

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

Level of Conformity Analysis	Remove Project												
	Salt Lake Urbanized 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	Draper	Pioneer Road	Collector	22086	Pioneer Road; 1450 East to Highland Drive	Access street with minor widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area - Salt Lake (WTR))	\$4,405,100	\$3,000,000	Remove Project		2024
								Local Govt (Local Government Funds)		\$1,405,100			

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.

Level of Conformity Analysis	Additional Funding												
	Salt Lake Urbanized 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	Draper	Lone Peak Parkway	Minor Arterial	17007	Lone Peak Parkway, 12450 South to 12300 South	Roadway Realignment & Widening: Including an additional lane in each direction, Bike Lanes, Shoulders, Curb, Gutters, and Sidewalks	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area - Salt Lake (WFR))	\$12,100,000	\$4,480,000	Additional Funding	\$3,000,000	2024
								Salt Lake County - Corridor Preservation Funds		\$853,000			
								Local Govt (Local Government Funds)		\$470,532		\$1,296,448	

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.

Level of Conformity Analysis	New Project												
	WFR & MAG 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	Various	WFR, MAG, UDOT, UTA	Various	NA	New	Activity Based Model	Upgrade the Travel Demand Model	SIP_URB_SL - (Federal Funds) (Surface Transportation Program- Urban Area - (WFR))	\$1,130,000	\$0	New Project	\$76,300	2024
								Other funding from Metropolitan Association of Government (MAG) UDOT, and UTA				\$53,700	

This is a three year joint project between WFR, 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

Level of Conformity Analysis	Scope Change												
	Ogden Layton Urbanized 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	Davis	UDOT	I-15	Freeway	15682	I-15; 1800 North Interchange & Corridor Widening	New Interchange Construction and 1800 North Corridor Widening	SI_III (State - Transportation Investment Funds)	\$383,304,975	\$383,304,975	Additional Scope	Same \$	2026

Current - 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.

Additional Scope - 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.

Level of Conformity Analysis	Additional Funding												
	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	Cottonwood Canyon	Minor Arterial	21400	Big Cottonwood Canyon	Environmental Study in Big Cottonwood Canyon	SI_III (State Transportation Investment Funds)	\$3,200,000	\$2,500,000	Additional Funding	\$700,000	2026
2	Salt Lake	UDOT	Cottonwood Canyon	Minor Arterial	21207	Enhanced Bus, Telling Mobility Hub, and Bus Stops	Implementation of the Enhanced Bus, Telling Mobility Hub, and Bus Stops	SI_III (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.

Level of Conformity Analysis	New Project												
	Salt Lake Urbanized 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	I-15	Freeway	22973	I-15 Southbound Auxiliary Lane from Bangor to 14600 South	Construct southbound auxiliary lane	RP_III (Region Two - Transportation Solutions Program)	\$14,000,000	\$0	New Funding	\$14,000,000	2026
									\$0				

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

Board Modification

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.

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

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

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

Board Modification

Board Modification

The scope of work for the I-215 SB; Auxiliary Lane from 700 N to I-30 is to add a southbound auxiliary lane between the 700 N on-ramp and the I-30 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-30. The ramp meter will help to create gaps to reduce the merging conflicts created by the vehicles entering the on-ramp.

Level of Capital Analysis	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
2	Weber	Plain City	3600 West	Collector	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including improvements to Drainage, 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
								Local_Govt (Local Government Funds)		\$1,062,247		\$200,000	

by	Additional Funding and Source
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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 pattems, and additional widening along 1300 North on the east side including the widening of a canal box culvert crossing on SR-37(1300 N) in the immediate vicinity of the future interchange.

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**

**Additional
Funding**

Project will reconstruct with minor widening including improvements to drainage, curb, gutter, and sidewalk



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

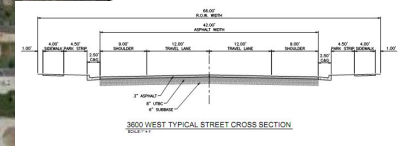
**Project Cost –
\$ 3,111,400**

**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.

3600 WEST PROJECT	
1	WIDEN EXISTING ASPHALT TO 100' TOTAL
2	WIDEN EXISTING ASPHALT TO 100' TOTAL
3	WIDEN EXISTING ASPHALT TO 100' TOTAL
4	WIDEN EXISTING ASPHALT TO 100' TOTAL
5	WIDEN EXISTING ASPHALT TO 100' TOTAL
6	WIDEN EXISTING ASPHALT TO 100' TOTAL
7	WIDEN EXISTING ASPHALT TO 100' TOTAL
8	WIDEN EXISTING ASPHALT TO 100' TOTAL
9	WIDEN EXISTING ASPHALT TO 100' TOTAL
10	WIDEN EXISTING ASPHALT TO 100' TOTAL

3600 WEST PROJECT	
1	WIDEN EXISTING ASPHALT TO 100' TOTAL
2	WIDEN EXISTING ASPHALT TO 100' TOTAL
3	WIDEN EXISTING ASPHALT TO 100' TOTAL
4	WIDEN EXISTING ASPHALT TO 100' TOTAL
5	WIDEN EXISTING ASPHALT TO 100' TOTAL
6	WIDEN EXISTING ASPHALT TO 100' TOTAL
7	WIDEN EXISTING ASPHALT TO 100' TOTAL
8	WIDEN EXISTING ASPHALT TO 100' TOTAL
9	WIDEN EXISTING ASPHALT TO 100' TOTAL
10	WIDEN EXISTING ASPHALT TO 100' TOTAL



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

**Additional Funding will
come from the State
Transportation Investment
Funds – (ST_TIF)**

**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
\$ 142,000,000

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

Board Modification

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, MobilityHub and Bus Stops and will be transferred back to PIN 21207.

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.

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-30 on/off-ramps and two bridges just west of 9180 West.

** 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 Blvd

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

Total Project Funding
\$ 2,200,000

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

**Scope and
Fund
Transfer**

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

Salt Lake – UDOT – SR-201 – Structure Preservation

Repair bridges on the I-80 on/off-ramps and two bridges just west of 9180 West

Tooele, Utah



Project Funding
\$ 1,300,000

Total Project Cost
Estimate \$ 1,300,000

Available Funding will
come from the Statewide
Transportation Solutions
Program (ST_TSP)

**New
Project**

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

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



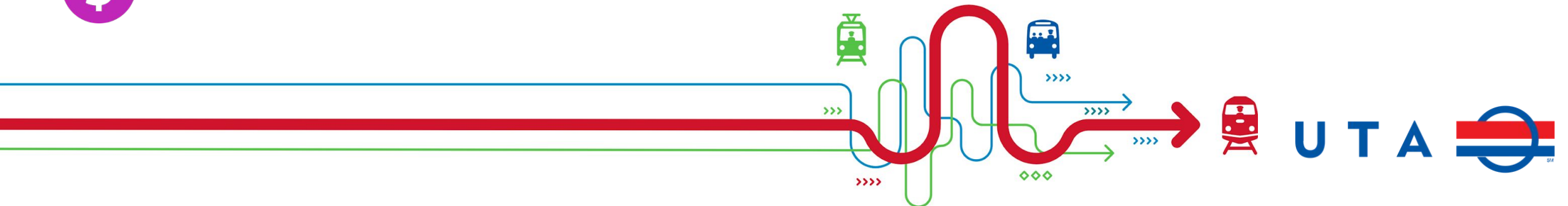
Building Community Support



Generating Critical Economic Return

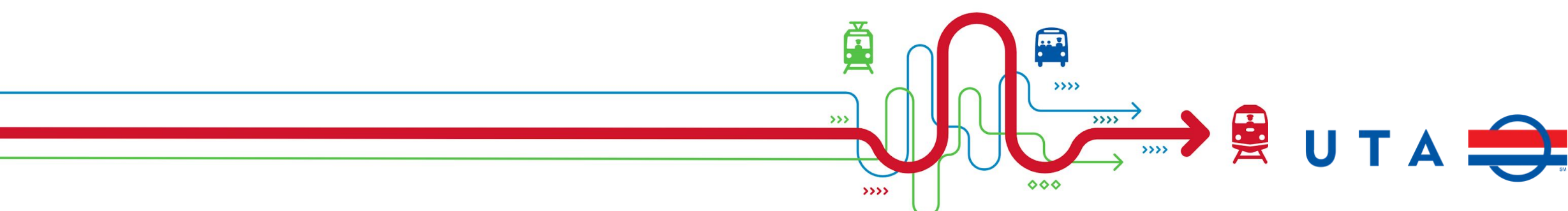
Mission: We Move You

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%
TOTAL	\$975,543,000	\$1,008,549,000	\$33,006,000	3.4%



2026 Tentative UTA Operating Budget

Expenses by Category

Category	FY 2025 Budget	FY 2026 Budget	Change	% Change
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%
Total Budget	\$464,509,000	\$487,523,000	\$23,014,000	5.0%



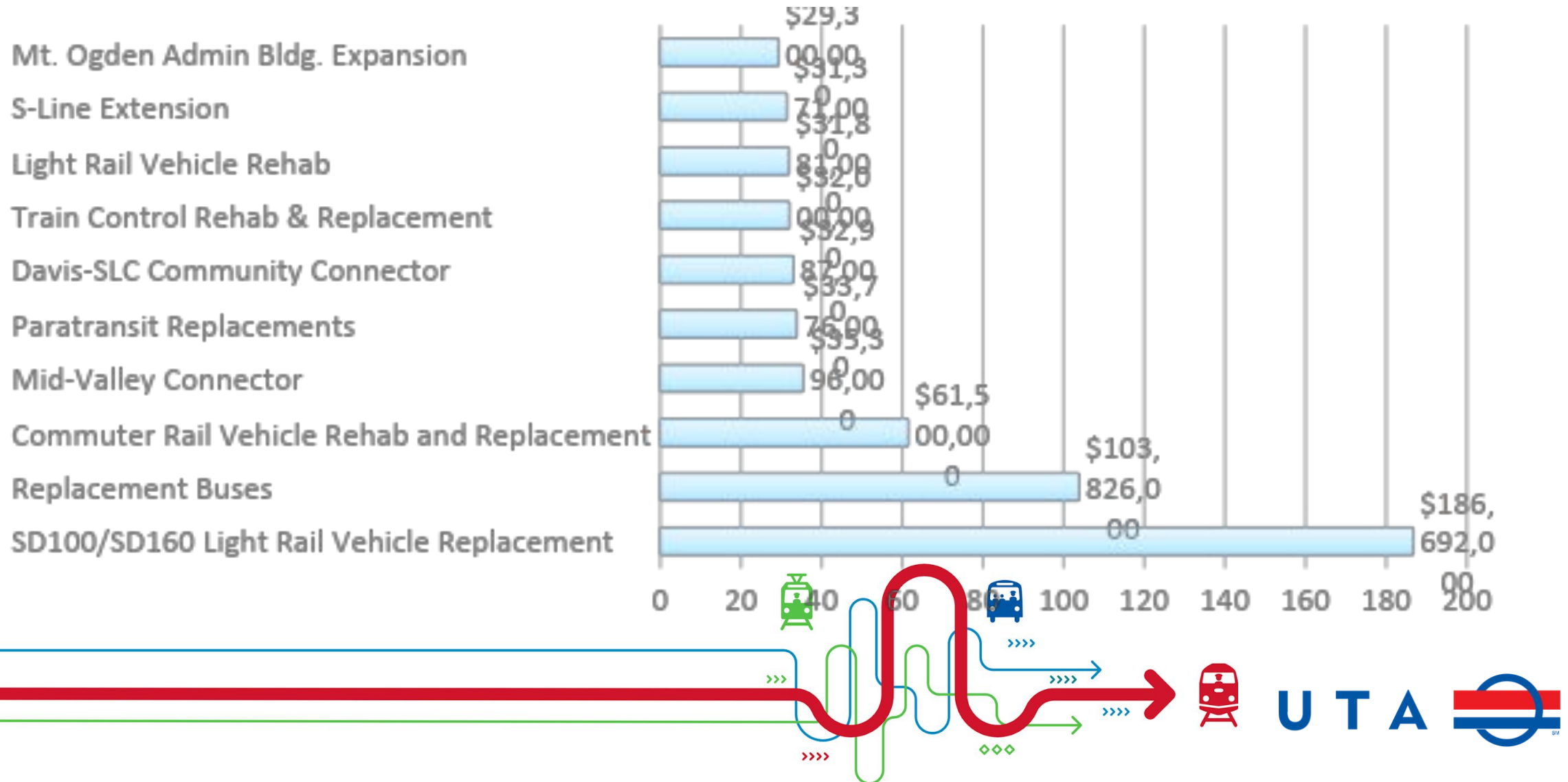
2026 Tentative UTA Operating Budget

FTE Summary by Mode

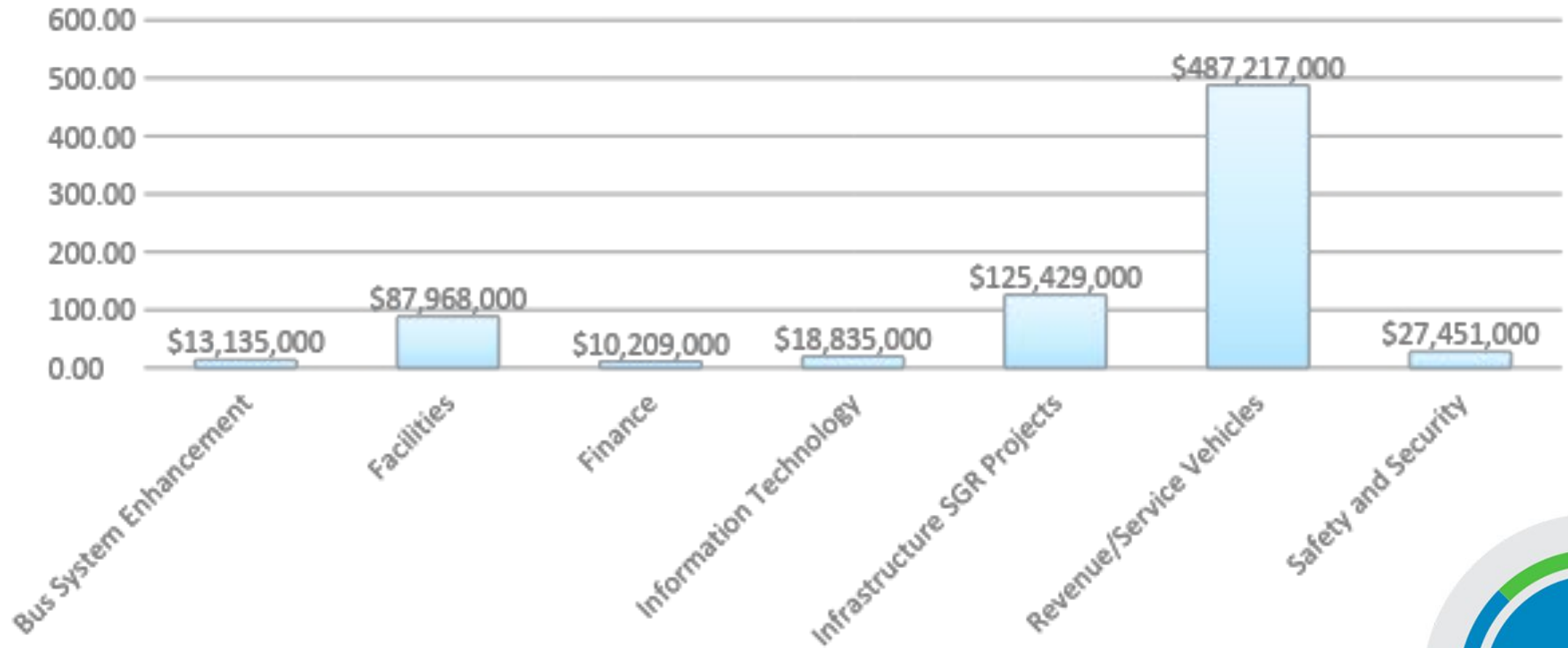
Mode	FY 2025 Budget	FY 2026 Budget	Change	% Change
Bus	1,271.0	1,300.5	29.5	2.3%
Commuter Rail	207.5	208.5	1.0	0.5%
Light Rail	459.0	467.0	8.0	1.7%
Paratransit	203.0	214.0	11.0	5.4%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	6.0	5.5	(0.5)	-8.3%
Operations Support	483.2	512.2	29.0	6.0%
Administration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



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



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

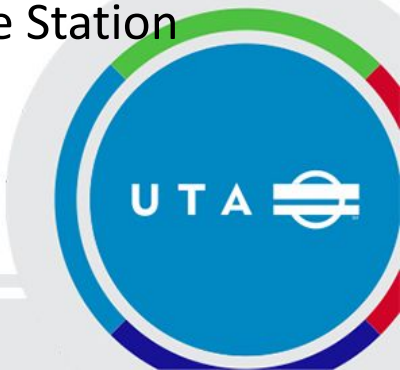




Facilities

- **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

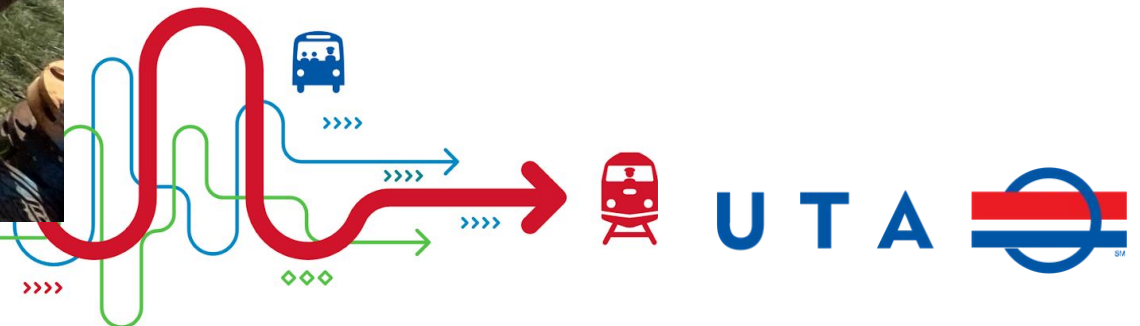


Bus Stop Program

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

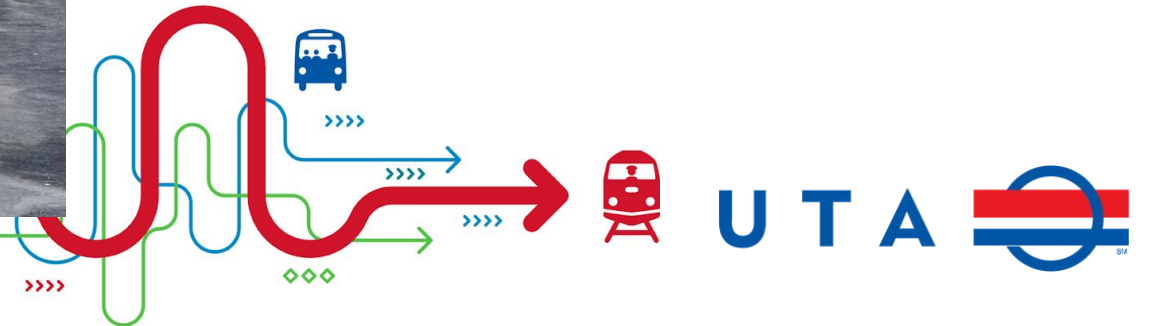
- 130+ new vehicles
- \$34M over 5-year plan

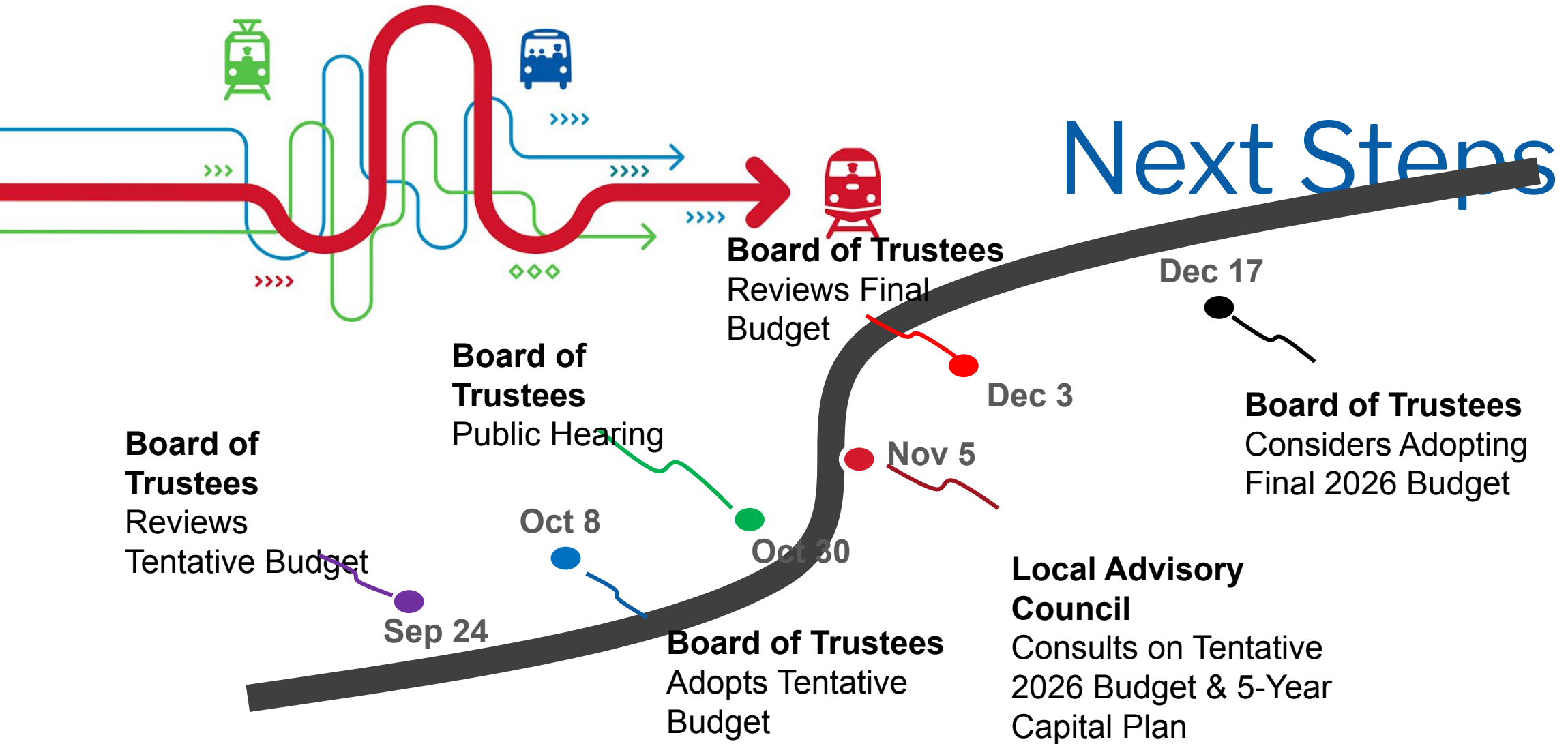


Infrastructure

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

Transportation Coordinating Committee

Region 1 Large Project Presentation

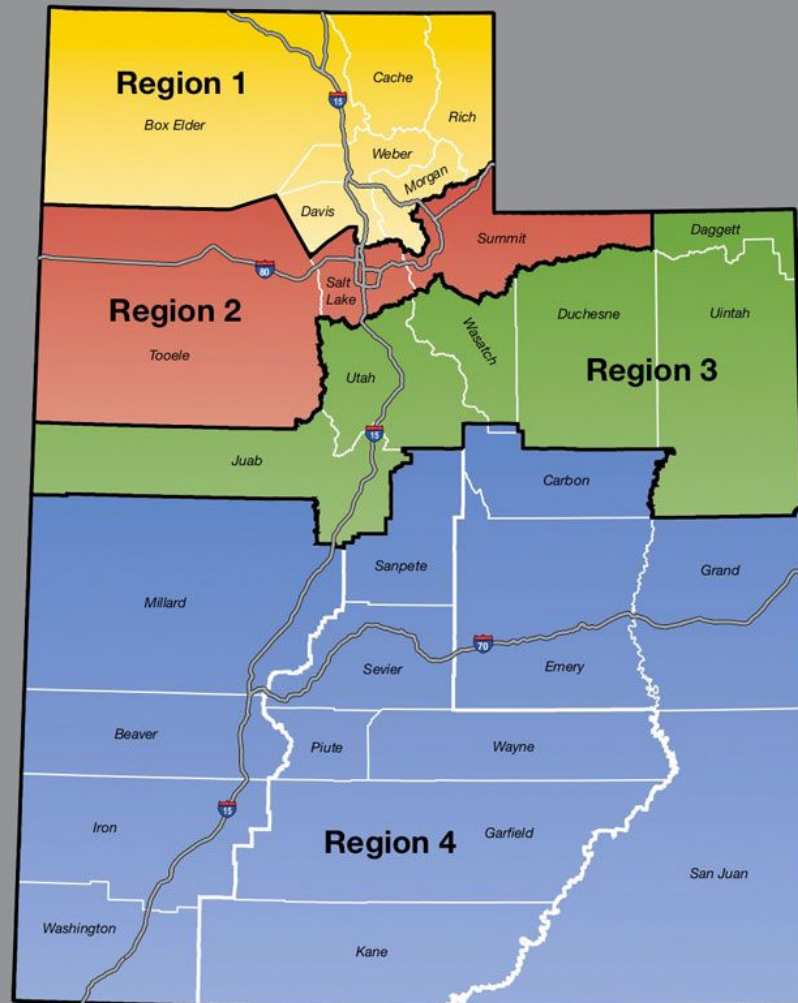
Paul Egbert

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.

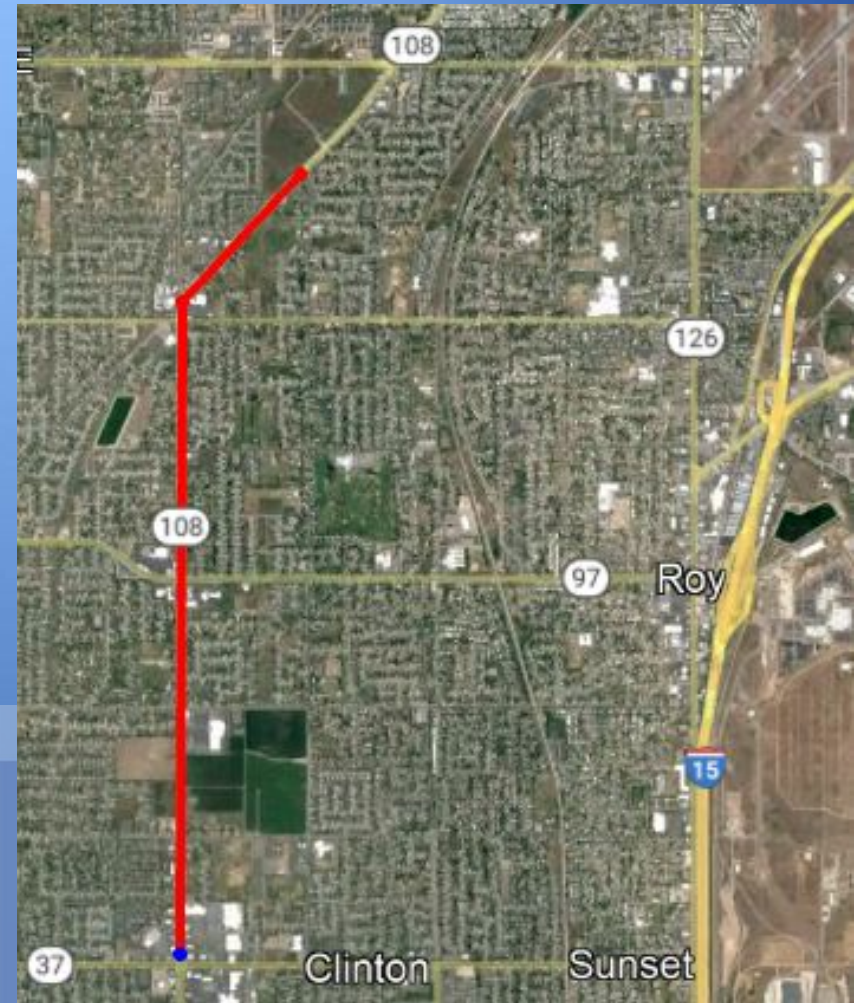
Schedule

Design 2024-2026

Construction Summer 2027-2029

Programmed Amount

\$123 Million



I-15; 24th Street Interchange

Overview

Construct a full interchange on I-15 at 24th 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

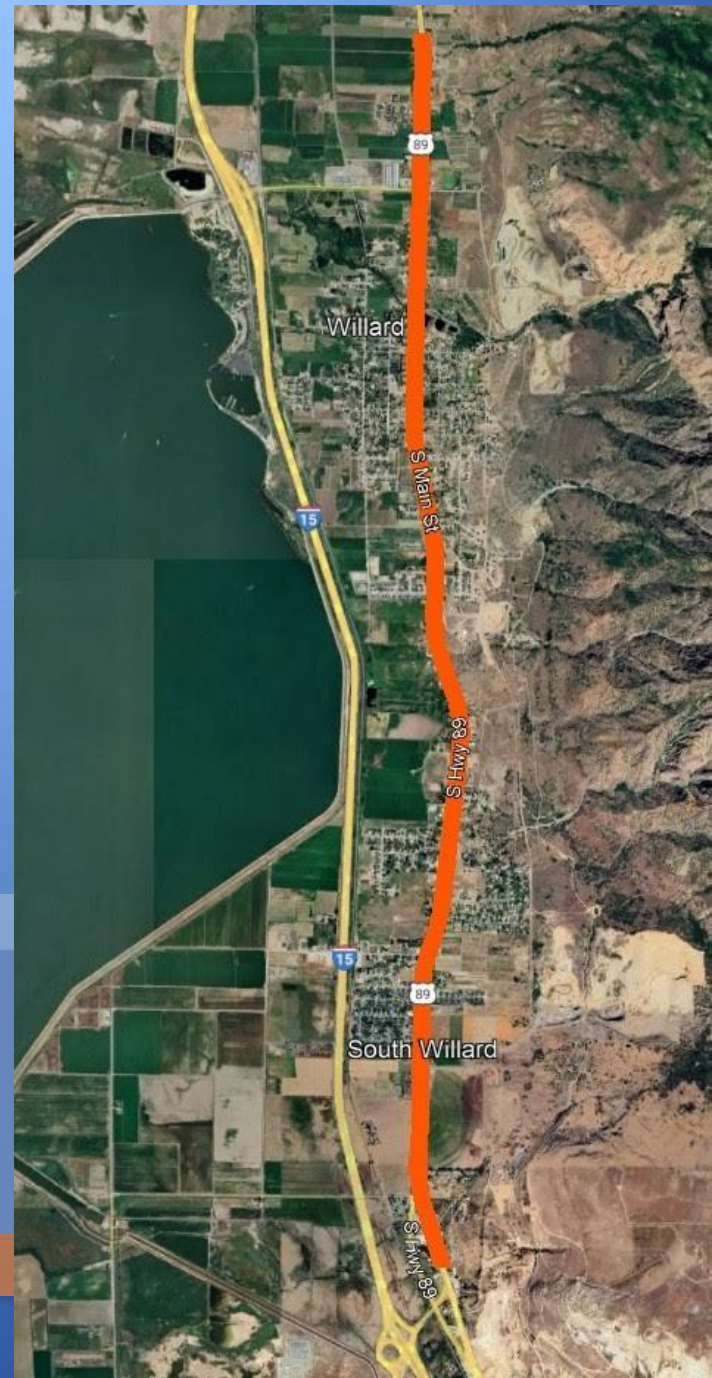
Improve storm drainage system

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.

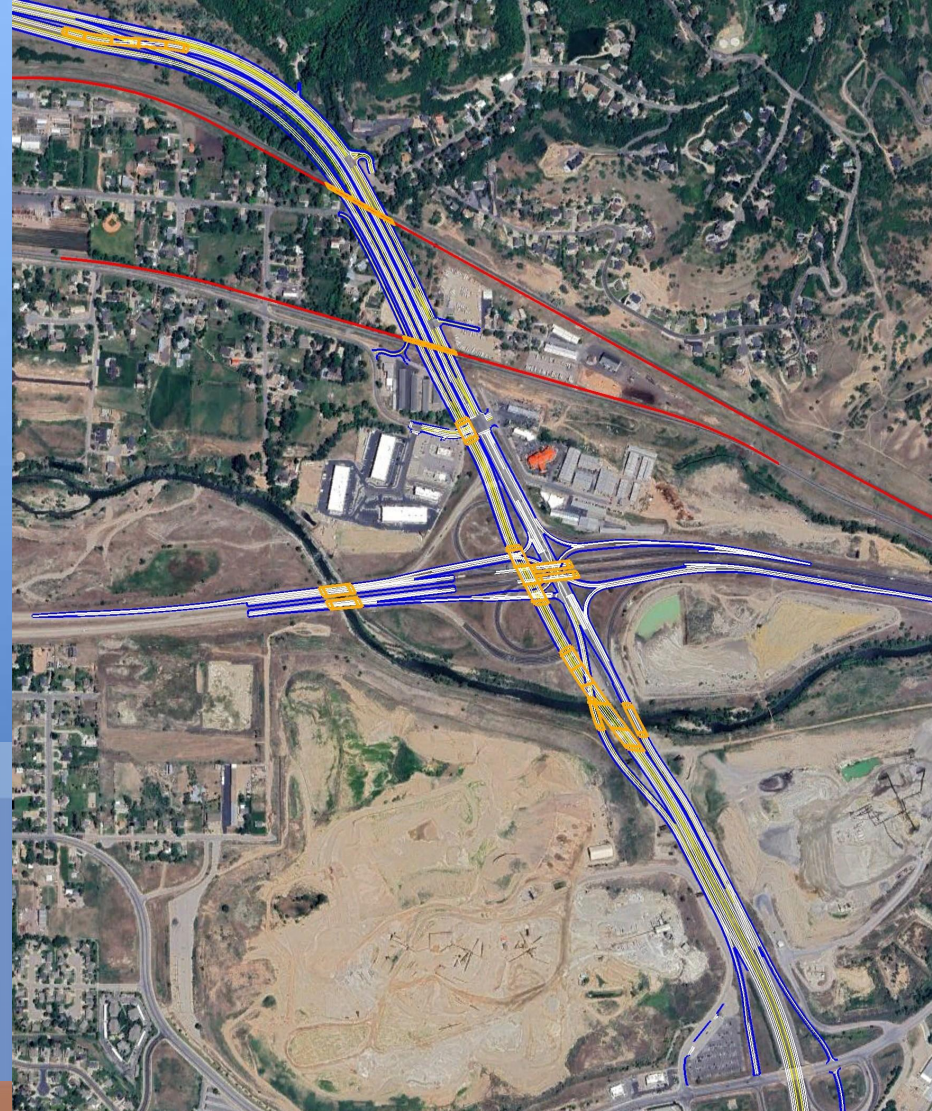
Schedule

Design 2026/2027

Construction 2027/2030

Programmed Amount

\$250 Million



SR-177; SR-193 to 1800 N

Overview

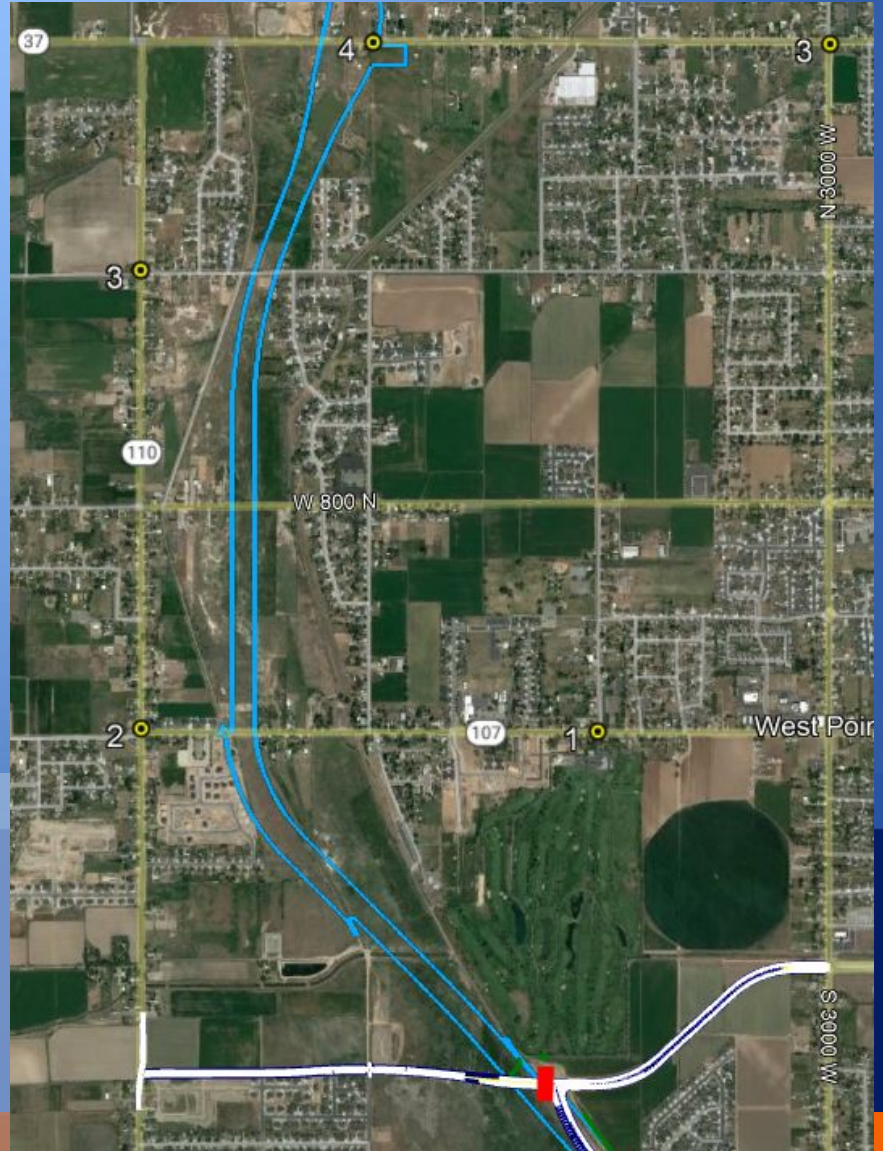
New two lane freeway in each direction

Schedule

Construction-spring 2026-summer 2028

Programmed Amount

\$261 Million



SR-177; 1800 N to 4000 S

Overview

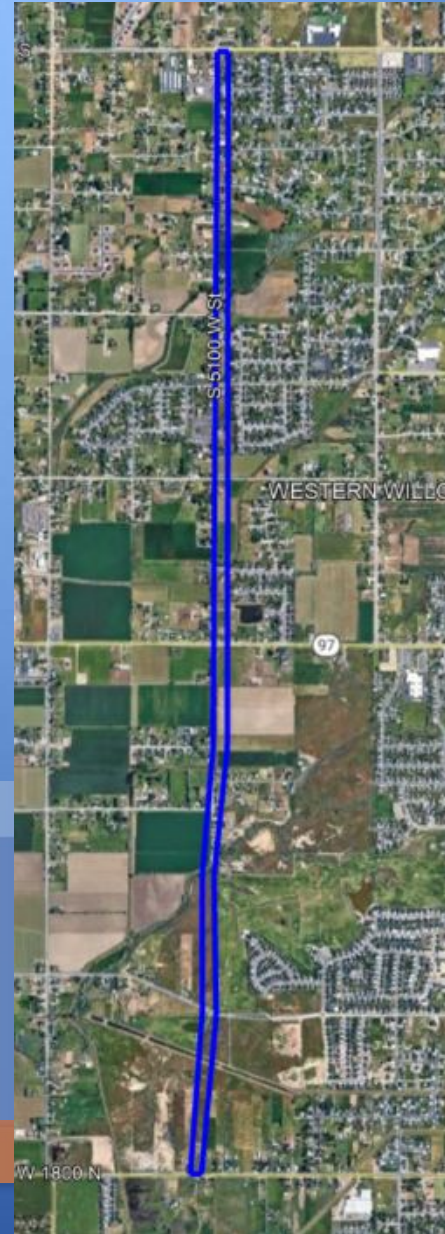
Prepare and obtain an approved environmental document.

Schedule

Summer 2025-Winter 2026

Programmed Amount

\$5 Million



SR-177; 1800 N to 4000 S

Overview

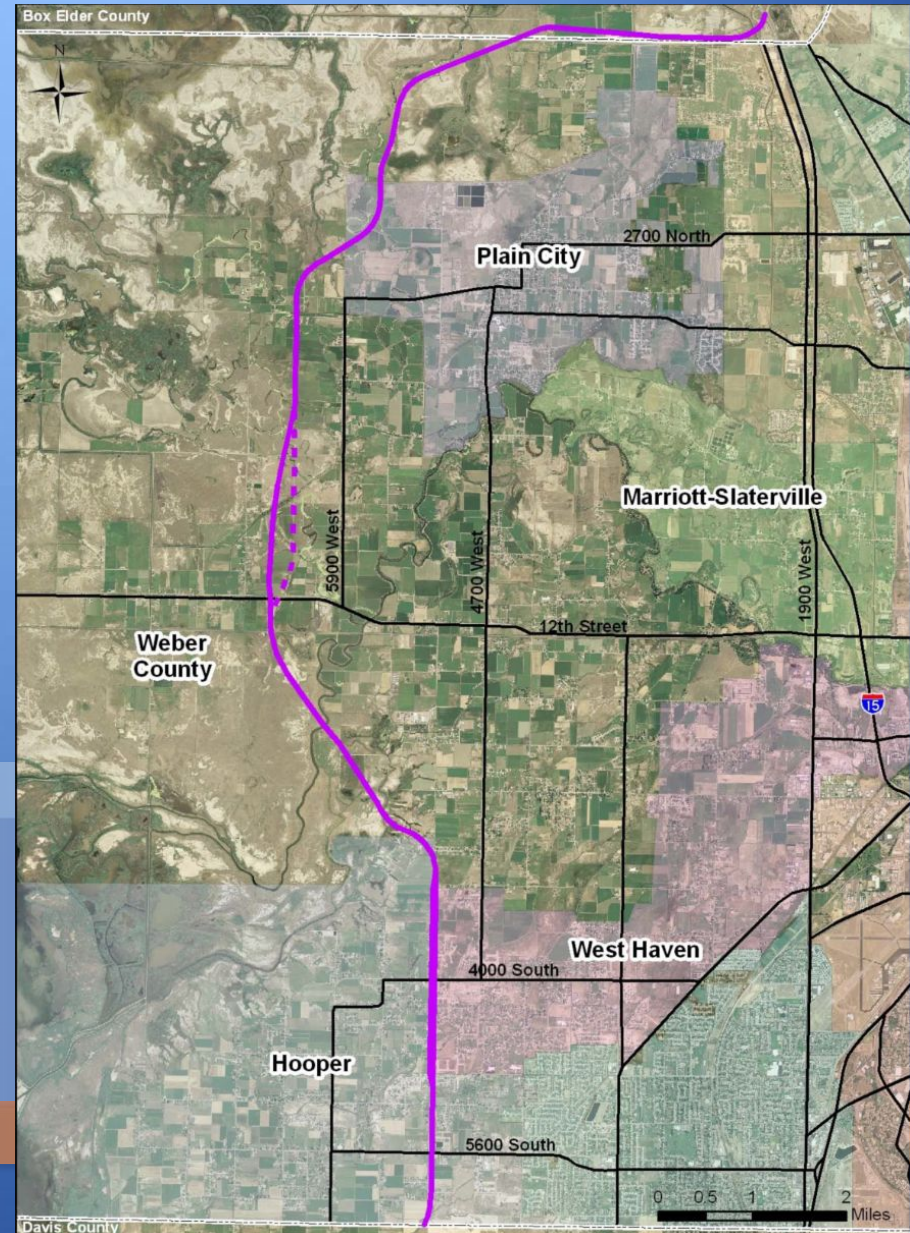
Re-evaluate information presented in 2009 North Legacy Transportation Study. The study will look at the SR-177 alignment from 4000S. North to Box Elder County The Study will also look at the Northern connection to I-15 in Box Elder County

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

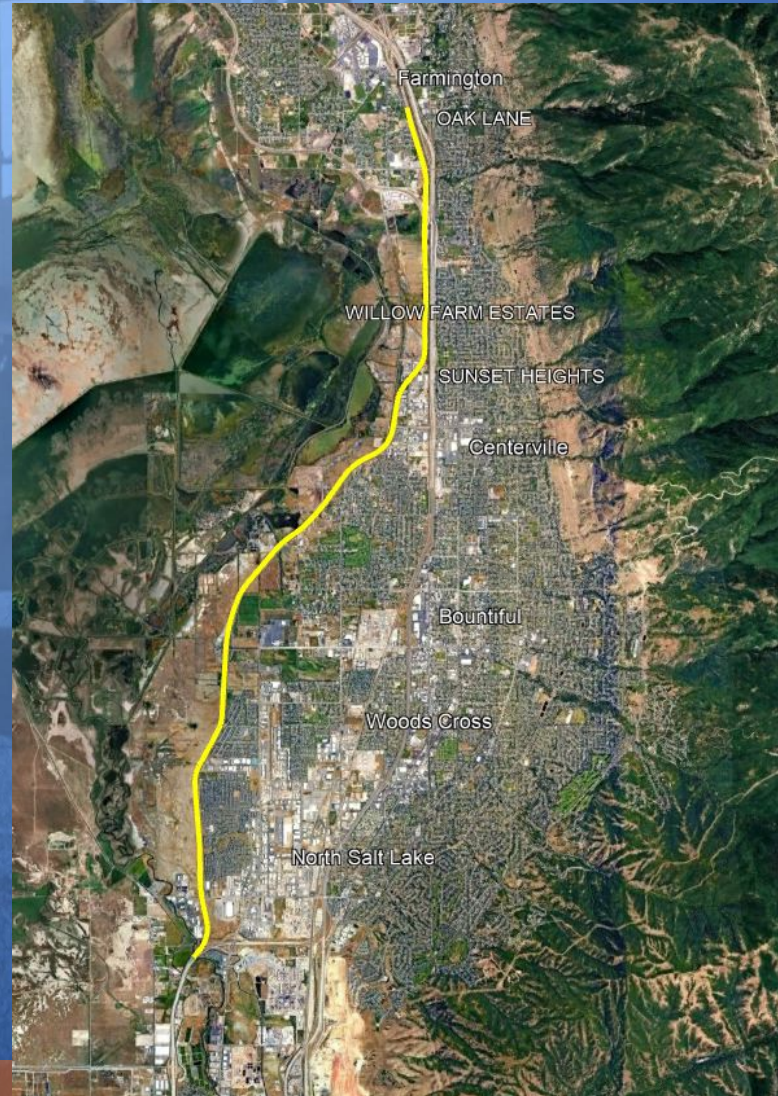
Schedule

Advertise Early 2026

Construction Summer 2026

Programmed Amount

\$65 Million





Thank You

UTDOT



Keeping Utah Moving

Transportation Coordinating Committee

November 20, 2025

Region 2
Kendall Draney - Program Manager



UDOT Region 2

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 Jrd 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

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