

Summer 2025-Winter 2026

## Programmed Amount

\$5 Million



# SR-177; 1800 N to 4000 S

## Overview

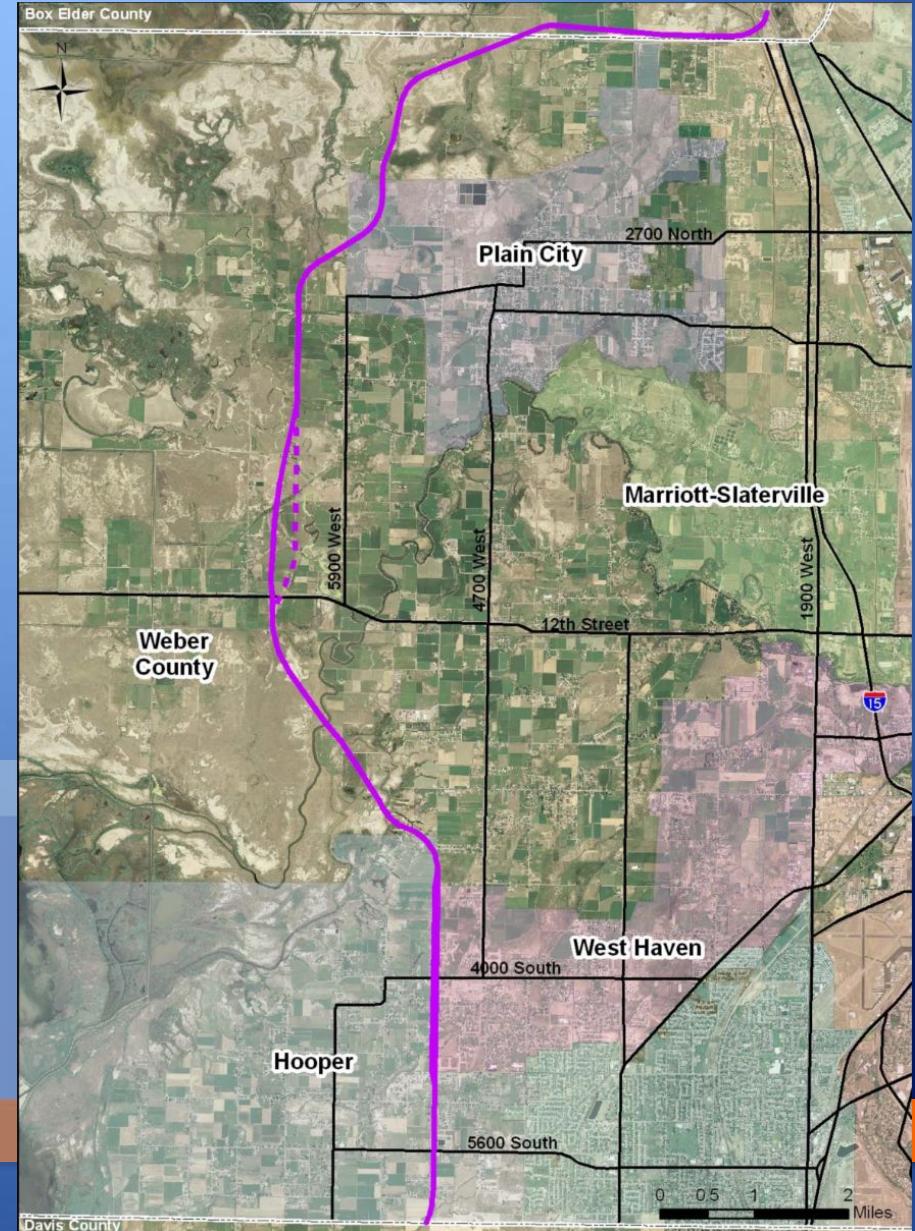
Re-evaluate information presented in 2009 North Legacy Transportation Study. The study will look at the SR-177 alignment from 4000S. North to Box Elder County. The Study will also look at the Northern connection to I-15 in Box Elder County.

## Schedule

Early 2026 to Begin Study

## Programmed Amount

\$200K



# Legacy Parkway Widening

## Overview

Widen Legacy Parkway to a 3 lane facility from Farmington on the north to I-215 on the south

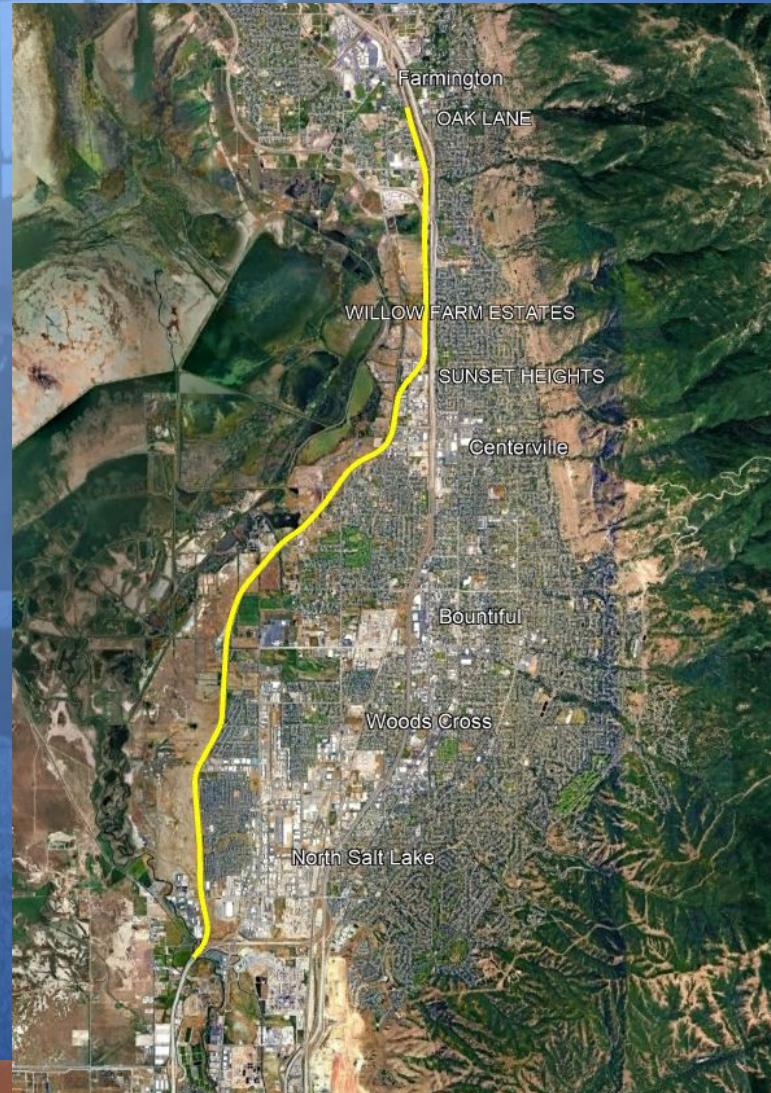
## Schedule

Advertise Early 2026

Construction Summer 2026

## Programmed Amount

\$65 Million





Thank You

*UDOT*



*Keeping Utah Moving*

# Transportation Coordinating Committee

## November 20,2025

Region 2  
Kendall Draney - Program Manager

Region Two

Tooele



# Recent Capacity Project Highlights

# Bangerter Highway at 4700 South

## Overview:

- Created a grade-separated, freeway-style interchange with Bangerter Highway going under 4700 S.
- Added an auxiliary lane on Bangerter NB from 5400 S to 4700 S.
- Created a multi-use path that will connect with future interchanges north of 4700 S.
- Installed Closed Circuit Television Cameras (CCTV).

## Benefits:

- Reduced travel times on Bangerter Highway.
- Reduced congestion and travel time on 4700 S.
- Improved safety through grade separation of high-speed traffic on Bangerter, and allowing longer merge distances for vehicles entering the NB auxiliary lane.
- Real-time monitoring and providing accurate traffic conditions to the Traffic Operation Center (TOC).

Project Value: \$134,000,000



# Bangerter Highway South Interchanges



## Overview:

- Created a grade-separated, freeway-style interchange with Bangerter Highway going under 9800 S, 13400 S, and over 2700 W.
- Pedestrian overpass at 9800 S.
- Installed Closed Circuit Television Cameras (CCTV).

## Benefits:

- Reduced travel times on Bangerter Highway.
- Reduced congestion and travel time on 13400 S.
- Improved safety through grade separation of high-speed traffic on Bangerter.
- Real-time monitoring and providing accurate traffic conditions to the Traffic Operation Center (TOC).

Project Value: \$268,000,000

# Current Highway Capacity Projects

## Construction

- **Bangerter Highway South Interchanges** – (New Interchanges)
  - \$268M – Estimated Completion Fall of 2025
- **Bangerter Highway at 4700 South** – (New Interchange)
  - \$134M – Estimated Completion Fall of 2025
- **I-80; EB Auxiliary Lane and SR-36 NB Lane** – (Add a Lane)
  - \$38.4M – Estimated Completion Summer of 2026
- **SR-111; Herriman Pkwy to 11800 S** – (New Facility)
  - \$50M – Estimated Completion Summer of 2027

## Design

- **Bangerter Interchanges; 4100 South to Parkway Blvd** - (New Interchanges)
  - \$1.05B - Begin Construction in 2027
- **Mountain View Corridor; Old Bingham Hwy to Porter Rockwell** – (New Facility)
  - \$490M – Begin Construction in 2027
- **I-15 NB; Bangerter Highway to 9000 S** - (Collector System)
  - \$375M - Begin Construction 2029
- **MVC; Old Bingham Highway to 7800 S** - (New Interchanges)
  - \$260M - Begin Construction in 2030
- **MVC; 3500 South Interchange** - (New Interchange)
  - \$120M - Begin Construction in 2030

# Transit / Active Transportation Project Highlights

# FrontRunner 2X (Strategic Double Tracking)



## Overview

- Double tracking in 11 locations
- 1 new station in Bluffdale
- Realigning track in 1 location
- Adding 10 new trainsets
- Building 1 new maintenance facility

## Benefits

- Increase frequency: 15 minutes peak and 30 minutes off peak
- Increase capacity by 53%
- Improvement reliability
- Increased choice 17% faster than I-15 in 2050

Project Value: 3.2 Billion (845 Million local funding), pursuing Federal Transit Administration (FTA) Core Capacity Capital Investment Grant (CIG)

Complete Date: 2030

# 3900/4100 South Shared Use Path, Phase 1



## Overview:

- This shared use path is located on the North side of 3900 South in South Salt Lake between the Jordan River and Carlisle Park Lane connecting at 900 W and also between 300 West and UTA TRAX.
- The southern segment is located between the Jordan River and West Temple in Millcreek.
- It crosses the following intersections 700 West, 500 West, 300 West, Howick Street, and West Temple. It passes over I-15 and UTA/UPRR rail lines on existing roadway structures. Both the northern and southern segments cross UTA TRAX.
  - Shared use path is 16-ft wide from Jordan River Parkway to 700 W, 14-ft from 700 W to 500 W, (10-12 ft + Using Existing 4-ft Sidewalk) and 12-ft wide from 500 W to West Temple

## Benefits:

- Improved Safety for Active Transportation users by separating the trail from the roadway.
- Connections to the Jordan River Trail on the north and south side of 3900 South
- Connections to existing bicycle and pedestrian facilities that include 1 trail at 900W, and 4 on-street bikeways (Yellow) at 700 W, 500W, 300W, and West Temple.
- Bus stops are being consolidated and relocated in coordination with UTA
- Integration with the 700 West reconstruction project to ensure minimal rework between projects

Project Value: \$10,000,000

# Current Transit & Active Transportation Capacity Projects

## Transit

- **5600 W Express Bus** – (new route)
  - \$130M –Estimated Completion Spring of 2028
- **S-Line Extension** - (across Highland Drive)
  - \$43.2M - Estimated Completion Spring of 2027
- **Orange Line Implementation/Red Line Realignment** - (Environmental Doc)
  - \$6M - Estimated Completion End of 2027
- **Frontrunner Double Tracking** – (select locations)
  - \$3.2B – Estimated Completion Summer of 2030

## Active Transportation

- **UTN: 3900/4100 South Shared Use Path, Phase 1** – (New Trail Facility)
  - \$10M – Begin Construction in 2026
- **UTN: Welby Jacobs Canal Trail** - (New Trail and Ped Crossing)
  - \$8M – Begin Construction in 2026
- **UTN: Bingham Creek Trail, Regional Park to Jord Rvr**- (New Trail)
  - \$125M - Begin Construction in 2027
- **5655 Emigration Cyn to 9698 Emigration Cyn** – (New Bike Facility)
  - \$6.5M – Begin Construction in 2027
- **SR-209 Quarry Bend Ped Bridge**
  - \$9.9 M - Begin Construction in 2027

# Questions

## Contact information

Kendall Draney

Region 2 Program Manager

[kdraney@utah.gov](mailto:kdraney@utah.gov)

801-864-7876

*UDOT*



*Keeping Utah Moving*