

UTAH'S 2023-2050 UNIFIED TRANSPORTATION PLAN



Utah's Unified Transportation Plan ▾

Delivering Quality of Life: Utah's Transportation Vision ▾

What is the Unified Transportation Plan? ▾

Planning for Transportation in Context ▾

Transportation in Utah is more than just a way to get from one place to another. It's an integral part of our quality of life. Because of past investments in transportation and because of how we work together to plan and build the system, we are able to move freely both within and across our communities. Transportation is a key element of what makes Utah great.

[View the Interactive Map](#)

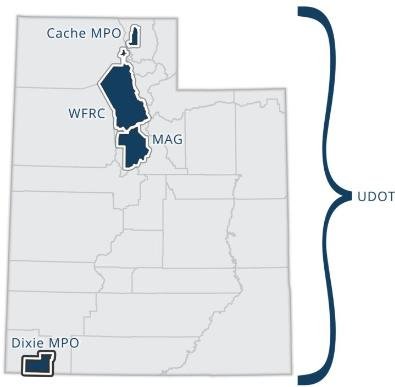
HOW WE GROW MATTERS

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, established through a broad collaboration with partnering agencies statewide. This vision is based on recognition of Utah's growth challenges and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all.

Local Planning Meets Statewide Collaboration

Once these groups complete their four-year planning process, they come together to create the UTP, a uniquely collaborative effort in which all the individual entities agree on a shared time horizon and a statewide revenue estimate to inform their individual planning efforts. This ensures that local-level planning is generally guided by the same set of assumptions statewide, reducing redundancies and ensuring the efficient allocation of resources.

Funding decisions are then made through each individual organization, and projects are financed by fuel taxes, vehicle registration fees, auto-related sales taxes, federal funding and grants, and more. Utah legislators traditionally prioritize statewide transportation system efficiency and their support provides important and reliable funding.



Utah's Unified Transportation Plan 2023-2050

UTAH'S UNIFIED
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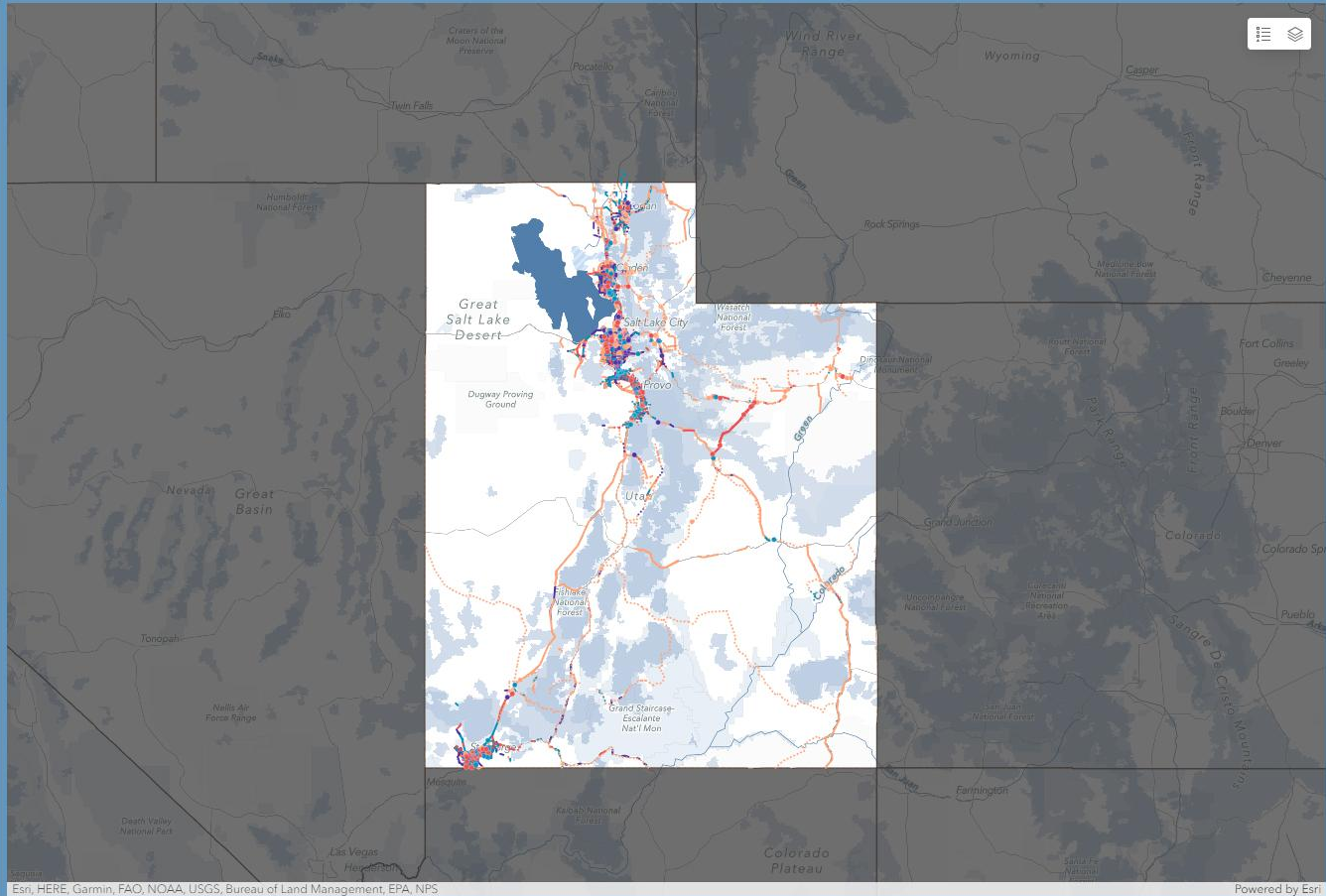
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Planning Area

Cache MPO

Dixie MPO

MAG

UDOT

WFRC

Mode

Active Transportation

Highway

Transit

Phase

Phase 1 (2023-2032) Assumed ...

Phase 2 (2033-2042) Assumed ...

Phase 3 (2043-2050) Assumed ...

Needs with No Assumed Funding

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— OTAH'S UNIFIED — TRANSPORTATION PLAN

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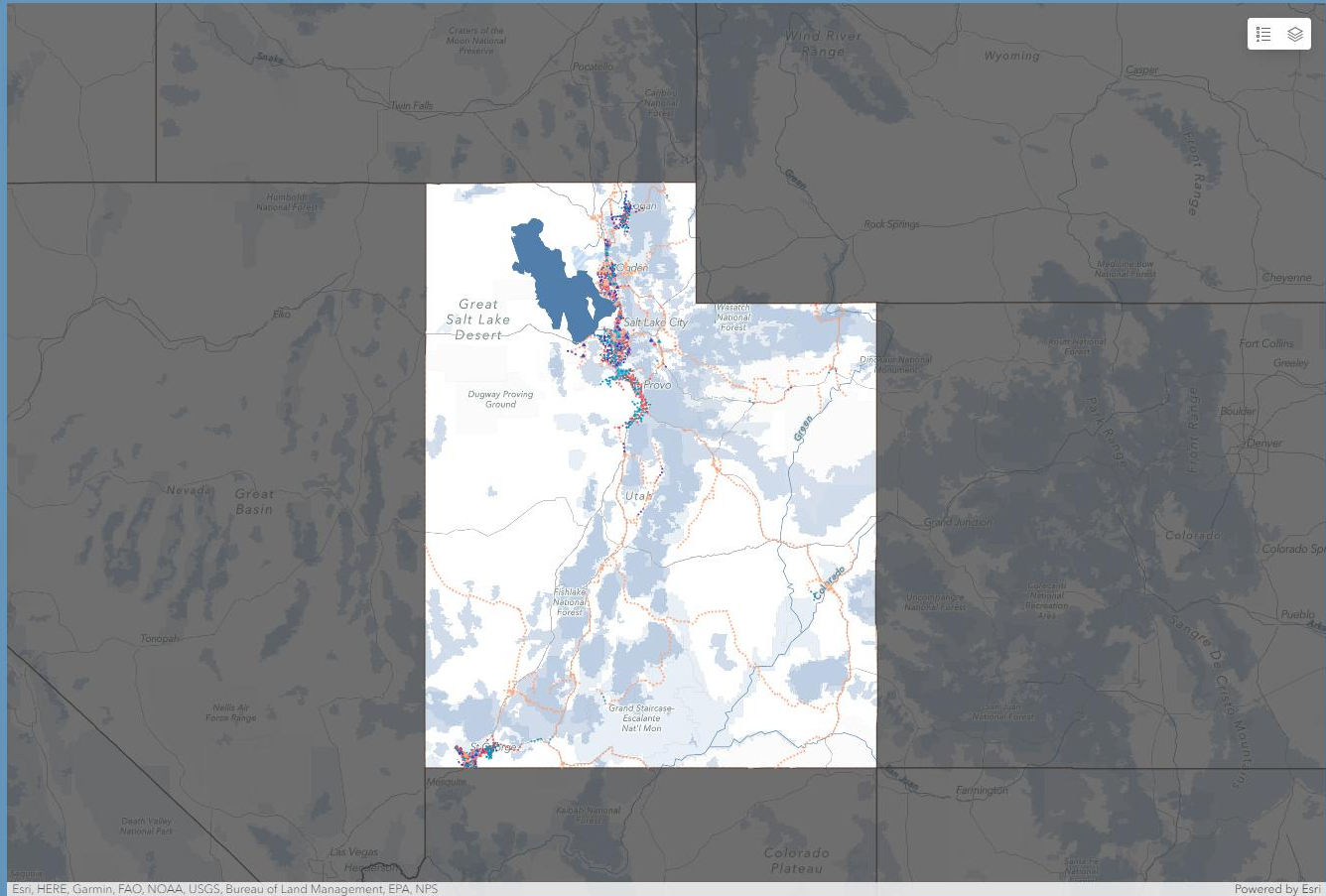
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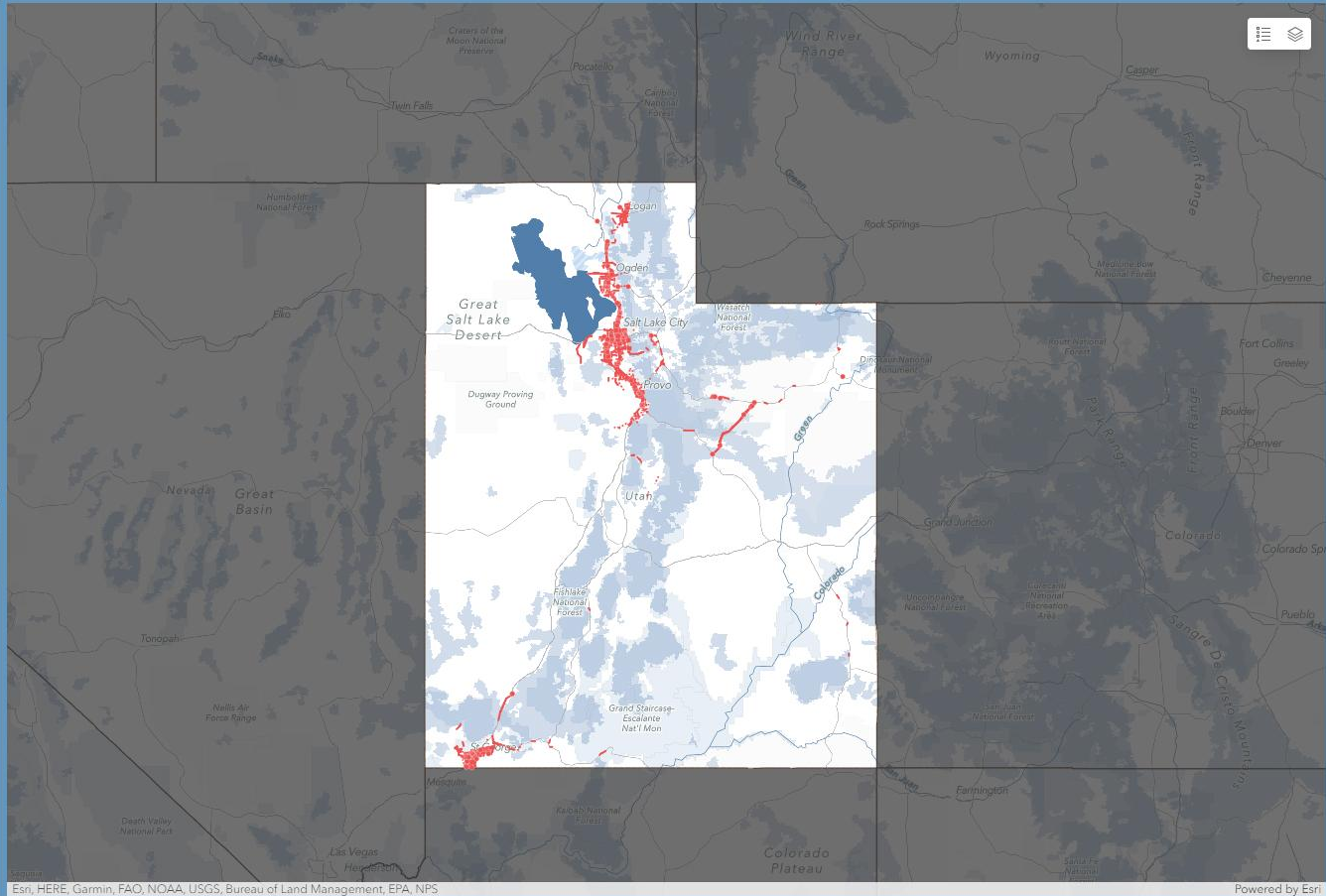
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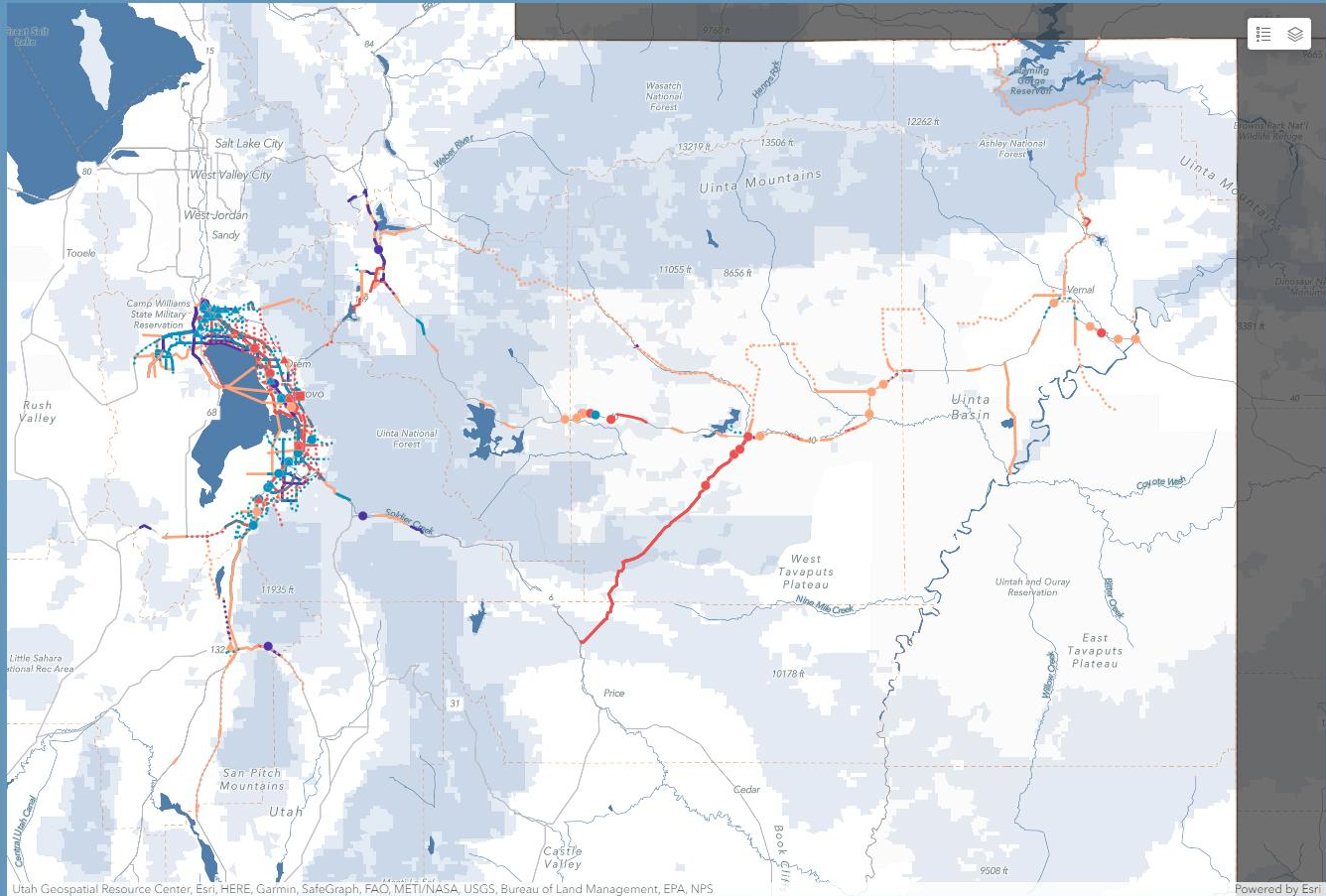
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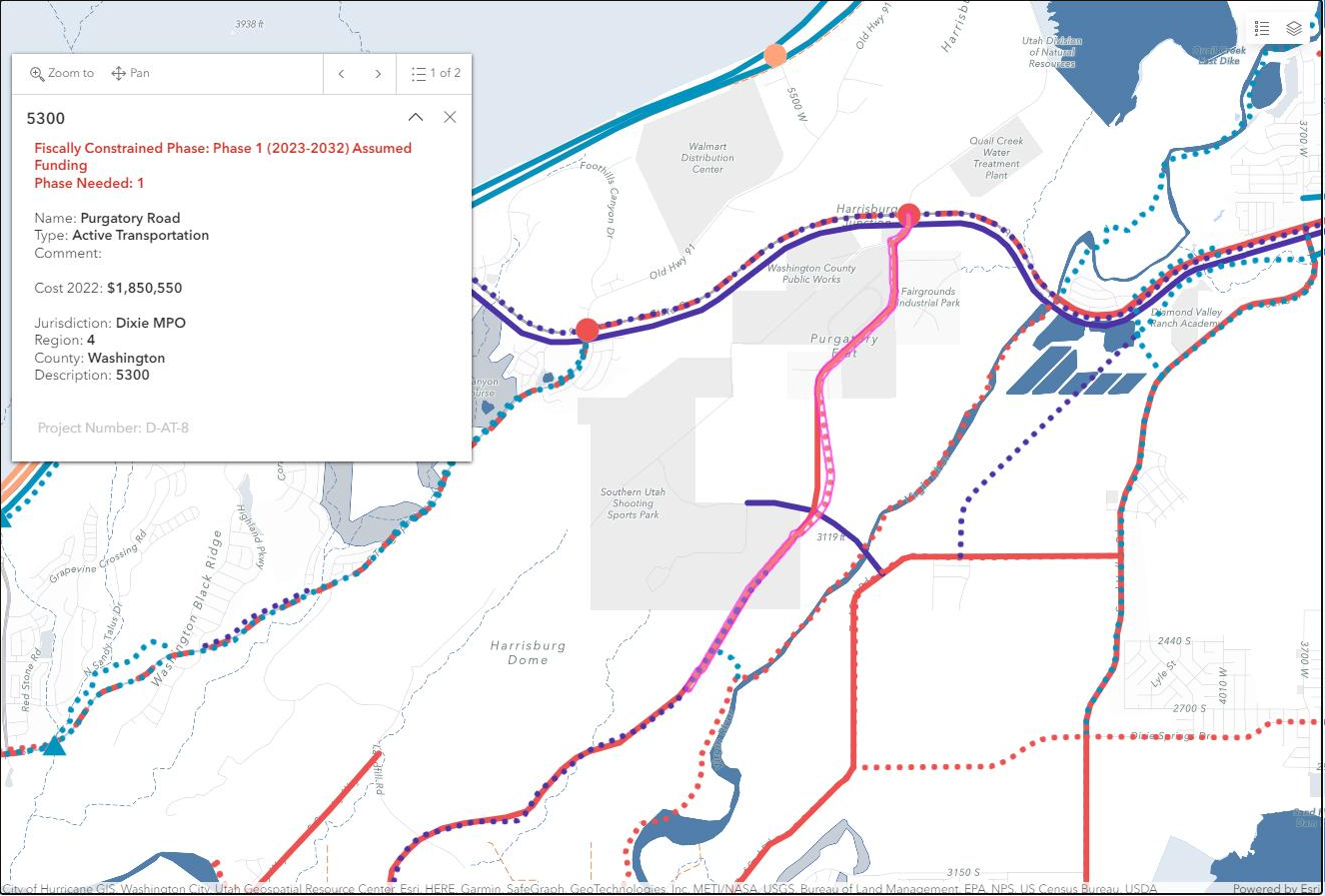
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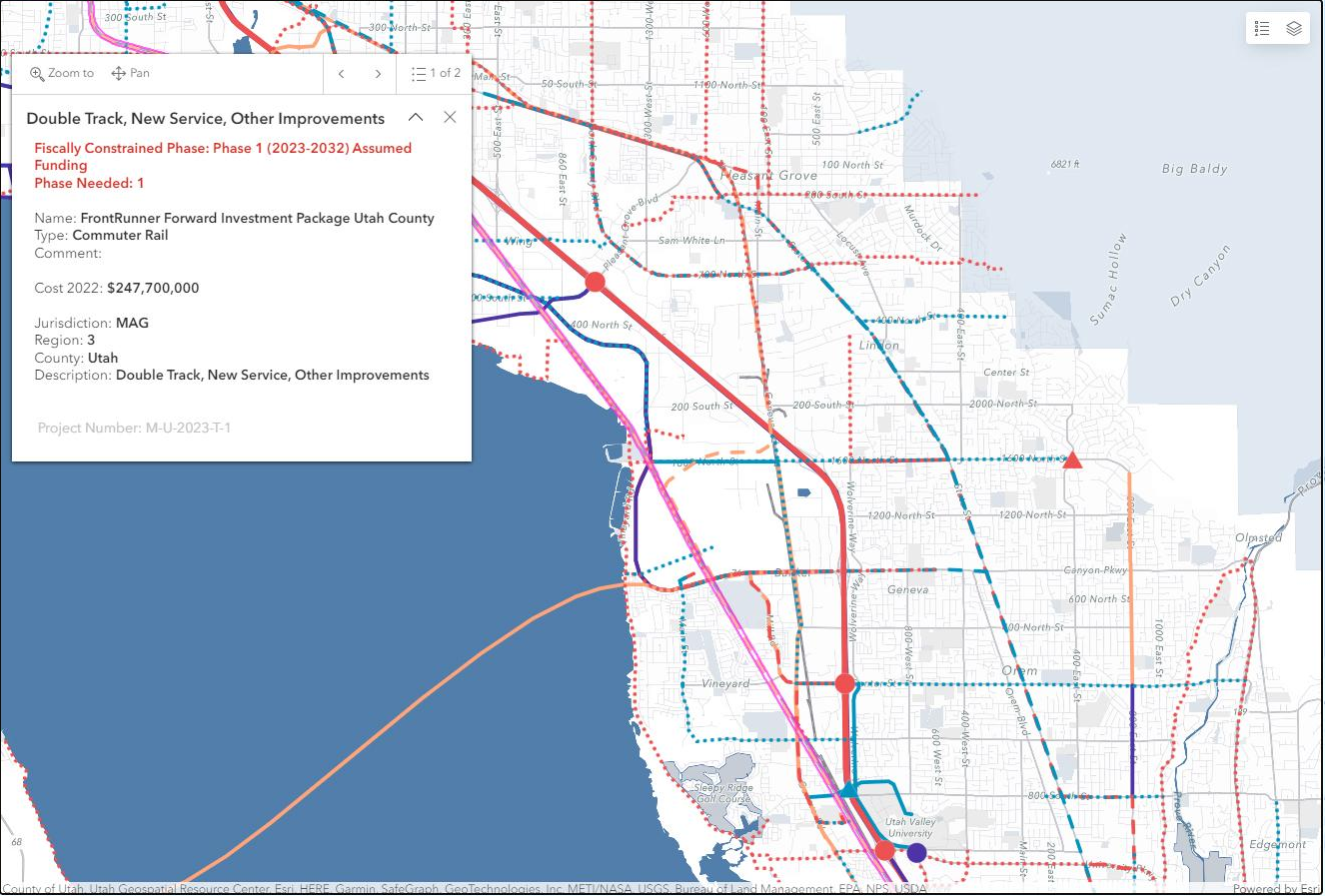
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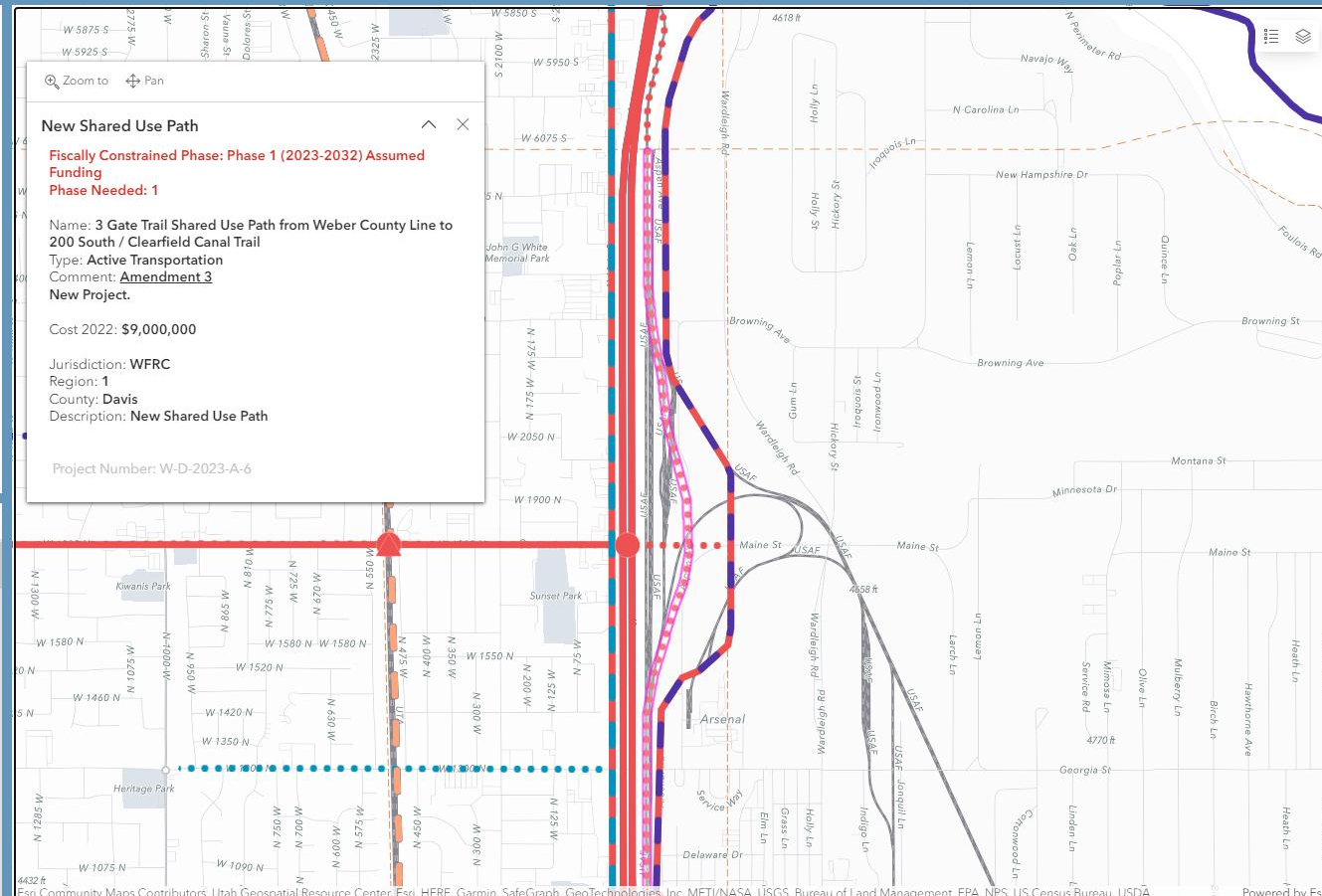
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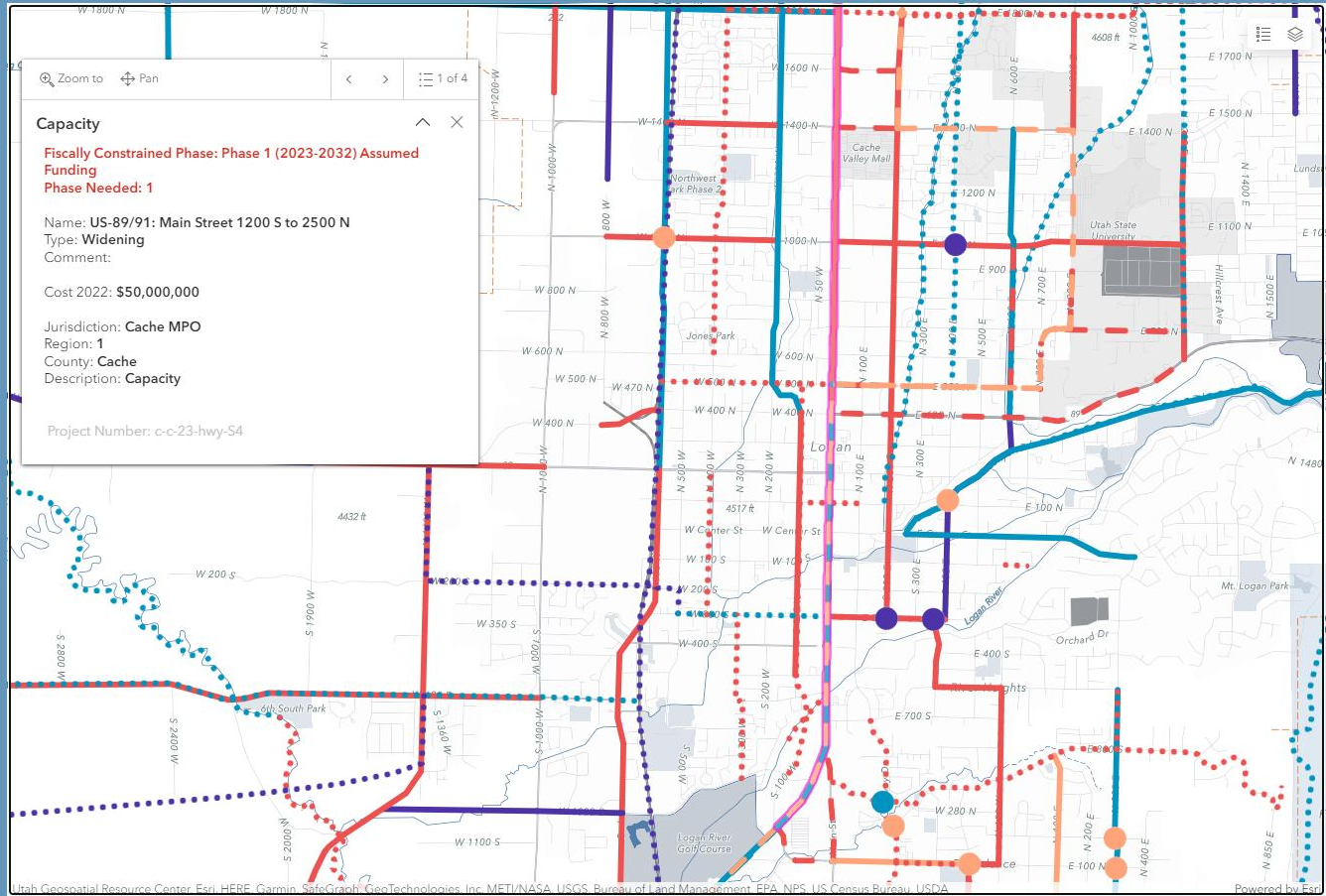
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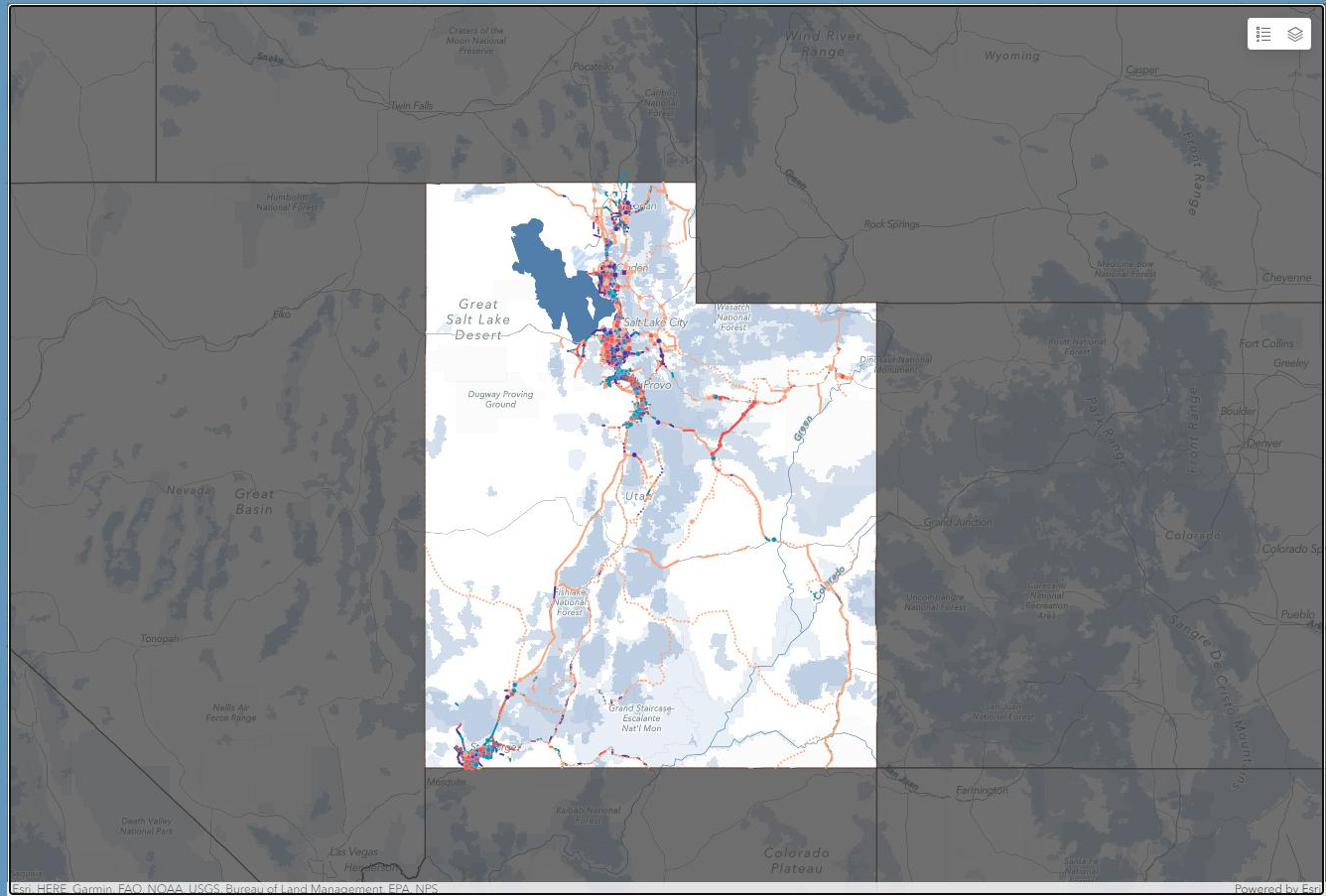
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— UTAH'S 2023-2050 UNIFIED —

TRANSPORTATION PLAN



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Delivering Quality of Life: Utah's Transportation Vision ▾

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Planning for Transportation in Context ▾



Funding the Plan

An important aspect of Utah's Unified Transportation Plan is analyzing and ultimately determining how transportation projects in Utah should be funded. This includes projecting what funding sources will be used for which projects and in what order. Utah's transportation planners and policymakers take great care in funding the Unified Plan in a fiscally responsible and efficient way.

Prudent Funding and Project Phasing

Utah's transportation agencies work together to develop funding projections for the duration of the Unified Plan. The goal is to then create a

Prudent Funding and Project Phasing

Utah's transportation agencies work together to develop funding projections for the duration of the Unified Plan. The goal is to then create a financially constrained Plan that's fiscally prudent and meets transportation needs. Because resources are limited, not all transportation needs can be met.

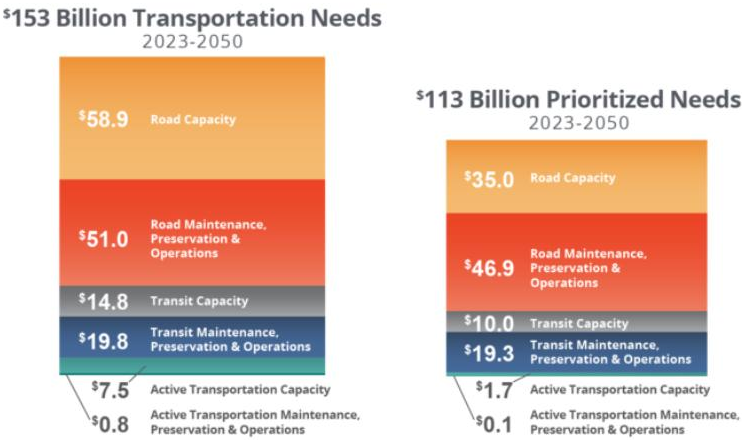
The process begins with an Unconstrained Needs-Based Project List. Projects are then prioritized based on critical needs, agency goals, and new and existing revenue assumptions. This leads to the Fiscally Constrained Project List. Ultimately, projects are planned to be constructed in three phases: Phase 1 (2023-2032), Phase 2 (2033-2042), and Phase 3 (2043-2050). Each project is modeled when it is needed, but because of limited resources projects may be moved to a later phase, or even moved beyond the planning time horizon and considered "unfunded."



Needs and Prioritization

Utah's 2023-2050 Unified Transportation Plan estimates a total transportation funding need of \$153 billion in today's dollars. This includes funding to operate Utah's current transportation system and to preserve and maintain the infrastructure in good condition. It also includes the funding needed to meet growing travel demands by increasing roadway capacity by building new state and local roads and widening and making operational enhancements to existing roads; increasing transit capacity by building new transit lines, upgrading existing lines, and providing more frequent rail and bus service; and increasing "active transportation" options by constructing new biking and walking trails and improving existing trails.

For planning purposes, Utah's Unified Transportation Plan assumes that all the existing revenue sources (revenue sources that are currently in place today, or their equivalents) will generate \$94.4 billion (in today's dollars) between 2023 and 2050. So, of the \$153 billion of transportation funding needs that have been identified, current revenue sources will cover \$94.4 billion. The Plan then assumes that an additional \$18.4 billion in revenue will be generated from new sources that will be adopted or established, allowing for a total fiscally constrained Plan of \$113B. This would still leave \$39.8 billion as the remaining amount needed in order to fund all of Utah's transportation needs.



All totals in billions, sum total rounded. Long-range projections for active transportation needs, maintenance, and funding are planning-level estimates and are subject to further refinement.

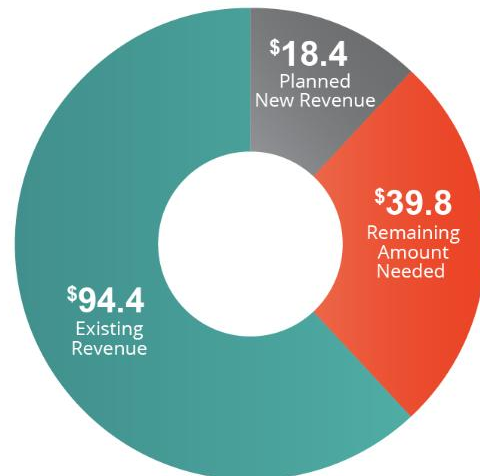
Revenue Sources

The Unified Transportation Plan Financial Model assumes that current revenue sources for transportation will remain in place or be replaced by equivalent sources. For example, the Unified Plan assumes that the revenues coming from transportation user fees such as the current motor fuel tax — or a replacement such as a road usage charge — will continue and grow gradually over time. The Unified Plan makes projections about the growth of those revenue sources, based on historical trends and economic analysis. The Unified Plan also makes projections about revenues that would be generated from new sources or increases to existing sources, such as additional local option transportation sales taxes. These projections are based on reasonable and prudent assumptions reflecting historical trends, economic assumptions, and policy implementation. Importantly, the Unified Plan does not assume that revenues will be available to meet all transportation needs.

For planning purposes, Utah's Unified Transportation Plan assumes that existing revenue, from the following sources or options, will generate \$94.4B (in today's dollars between 2023 and 2050):

- State motor fuel and diesel taxes (or equivalent replacement sources)
- Vehicle registration fees
- Local option transportation sales taxes
- Federal funding
- State auto-related sales taxes
- One-time legislative appropriations (for base year)

Revenue 2023-2050



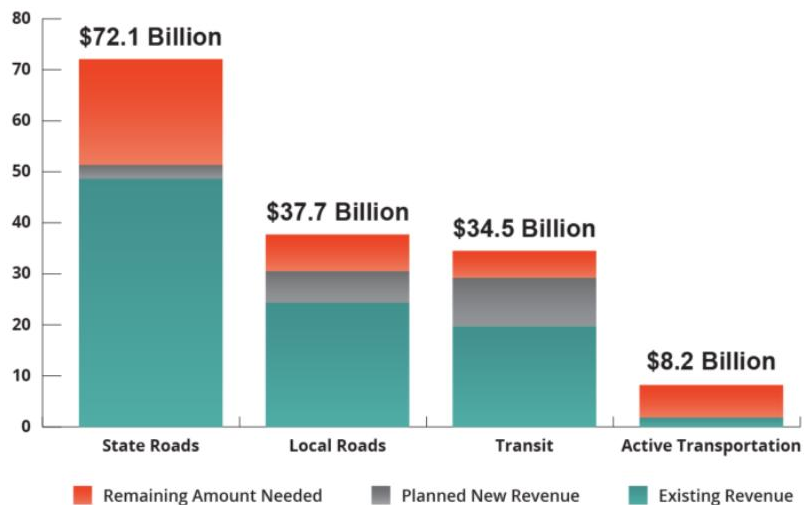
All totals in billions

For planning purposes, Utah's Unified Transportation Plan assumes that new revenue, from the following sources or options, will generate \$18.4B (in today's dollars between 2023 and 2050):

- Statewide motor fuel and diesel tax increases (or equivalent replacement sources)
- Statewide vehicle registration fee increase
- Local community vehicle registration fee increase
- Local community sales tax increase
- Limited financing or bonding
- Federal grant funding for eligible transit projects

The specific funding mechanisms will depend on decisions by federal, state, and local policymakers. The Unified Plan — in an attempt to be prudently and fiscally conservative in its assumptions — does not assume significant private contributions to transportation (other than developer-paid impact fees), nor does it assume the use of value-capture techniques, such as Transportation Reinvestment Zones or tax increment financing. However, these are potential additional sources, among others, to potentially generate revenue for infrastructure investment. It's important to note that the majority of revenue assumed in the plan is for planning purposes. Future action to program projects from the plan, with actual funding, still needs to occur. A project being listed on the fiscally constrained list doesn't guarantee it will be selected for funding.

Most funding sources that are available for transportation are prescribed by federal or state law or constitution to be used for a particular category of investment, such as state roads, local roads, or transit. The Unified Plan identifies needs and revenue estimates in each of these categories, and revenues are estimated and/or assumed to be available in these categories. The actual availability of funding will depend on a variety of factors, including tax policy and evolving economic conditions.



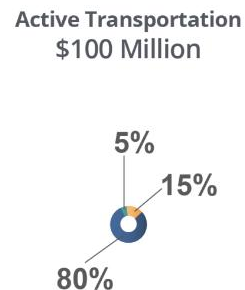
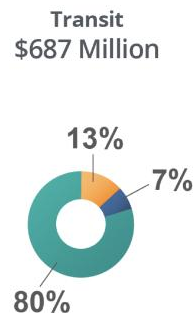
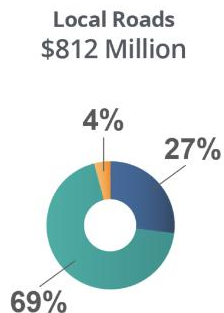
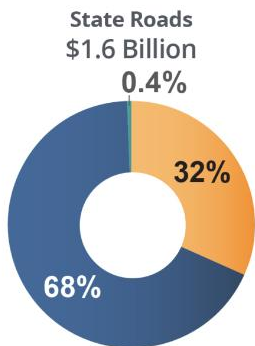
Funding Today's Transportation


Utah benefits from a significant mix of funding from federal, state, and local sources. Passage of the federal [Infrastructure Investment and Jobs Act \(IIJA\)](#) provides steady formula funding sources and an array of new discretionary grant programs. In addition, the Utah State Legislature continues to invest in transportation statewide and has expanded allocations for transit and a new dedicated funding source for the statewide Utah Trail Network. Local governments use sales tax and general funds for their transportation systems. This financial support allows state and local leaders to move forward with high-priority projects that will help maintain and improve quality of life for all Utahns.


Below is an example of how these funding sources are allocated for state roads, local roads, transit systems, and 'active transportation.' This is a snapshot of the breakdown of the \$3.2 billion in statewide funding sources for the maintenance, operation, and construction of Utah's transportation systems in 2024 (not including potential one-time funding additions or grants).

Funding Snapshot: 2024

Total Transportation Budget: \$3.2 Billion



 Federal funding sources included federal motor fuel tax, discretionary grants, and other formula programs

 State funding sources include state motor fuel tax, vehicle registration, and state sales tax

 Local funding sources include options sales tax, general fund contributions, and transit fare box

Maintenance Savings

Keeping infrastructure in good condition through consistent maintenance saves investment dollars in the future. Part of the annual funding in Utah's Unified Transportation Plan goes toward maintenance and ensures the longevity of Utah's transportation system.





Delivering Quality of Life: Utah's Transportation Vision

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, a process through which partnering agencies collaborate to establish a shared vision for transportation statewide. This vision is based on recognition of Utah's growth challenges, both current and forecasted, and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all.

Under direction from the governor, state legislative leaders, and local officials, the transportation community worked with its partners and stakeholders to define the statewide transportation vision as a Pathway to Quality of Life. This Quality of Life Framework includes four main areas—better mobility, good health, connected communities, and a strong economy—and provides guidance for transportation industry partners, public stakeholders, business communities, and policy makers at all levels. The Pathway also facilitates these partners' ability to work together to answer Utah's big transportation questions and to plan and invest for the future—all with the common goal to keep Utah moving while maintaining and even enhancing the quality of life we all prize.

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Good Health

Good health encompasses the well being and safety of individuals and communities. Transportation options and actions impact both, with leaders recognizing the role of active transportation, like walking and biking, in mental and physical health and acknowledging how travel choices impact environmental conditions that affect health, like air and water quality. Working closely with the Utah Department of Health and Human Services (UDHHS), transportation leaders identify communities whose overall health is negatively impacted by limited transportation choices. The Unified Plan addresses these inequities as part of a holistic approach to transportation planning.

Community Well-Being Index

Transportation partners work closely with UDHHS to address overall community health. In fact, UDHHS launched a website tool that allows all Utahns to better understand the health of their community. This tool, called the [Utah Healthy Places Index](#), ranks overall community health based on life expectancy and examines many factors related to these rankings, including transportation. Using this tool, transportation planners can determine which communities' transportation situation needs improvement. This analysis may impact transportation planning and project prioritization in the future.



The Human Side: Nick

Purchasing an electric bike completely changed how Salt Lake City resident Nick gets around. He rides almost every day, even in the winter months. It's actually quicker than his driving commute used to be because he can avoid most traffic lights. He uses his e-bike to get to the grocery store, the hardware store, the gym, the library, restaurants, trailheads, and more. A cargo basket on the back

Safety

If transportation facilities are not safe, then community and individual health is at risk. The Unified Plan partners support the goal of [Zero Fatalities](#), an initiative committed to preventing all serious injuries and deaths on Utah's roadways. One life lost is one too many. Planning for improvements to the transportation system can increase safety for drivers, cyclists, transit users, and pedestrians and by doing so enable more people to choose to walk and bike. Consistent maintenance also protects those who travel in Utah. By keeping infrastructure in good condition we can safeguard travelers and save investment dollars in the future.

Air Quality

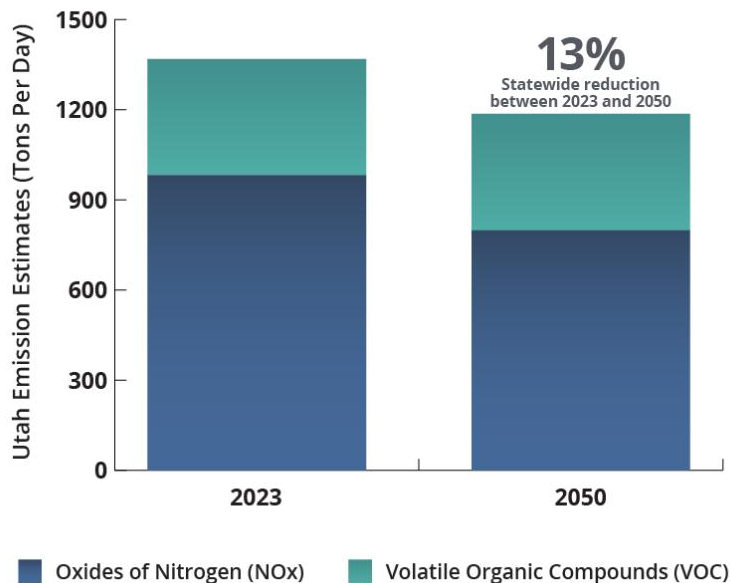
A transportation system that incorporates all modes of travel provides choices for how people get around. A balanced system reduces the number of vehicles on the road, consequently reducing emissions. In addition, advances in cleaner fuel and vehicle technology will significantly improve air quality.

Over the past four years, significant improvements in emissions standards and technology have resulted in dramatic emissions decreases for our mobile sector. Those decreases are now in the baseline emissions calculations, but a 13 percent emissions decrease is still expected statewide through 2050, including a 28 percent reduction along the Wasatch Front.

Using an e-bike is good for Nick's mental health, too. He notices more of the world around him as he rides instead of whizzing by at a 30-miles-per-hour car pace. This "biking mindset" means Nick has also started riding his regular bike more. He loves to use his regular bike for exercise, to travel up the canyons, and for casual rides through his 15th and 15th neighborhood.

Biking in Utah has come a long way since Nick rode to the corner store as a kid, and the convenience of an e-bike has especially changed the way he thinks about his transportation options.

Projected Vehicle Emissions Reduction



In addition to technological and fleet advancements that contribute to fewer mobile source emissions, public transit agencies are in a unique position to be key partners in addressing air quality issues. Through a series of pilot zero-fare transit days, like [Free Fare February](#), the Utah Transit Authority, in partnership with the Utah Division of Air Quality, demonstrated that increasing ridership on transit reduces air pollutants. This is why transit plays such an important role in the Unified Plan. Increased walking and biking have also had a key impact on reducing emissions statewide.

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Better Mobility

Utah communities come in various sizes, and the ability to move about is a critical concern. Better mobility can be accomplished when vehicle hours traveled are reduced, the share of trips using non-single occupant vehicles is increased, and reliability of the system is improved.

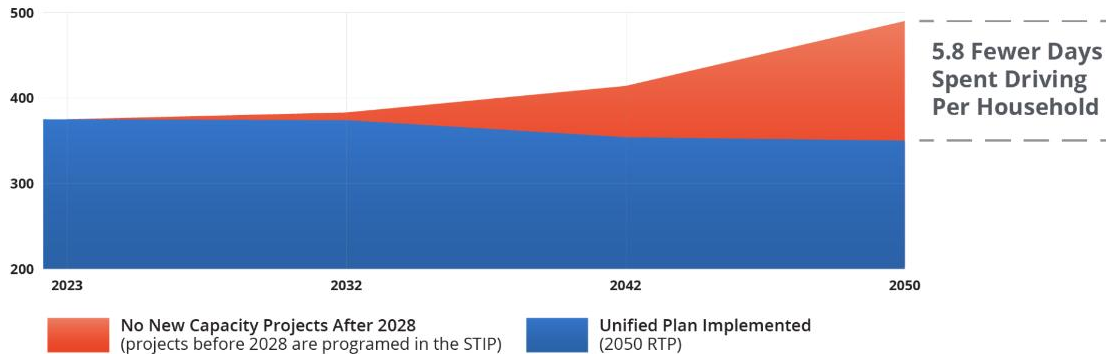
Drive Time Impacts

By implementing the Unified Plan, the average Utah household will spend fewer days driving each year. Reduced time spent driving is attributed to how the plan improves mobility with high efficiency road and transit projects and how it coordinates these transportation improvements closely with

Drive Time Impacts

By implementing the Unified Plan, the average Utah household will spend fewer days driving each year. Reduced time spent driving is attributed to how the plan improves mobility with high efficiency road and transit projects and how it coordinates these transportation improvements closely with the land use surrounding them.

Driving Time Saved by Implementing the Unified Plan



Active Transportation

Active Transportation, like walking and biking, has great potential to serve not only those desiring a more active lifestyle, but also those who cannot drive or do not have access to a vehicle. The young, the elderly, and lower-income residents whose transportation costs are quite high in relation to income can especially benefit from Active Transportation options.

According to the Council on Active Transportation of the American Association of State Highway Transportation Officials, Active Transportation (or AT) is using human-powered means of travel, which includes walking, bicycling, and the use of mobility aids; and may also incorporate other human-scale modes like electric-powered, electric-assisted, or micro-mobility devices such as e-bikes and e-scooters.

AT is occupying a more useful and attractive space in our transportation system. Leaders and residents throughout Utah have embraced AT as integral to improving air quality, reducing congestion, lowering travel costs, and improving health and the quality of life for individuals and communities. Great strides have been made to improve access and safety for pedestrians and bicyclists, especially with the creation of the statewide [Utah Trail Network](#).

In fact, between now and 2050, Utah will add 4,700 active transportation miles, roughly equal to the distance between Salt Lake City and London. Effective integration of AT with transit and roadways creates a more balanced transportation system for all residents. Better access to employment and recreational opportunities benefits everyone, and no community should be overlooked in this effort.



AT in Action: Utah Trail Network

In October 2022, Governor Spencer Cox and UDOT Executive Director Carlos Braceras [announced](#) their vision for a statewide trail network in Utah. The ultimate goal of the network is to build and maintain a network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities.

During the 2023 legislative session, Utah senators and representatives put their support behind this vision and passed [Senate Bill 185](#), which allocated \$90 million to create the state's Active Transportation Investment Fund (ATIF) for planning, designing, constructing, and maintaining a statewide network of paved pedestrian or non-motorized trails designed to accommodate transportation throughout the state. They also allocated \$45 million per year to support this vision into the future.



Meeting the Needs of Our Growing Communities

Meeting the Needs of Our Growing Communities

Transportation needs vary throughout Utah. While some of Utah's more urban communities have mature transportation systems, others communities are relatively new and growing. It can be a challenge to accommodate the growing transportation demands across the state. While we can't simply build our way out of congestion, the Unified Plan works to increase highway connectivity, make transit more efficient, provide first-mile/last-mile solutions that connect people to transit, and improve walking and biking facilities to better support transportation choice. This approach caters to the needs of communities throughout the state, whether they are more mature, growing urban, or rural.

The question of where and how growth unfolds is primarily addressed by local governments as they work with landowners. There is no one-size-fits-all approach. Each community has its own distinct vision for the future. The transportation agencies of the Unified Transportation Plan have coordinated this plan with those local desires for how and where growth unfolds.

A Transportation System for All

Transportation is more than just single-rider vehicle travel. In the future, we must take a more holistic look at transportation as an integrated system. This includes the connection between modes – driving, taking transit, walking, and biking, not to mention connected and autonomous vehicles and drone deliveries – as well as the context around those modes such as land use, economy, housing, wellness, and needs of diverse populations.

Serving All Users

The Unified Plan recognizes a need to incorporate diversity, equity, and inclusion (DEI) in transportation decision-making throughout our region and state. All users, from those who travel by car to those who walk or bike to those with varying physical and economic situations, need to be considered in transportation planning. Expanding transportation options benefits those with limited income by providing better access to opportunities, like jobs, education, healthcare, and more.



The Human Side: Andres

Andres, a native Venezuelan, lives in Taylorsville, attends the University of Utah, and works at Amazon on the weekends. Sometimes it's not feasible for him to carpool or travel in the family car, so he uses public transit, including TRAX or UTA buses. A typical day for Andres involves connecting by bus to the TRAX Red Line and riding it to the University of Utah for class. On the weekends, Andres takes one of two evening bus routes to get to his job. After his overnight shift, he catches another bus to travel home.

Andres's schedule is very demanding, but he says it's worth it to achieve his goals. He looks forward to completing his bachelor's degree in the next few years and then pursuing a master's degree in public administration or attending law school. In the meantime, Utah's transportation system will help Andres get where he needs to go now, so later he can reach his dreams.

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Strong Economy

Transportation plays a vital role in the success of business and commerce. A well-functioning transportation system is the backbone of a robust economy. It connects people to jobs and other destinations and facilitates efficient movement of goods and services within communities and across the state.

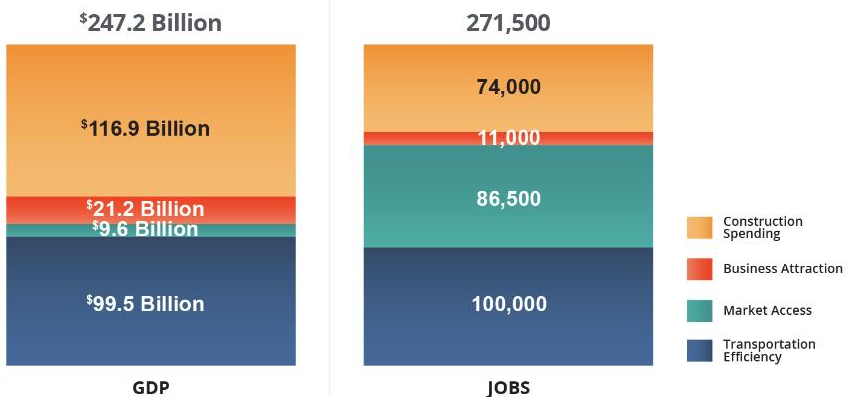
Jobs are plentiful in Utah with an [annual job growth of 3.0%](#) for the fiscal year ending in June 2023, according to the Utah Department of Workforce Services. According to rankings by *US News and World Report* in July 2023, Utah's economy is the [best in the nation](#). It is also one of the fastest-growing states. This translates to an economic environment that is expected to have long-term stability and sustainability. However, this growth places additional demands on the transportation system, and we need to plan to accommodate and help sustain this growth.

Economic Impact

An economic analysis commissioned by the project partners identified specific benefits that can be expected from investing in the 2023-2050 Unified Plan. The analysis found that each dollar invested in transportation improvements outlined in the Unified Plan will increase 2.5 times through economic growth and jobs added. Implementing the Unified Plan will result in \$247.2 billion in total GDP increases in Utah's economy in 2050. This number includes \$116.9 billion stimulated from construction spending and \$99.5 billion created by efficiencies in the transportation system. \$9.6 billion can be attributed to enhanced access to markets for Utah companies, and \$21.2 billion from new businesses relocating to Utah.

The analysis also found that implementing the Unified Plan will result in 271,500 new jobs in Utah's economy in 2050, including 74,000 construction jobs and 100,000 jobs created by efficiencies in the transportation system. 86,500 new jobs will be attributed to enhanced access to markets for Utah companies and 11,000 jobs from new businesses relocating to Utah, in part because of a well-functioning transportation system.

Economic Impact Created by Unified Plan Investment



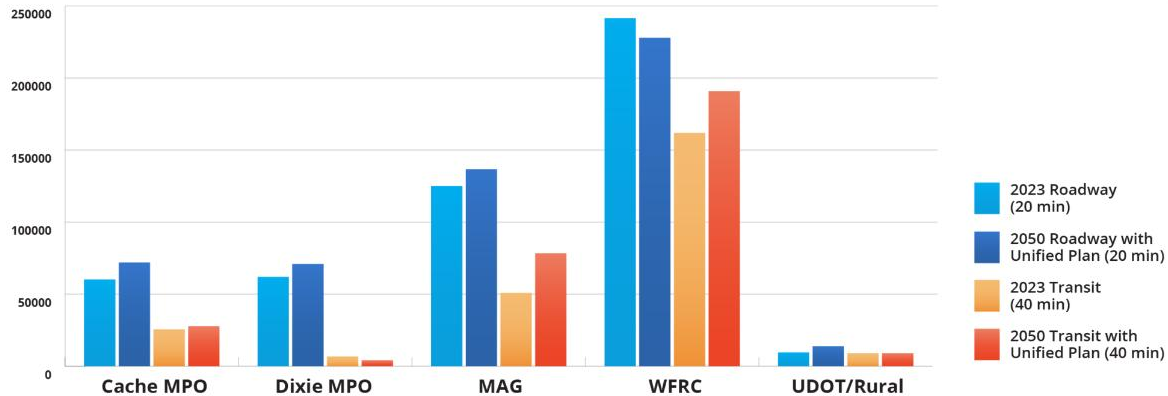
The Human Side: Shibu

Shibu is originally from New Delhi, India, and has been in the United States for two years. He loves attending Ensign College and decided to pursue higher education in the United States because he sees it as the land of opportunity. He still runs one of his companies in India and works part-time in the sales and marketing department at Ensign College.

Shibu doesn't have a driver's license, so he uses his free UTA Student Ed Pass to go everywhere. He says he loves FrontRunner because he gets to meet new people and visit his friends in Sandy and Provo. Shibu's experience traveling by train in Utah has changed the way he views transportation. Although he never used the Metro Train or buses in India

Experience traveling by train in Utah has changed the way he views transportation. Although he never used the Metro Train or buses in India because he had his own car, he now plans to take advantage of the public transit benefits he has experienced in Utah when he returns home.

Job Access Impacts

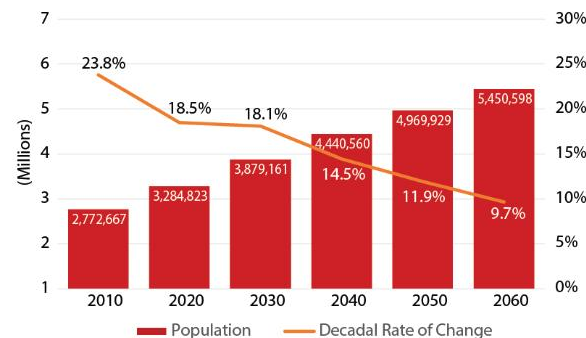


UDOT/Rural Transit only includes Summit County

Population Growth and Increased Mobility Demands

Utah is growing, aging, urbanizing, diversifying, and changing. The state's population is projected to climb from the current population of 3.4 million to 5.4 million by 2060. That works out to more than 50,000 new people per year well into the future. How will we continue to get around with ease? We're not just growing, either; we're diversifying. We are expecting to see large increases in both older and younger segments of our population. This growth has brought Utah many new opportunities, such as record low unemployment and tax revenue sufficient to invest in infrastructure. However, it has also brought challenges, such as traffic congestion. Transportation is also closely related to housing affordability and access in Utah. This is a top concern of many Utahns. How can we meet the variety of transportation and housing needs we'll face as our population changes and grows? This is another factor addressed by the Unified Plan.

Figure 1: Utah Historical and Projected Total Population, 2010–2060



Source: Kem C. Gardner Policy Institute, 2020–2060 Projections



The Human Side: Norval

When Norval first delivered Utah petroleum in 1979, he endured rough travel on dirt roads through high-desert oil fields in uncomfortable and unreliable trucks. Fortunately, equipment, roadways, and transportation technologies evolved over 40 years, and Norval's work conditions are more comfortable and efficient these days. When Norval delivers propane from Roosevelt in his powerful big rig to places like Craig, Colorado, or Sundance Ski Resort, he doesn't worry about holding up traffic on steep inclines since there are passing lanes that allow other vehicles to get by. Norval also uses the UDOT traffic app to view live roadway camera images before heading on his deliveries. He can delay distant routes and stick closer to home if he sees questionable road

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Connected and Livable Communities

Where we place jobs, housing, recreation, and educational facilities relative to transportation options makes a big difference in the type and cost of trips people make. Access to Opportunities (ATO) is an important element of connecting individuals to their communities. People are more likely to walk, bike, or take a short trip to get to work or school when they live in a centered location. Including recreation opportunities in a central location near housing, jobs, and schools encourages better health and reduces burden on the transportation system. When Utahns have better access to opportunities, particularly when communities are built around town centers, their quality of life improves and the transportation system functions better.



The Human Side: Anna

Anna is a middle school science teacher in Utah County who has been teaching for more than 15 years. On most days she travels to school by riding her bike to the FrontRunner station, taking the train to the station closest to her school, and then biking the three remaining miles.

Anna and her family have benefited from an array of transportation options in their area, including driving, riding public transit, walking, and biking. Over the past few years, Anna's family has gone from a three-car to a one-car household, and their travel habits have changed. They leverage carpooling and take turns driving. They also ride a recently purchased e-bike. Anna now chooses her mode of transportation based on needs, like when she runs errands on the weekends and can drive her car or ride the Utah Valley Express (UVX) bus

Land Use and Transportation Integration

Transportation and land use are intricately connected in the planning process in a variety of ways, including intermodal connections between walking, biking, transit, and vehicle travel. For instance, the Wasatch Front is physically constrained by mountains and lakes. In addition, many of the region's remaining open areas are rapidly being developed. These constraints mean that it is essential to use innovative thinking about where and how we build in order to accommodate the additional growth coming to the region. While many valleys in Utah run out of large pieces of vacant land, infill development and land reinvestment are important strategies to absorb the demands of growth. Communities leveraging infill development can benefit from manageable commuting times being closer to transportation and job centers and can reduce costs due to the need for less new infrastructure. Infill development also holds potential to provide transit choices for residents, improving air quality. One example of this type of planning is the [Wasatch Choice Vision](#). Wasatch Choice Vision is a shared vision for transportation investments, development patterns, and economic opportunities along the Wasatch Front. The Vision map and key strategies show how advancing the Vision can enhance quality of life even as we grow. [Wasatch Choice envisions](#) transportation investments and inter-related land and economic development decisions that achieve desired local and regional outcomes. Ultimately, the question of where and how growth unfolds is one primarily for local governments as they work with landowners. There is no one-size-fits-all. Every community has their own distinct vision for the future, for the places they want to create and how much or little they want to enable land reinvestment to occur. The transportation agencies of the Unified Transportation Plan have coordinated this plan with those local desires for how and where growth unfolds.

UTAH'S 2023-2050 UNIFIED TRANSPORTATION PLAN



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Transportation in Utah is more than just a way to get from one place to another. It's an integral part of our quality of life. Because of past investments in transportation and because of how we work together to plan and build the system, we are able to move freely both within and across our communities. Transportation is a key element of what makes Utah great.

[View the Interactive Map](#)

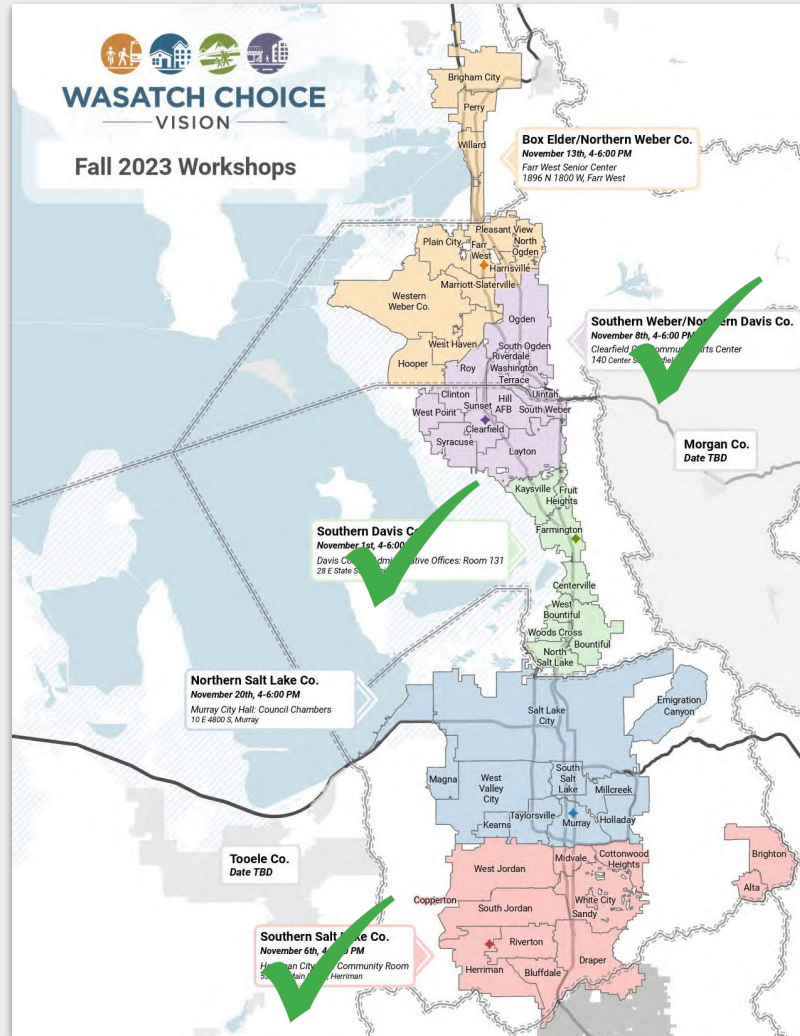
HOW WE GROW MATTERS

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, established through a broad collaboration with partnering agencies statewide. This vision is based on recognition of Utah's growth challenges and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all.



WASATCH CHOICE VISION

Fall 2023 Workshops



TIP 
2024-2029

Transportation Improvement Program will . . .

1. Implement the Long-Range Plans
 - Highway/ Transit and 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 26, 2023
- 4b - Approve a New Board Modification
 - To the 2024-2029 TIP





Report on 4a – 2024-2029 TIP Board Modification

Regional Council

October 26, 2023

2024-2029 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-80	21346	I-80; MP 131.4 to 134.0 Pavement Preservation	Pavement Preservation	R2_TSP (Region Two Transportation Solutions Program)	\$5,500,000	\$0	New Project	\$6,500,000	2023-2024

The scope of the I-80; MP 131.4 to 134.0 pavement preservation project is to remove and replace 1.5" of pavement. This particular section has demonstrated the need for preservation and this board modification will enable UDOT to begin design.

Statewide	UDOT		21395	FY 2024 Federal Discretionary Grant Development	Grant Development	New Project (State Transportation Solutions Program)	\$250,000	\$0	New Project	\$250,000	2023-2024
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The proposed scope of the FY2024 Federal Discretionary Grant Development project is to support the efforts of the Department in responding to funding opportunities. During the FY2023 period, UDOT submitted 21 discretionary grant applications. The Department has received notification that 4 grants were unsuccessful, 4 grants were selected for award and 13 grant applications are still under review. The successful grant applications awarded \$32,149,147 of Federal Funding. The grant applications that are still being reviewed by USDOT total \$257,039,918 of requested Federal Funding.

Salt Lake	Salt Lake City	Various	New	Reconnecting Communities Pilot Discretionary Grant 2022	Study - Critical Connections "Healing Salt Lake City's East-West Divide"	New Reconnecting Communities (RCP Discretionary Grant)	\$3,740,000	\$0	New Project	\$1,970,000	2023-2024
						Utah Transit Authority		\$0		\$500,000	
						Salt Lake City		\$0		\$1,270,000	

Healing Salt Lake City's East-West Divide is a re-scoping of Solving the Puzzle of Salt Lake City East West Connections. The project is an analysis and prioritization of solutions to the east-west divide through transportation infrastructure changes that foster connectivity and community stabilization. Transportation facilities proposed for study are the intersections of the north-south Interstate-15 and rail corridor and east-west crossings (600 North, 200 South, 400 South, 800 South, 900 South/9-Line Trail, 1300 South, 1700 South, and 2100 South.)

Salt Lake/ West Valley Urban Area

Change in Project Scope

Salt Lake	UDOT	I-15	20840	Old Scope Length; I-15: 3300 South to 9000 South New Scope Length; I-15 7200 South to 9000 South	Old Project Scope; Concrete Spall Repair New Project Scope; Full-depth and partial-depth - Concrete Rehabilitation	NHPP_IM National Highway Performance Program - Interstate Maintenance	\$7,500,000	\$7,500,000	Scope Change	Same Funding Amount	2023-2024
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When the project was initially scoped it was for concrete spall repair of the pavement from 9000 S. to 3300 S. After further investigation the project team determined a full-depth and partial-depth concrete rehabilitation is required. To work within the project budget the project team determined to reduce the project length, ending at 7200 South instead of 3300 South.

2024-2029 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Salt Lake/ West Valley Urban Area

Change in Project Scope and Funding

Salt Lake	UDOT	I-15	20025	I-15; 5900 South to 6200 South	Concrete Repair & Expansion Joints	STP_FLX_ST Surface Transportation Program - Any Area - Statewide	\$3,000,000	\$4,000,000	Funding Reduction	\$1,000,000	2023-2024
Salt Lake	UDOT	I-15	18254	I-15; Davis County Line to Utah County Line	I-15 Bridge Deck Preservation Program	ST_BRIDGE State Bridge Program	\$3,000,000	\$2,000,000			2023-2024
						ST_TRANS_SOL Statewide Transportation Solutions Program			Additional Funding	\$1,000,000	

The scope of the I-15; Concrete Repair & Expansion Joints project (PIN 20025) is to repair bridge approach slabs, re-establish expansion joints, and repair adjacent concrete pavement panels. Some of the repair locations are within the project limits of the I-15 Bridge Deck Preservation project (PIN 18254). Region Two requests moving the overlapping portion of the scope for the I-15; Concrete Repair & Expansion Joints project into the I-15 Bridge Deck Preservation project along with the corresponding budget; which should reduce coordination between projects and streamline traffic impacts.

Salt Lake/ West Valley Urban Area

Additional Funding

Salt Lake	UDOT	I-215	16940	3 Bridges over I-215; 700 West, 300 West, UTA Trax Bridge	Rehabilitation of These Bridges Spanning over I-215 in Region 2	NHPP_BR National Highway Performance Program - Bridge	\$11,600,000	\$3,600,000			2023-2024
						STP_Bridge Surface Transportation Program - Bridge		\$3,600,000	Additional Funding	\$4,000,000	
						ST_BRIDGE State Bridge Program		\$400,000			

This project will perform bridge rehabilitation work items on three structures in Salt Lake County.

- OF 131 - 700 W over I-215 (Deck Rehabilitation)
- C 584 - 300 W over I-215 (Deck Replacement)
- OC 505 - UTA Trax over I-215 (Superstructure and Substructure Repairs)

Based on the complexity of the rehabilitation of the Trax bridge and the increased amount of deterioration, it is requested that additional funding be added to the project to address all of the rehabilitation work needed.

2024-2029 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Projects (FFY 2024 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current Infrastructure Investment and Jobs Act (IIJA) transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also to facilitate access for people with disabilities. • For the 2024 Program, Utah has 21 projects totaling \$1,909,482.99 in Federal Aid Funds and \$7,691,810.57, of Sponsor Matching Funds for a total of \$9,601,293.56 in New Project Value (4 projects totaling \$396,619 in the WERC Area).

WERC Area

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
High Country Fly Fishers, Chapter 599 of Trout Unlimited	Weber River Fishing Access Trailhead Crossover Replacement. This project will fabricate and install ten galvanized steel crossovers for use near the Weber River for the public to cross over landowners' fences. These crossovers will be located at ten locations where Utah DWR has obtained landowner access permission for the public to access the Weber River and fish.	\$145,000	\$490,380
Salt Lake Climbers Alliance	Fixed Anchor Maintenance: Wasatch Rock Climbing Routes: The Wasatch has world-class rock climbing, the future of which depends on the maintenance of the vertical infrastructure necessary for ascent and descent of climbing routes, i.e. "vertical trails". There are thousands of climbing routes in and around the Wasatch in need of fixed anchor maintenance. The Salt Lake Climbers Alliance's goal is to replace and maintain antiquated fixed anchors with stainless steel hardware on highly trafficked climbing routes with professional work as height climbing technicians. This effort will ensure that the public will have access to high-quality and safe climbing areas for the next 50+ years. If these anchors are not maintained, they will eventually fully corrode and fail under the human weight, as many are upwards of 50 years old across the Wasatch.	\$45,000	\$105,000
Utah Avalanche Center	Trailhead Avalanche Conditions Reporting Project: Through the Trailhead Avalanche Conditions Reporting Project (Project), the Utah Avalanche Center (UAC) offers free avalanche, and trail conditions reports to motorized and non-motorized backcountry users at trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forests. The non-motorized portion of the Project helps non-motorized backcountry users stay safe on the trails they are accessing from these trailheads by providing up-to-date conditions reports about current avalanche danger and additional safety resources. Completing this Project helps the UAC achieve our mission to save lives and help keep people on top of The Greatest Snow on Earth® by providing avalanche forecasting awareness, and education throughout the state of Utah.	\$123,963	\$154,954
Motorized			
Utah Avalanche Center	Trailhead Avalanche Conditions Reporting Project: Through the Trailhead Avalanche Conditions Reporting Project ("Project"), the Utah Avalanche Center (UAC) offers free avalanche and trail conditions reports to motorized and non-motorized backcountry users at trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forests. The motorized portion of the Project helps motorized backcountry users stay safe on the trails they are accessing from these trailheads by providing up-to-date conditions reports about current avalanche danger and additional safety resources. Completing this Project helps the UAC achieve our mission to save lives and help keep people on top of The Greatest Snow on Earth® by providing avalanche forecasting awareness, and education throughout the state of Utah.	\$87,891	\$136,666



4b – 2024-2029 TIP Board Modification #2

Trans Com
November 9, 2023

2024-2029 Transportation Improvement Program (TIP) (Amendment One)											
Board Modification											
New Project											
Salt Lake/ West Valley Urban Area											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Big Cottonwood Canyon	21400	Big Cottonwood Canyon Environmental Study	Environmental Study to Determine the Purpose and Need for Tolling in Big Cottonwood Canyon	ST_TIF State Transportation Investment Funds Recreational Hot Spot Funds	\$2,000,000	\$0	New Project	\$2,000,000	2023-2024
The Little Cottonwood Canyon EIS Record of Decision identified tolling in Little Cottonwood Canyon as a key element of Phase I of the selected alternative. UDOT proposes to implement a similar tolling policy in Big Cottonwood Canyon to reduce the potential for causing greater traffic congestion on SR-190. An environmental study must be completed in Big Cottonwood Canyon before tolling can be implemented.											
Ogden/ Layton Urban Area											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	650 North	21457	Dual right turn lanes on 650 North to SB I-15	Add Dual Right Turn Lanes	R1_TSP (Region One Transportation Solutions Program)	\$600,000	\$0	New Project	\$600,000	2023-2024
The scope of this project is to add dual right turn lanes on 650 North to the South bound on ramps of I-15. This will allow better utilization of the existing dual left turn lanes on SR-126.											
Ogden / Layton Urban Area											
Change in Project Scope and Funding											
Weber	South Ogden	40th St & Chimes View	16936	Old - 40th Street & Chimes View from Riverdale Road to Washington Blvd New - Chimes View from Riverdale Road to Country Club Drive	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL Surface Transportation Program - Urban Area Salt Lake (WFRC)	\$4,945,200	\$4,000,000	Additional Funding	\$200,000	2023-2024
						LOCAL_GOV Local Matching Funds		\$745,200			
The original project was to reconstruct 40th Street & Chimes View (2 One-way couplets) from Riverdale Road to Washington Blvd, including improvements to curb, gutter, and sidewalk. However, in the recent plan-in-hand review process, it was determined that the necessary project improvements would more than double the project cost due to higher than expected inflation, additional right of way, safety enhancements, retaining wall, increased asphalt and roadbase thickness. With the need for additional funds, South Ogden is proposing to split the project into two phases. Splitting the project would allow the City to use the available money to fund part of the project while seeking additional funding for the remaining portion. Based on the available funds and maintenance needs, the proposed phasing would include construction on Chimes View Drive from Riverdale road to Country Club Drive, complete all project design, and acquire all right of way. South Ogden is also requesting an additional \$ 200,000 to allow the team to finalize the design and property acquisition.											

Salt Lake – UDOT – Big Cottonwood Canyon – Environmental Study

Need for Tolling in Big Cottonwood Canyon

New Project
\$ 2,000,000

Total Project Cost
Estimate \$ 2,000,000

**New
Project**

Environmental Study must be
completed in Big Cottonwood
Canyon before tolling can be
implemented

Funding comes from the State
Transportation Investment Funds
– Recreational Hot Spot Funds



**Davis – UDOT – 650 North – Dual Right-Turn Lanes
650 North to South-bound On-ramps of I-15**

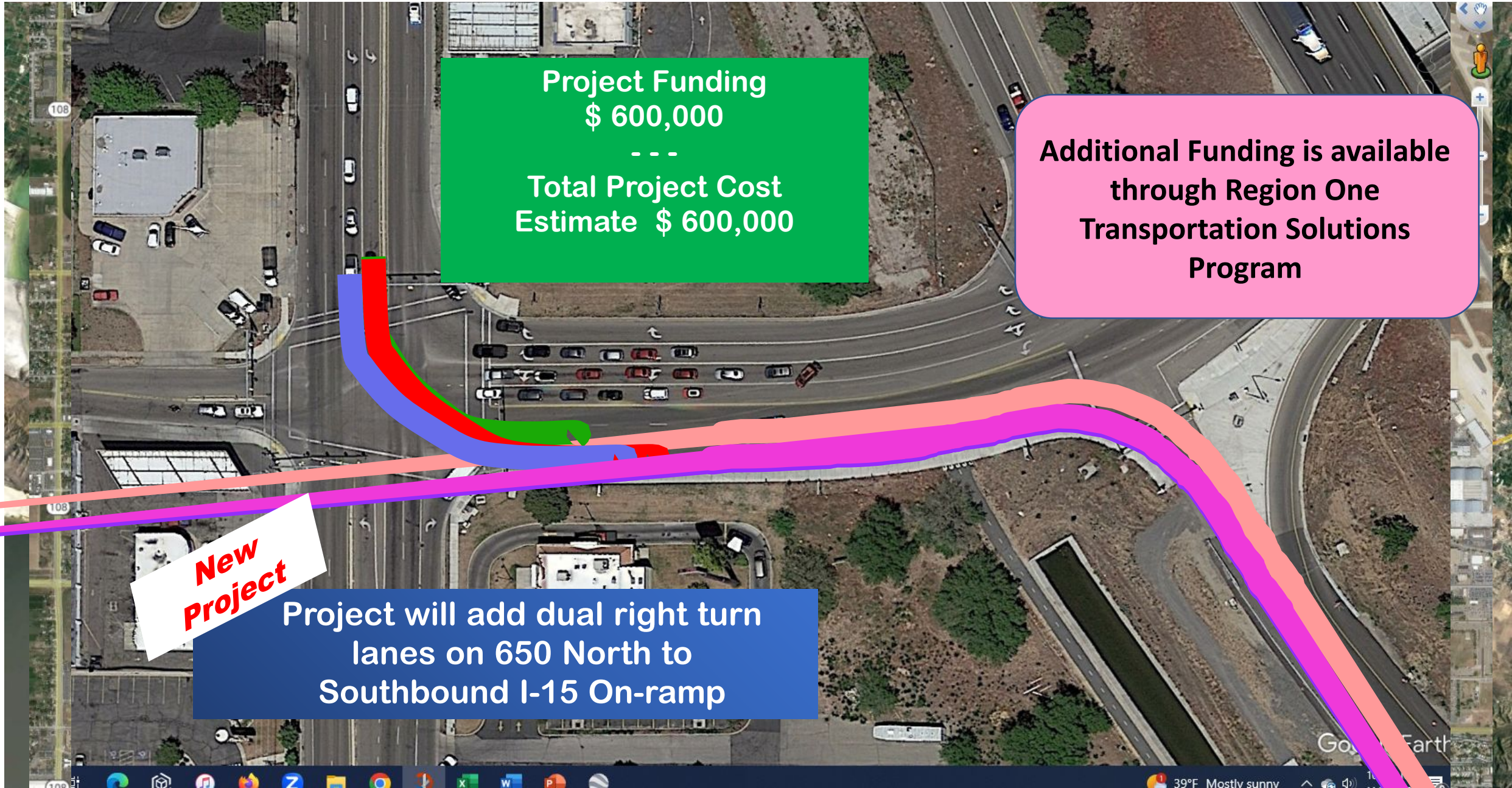
**Project Funding
\$ 600,000**

**Total Project Cost
Estimate \$ 600,000**

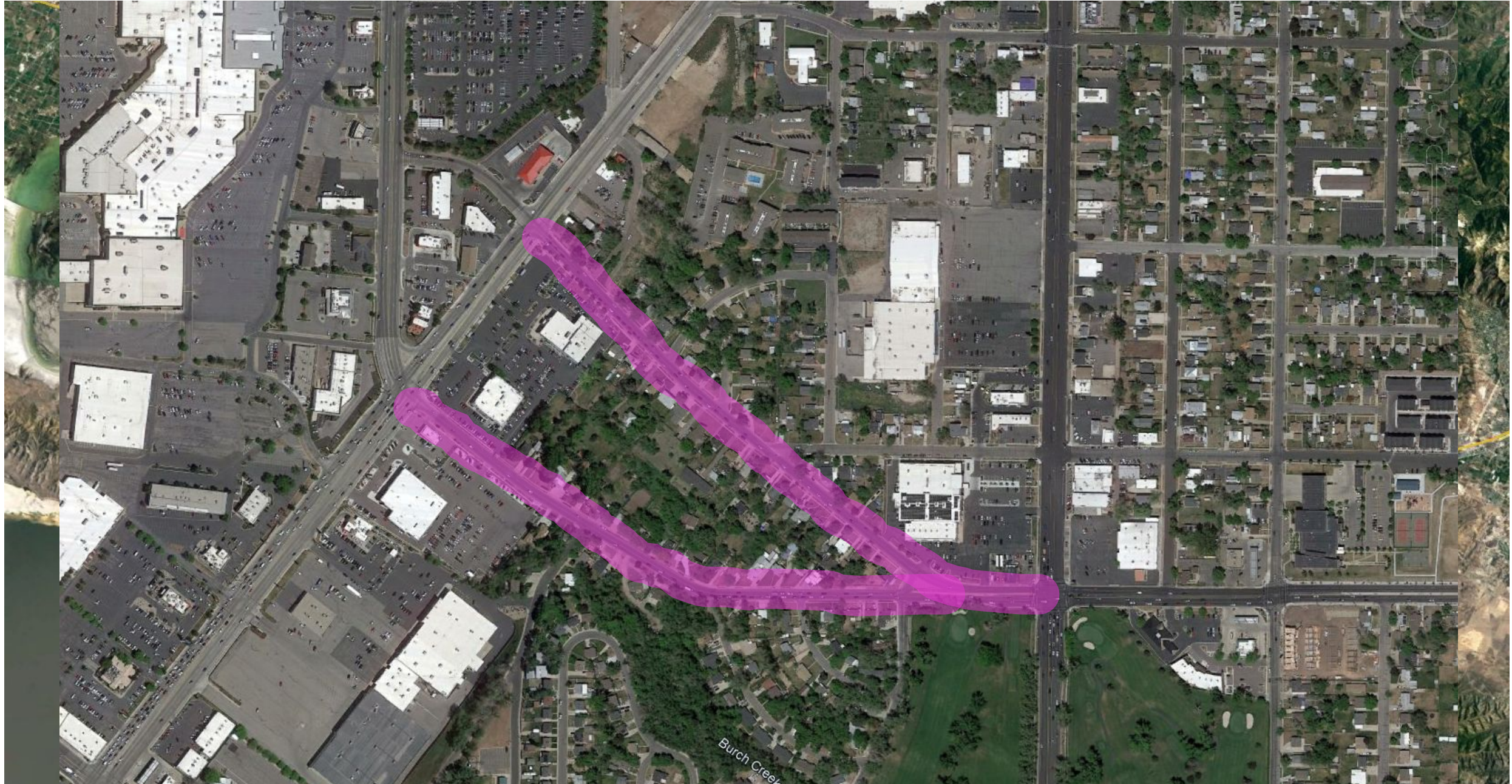
**Additional Funding is available
through Region One
Transportation Solutions
Program**

**New
Project**

**Project will add dual right turn
lanes on 650 North to
Southbound I-15 On-ramp**



**Weber – South Ogden – 40th St and Chimes View – Reconstruct w/ Minor Widening
Riverdale Road to Washington Blvd**



Weber – South Ogden – 40th St and Chimes View – Reconstruct w/ Minor Widening Riverdale Road to Washington Blvd

Complete All the Project Design for Both Phases

**Additional Funding
\$ 200,000**

**---
Total Project Cost
Estimate \$ 4,945,200**

Acquire All Right of Way for Both Phases

Reconstruct with Minor widening Phase 1

**Scope
Change &
Additional
Funding**

**Funding comes from available
Urban Surface Transportation
Program (STP) Funding**

**Original Project – Reconstruct
40th St and Chimes View from
Riverdale Rd to Washington Blvd
Proposed Project Phasing –**
- Reconstruct Chimes View from
Riverdale Rd to Country Club Dr.
- Complete All Project Design,
- Acquire All Right of Way

Reduce Project Scope by Splitting the Project

2024-2029 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Ogden / Layton Urban Area

Change in Project Scope and Funding

Davis	UDOT	SR-273	19262	SR-273; US -89 to I-15	Pavement Rehabilitation	R1_TSP (Region One Transportation Solutions Program)	\$6,090,000	\$4,990,000	<i>Additional Funding</i>	\$1,100,000	2023-2024
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The scope of the SR-273 project is to remove and replace 2" of pavement on the roadway surface. After the pavement project was funded, it was identified that the structure that carries SR-273 over US-89 needed deck pothole patching and a new microsurface. This request will add the scope and funding to the existing project.

Additional Funding

Weber	Washington Terrace	300 West	17795	300 West, 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	STP_URB_OL Surface Transportation Program - Urban Area Ogden/ Layton (WFRG)	\$3,774,100	\$2,702,831	<i>Additional Funding</i>	\$215,000	2023-2024
						LOCAL_GOV Local Matching Funds		\$321,269	<i>Additional Funding</i>	\$535,000	

This project will reconstruct 300 West, from 5000 South to Riverdale Road with improvements to curb, gutter, sidewalk where necessary. As the project has moved through the design process the engineers estimate determined the project to be approximately \$ 750,000 over the programmed amount. The cost increase was mostly accredited to an increase in building materials and labor, and the number of pedestrian ramps that needed to be replaced. Washington Terrace is continuing to work with and identify solutions to reduce the overall project cost and is requesting an additional \$ 215,000 in Urban Surface Transportation Program (STP) funds while the City will be responsible for their matching funds and any shortfalls.

Davis	Woods Cross	800 West	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	STP_URB_OL Surface Transportation Program - Urban Area Ogden/ Layton (WFRG)	\$1,325,080	\$984,975	<i>Additional Funding</i>	\$250,000	2023-2024
						LOCAL_GOV Local Matching Funds		\$71,865	<i>Additional Funding</i>	\$18,240	

This project will improve the intersection of 800 West and 1500 South by separating turning movements from through lane travel and installing a traffic signal. Intersection improvements will include additional right of way for turning lanes and ada ramp improvements. The project was initiated three years ago; however due to new development in the area, the warrants were only obtained this year. Since the project initiation, the construction costs and materials have increased more that originally anticipated. Woods Cross is requesting an addional \$ 250,000 in Urban Surface Transportation Program (STP) funds so that the project can advertise this fall.

Davis – UDOT – Kaysville (Main Street) SR-273 – Pavement Rehabilitation US-89 to I-15



Additional Funding
\$ 1,100,000

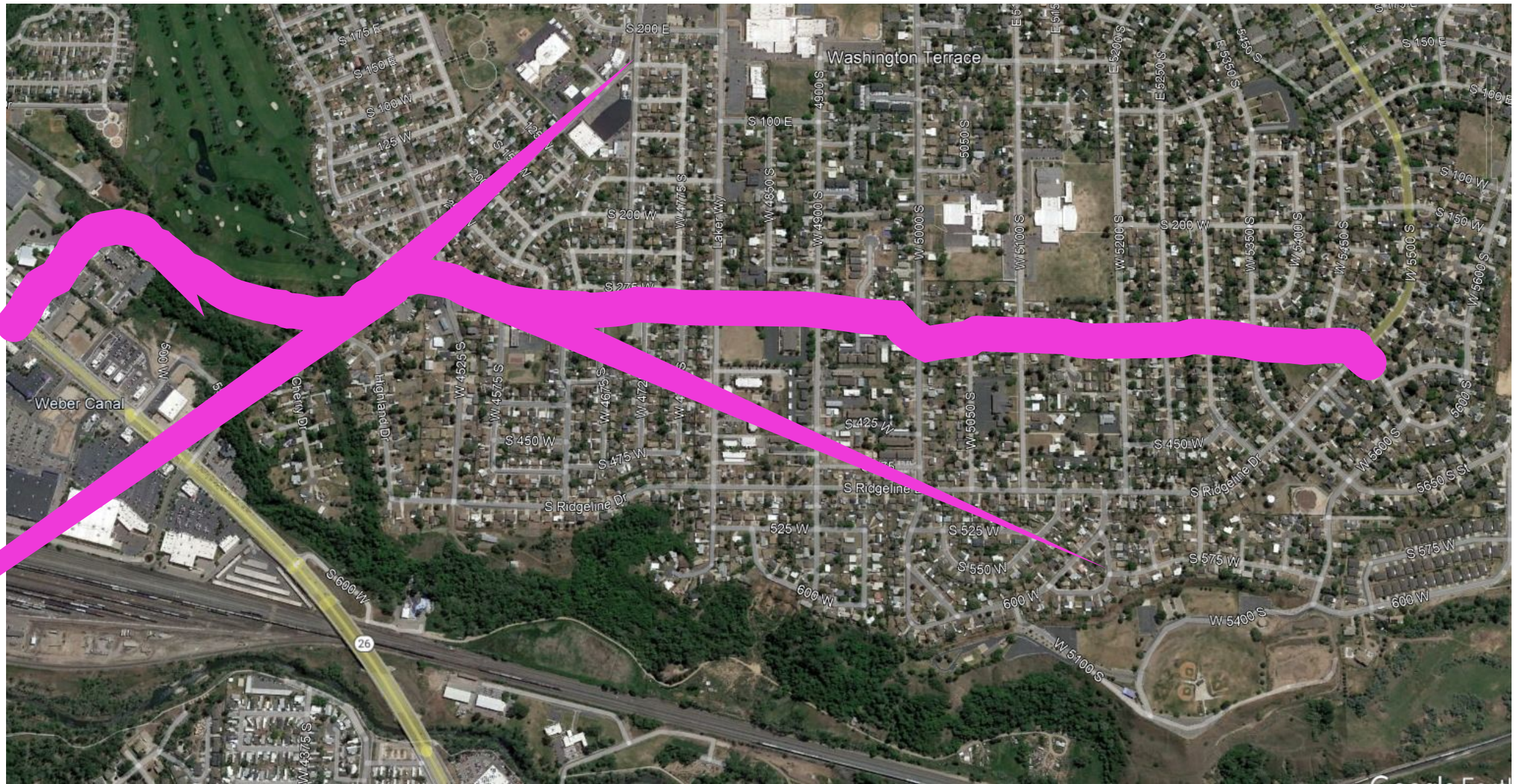
Total Project Cost
Estimate \$ 6,090,000

**Scope
Change &
Additional
Funding**

Initial Project was to remove and replace 2" of roadway surface. Proposed Project will include pothole patching and Micro-surface on SR-273 Bridge



Additional Funding is available through Region One Transportation Solutions Program



Washington Terrace – 300 West - Reconstruction

Project Type - Reconstruction

5000 South to Washington Terrace/ Riverdale Boundary Line – (0.7 miles)

Additional Funding
\$ 215,000 – STP Funds
\$ 535,000 – Local Funds

Total Project Cost
Estimate \$ 3,774,100

Requested Funding \$ 215,000

Funding comes from available
Urban Surface Transportation
Program (STP) Funding

Recommended Funding \$ 2,702,831

**Additional
Funding**

Project will reconstruct 300 West,
including improvements to curb,
gutter, sidewalk where necessary

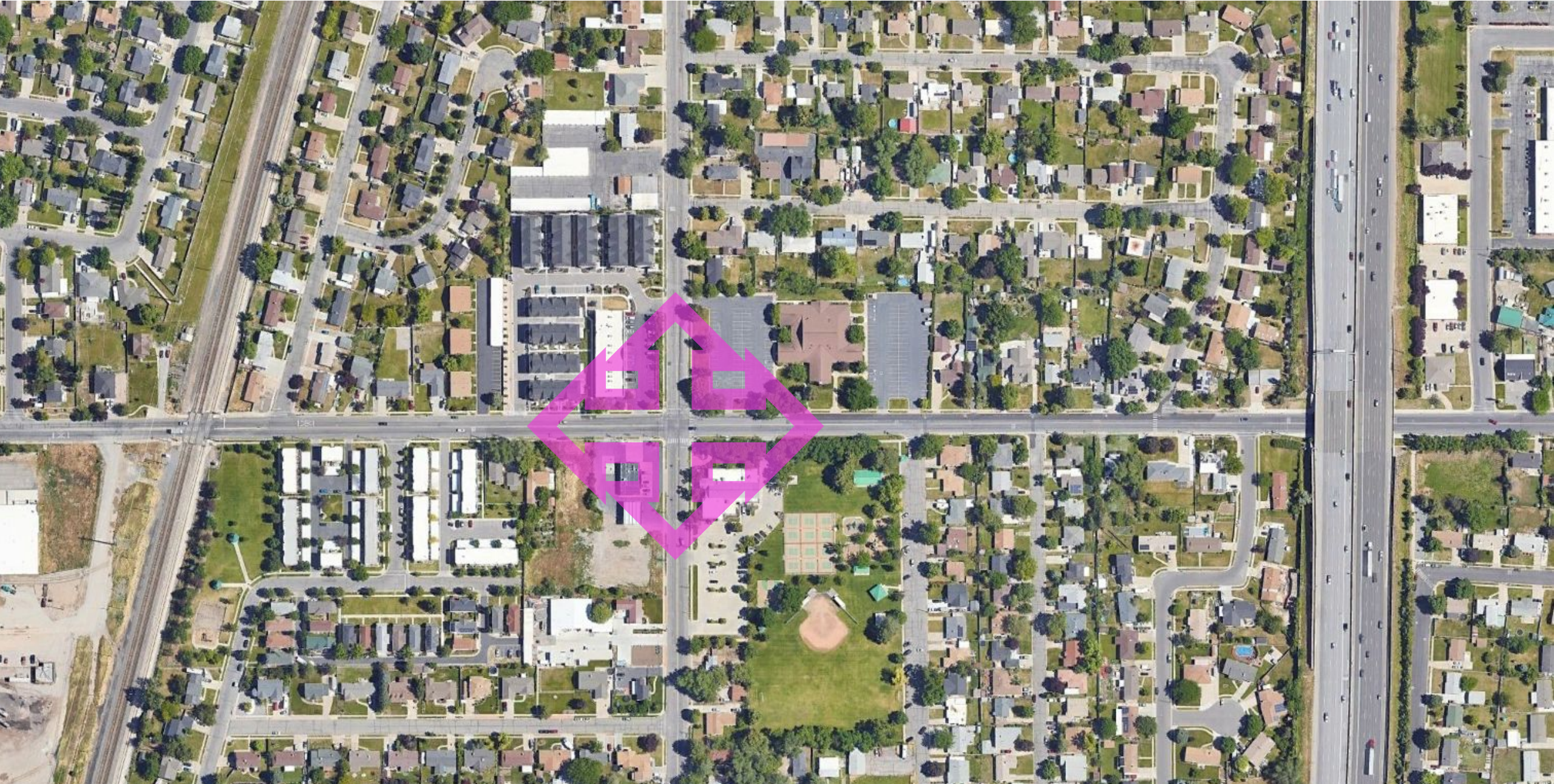
Project Cost –
\$ 3,024,100

Funds Request –
\$ 2,702,831

300 W is used as a major alt route between Riverdale Rd and Washington Blvd-in addition to carrying local traffic; bus traffic; medical vehicles, and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance.

Davis – Woods Cross – 800 West & 1500 South – Intersection Improvements

US-89 to I-15



Woods Cross – 800 West 1500 South – Signal Project

Project Type – Operations

Additional Funding
\$ 250,000 – STP Funds
\$ 18,240 – Local Funds

Total Project Cost
Estimate \$ 1,325,080

800 West and 1500 South – (0.25 miles)

Funding comes from available
Urban Surface Transportation
Program (STP) Funding

Additional
Funding

Project will improve the by
separating turning movements
from through lane travel and
installing a traffic signal

Recommended Funding \$ 984,975

Requested Funding \$ 250,000

Project Cost –
\$ 1,056,500

Funds Request –
\$ 984,975

800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S.



UTA Tentative 2024 Budget

Wasatch Front Regional Council Trans Com

November 9, 2023



UTA's Strategic Pillars

Quality of Life

Customer
Experience

Organizational
Excellence

Community
Support

Economic
Return

We Move You

The Utah Transit Authority moves Utah to a stronger economy, a cleaner environment, increased mobility, greater access to opportunity, and a better quality of life—all driven by safe, reliable transportation

THESE FIVE STRATEGIC PRIORITIES MAKE IT HAPPEN



UTA's Strategic Objectives by 2030

Quality of Life

- 70% of Utahns live within one-half mile of transit service
- Reduce carbon footprint of UTA vehicles and facilities by 25%

Customer Experience

- Achieve a 45% increase—10% every two years—in UTA's Net Promoter Score (i.e., how likely would you be to recommend UTA to your friends and family?)

Organizational Excellence

- Receive industry recognition for operating a dynamic and forward thinking public enterprise—a nimble, innovative, thriving environment for professional achievement



UTA's Strategic Objectives by 2030 (continued)

Community Support

- More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes

Economic Return

- Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide



2024 Budget Highlights



2024 Operating Budget Overview (000's)

2023 Budget	2023 One-Time Expenses	2023 Additions		2024 Adjustments		2024 Budget			
		Staffing	Service	Wage and Fringe	Other	2024 Base	2023 Carry Forward	2024 Additions	2024 Budget Request
\$ 409,295	\$ (8,460)	\$ 550	\$ 80	\$ 10,619	\$ 3,707	\$ 415,792	\$ 1,500	\$ 7,251	\$ 424,543

2024 Additions:

Service Changes

Microtransit	\$ 3,300
Frontrunner	600
Subtotal Service	3,900

Audit/Federal Compliance	200
Agency Requests	2,900
Capital Staff	300
Reconciling Items	(49)

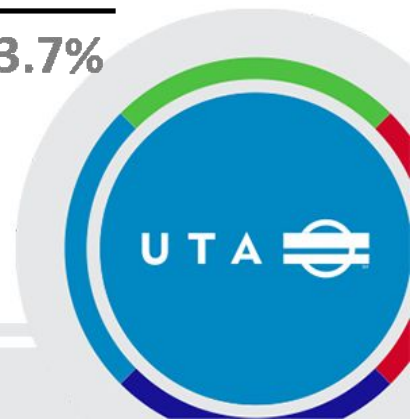
Subtotal Other Requests 3,351

Grand Total \$ 7,251



2024 UTA Operating Budget Expenses by Category

Category	FY 2023 Budget	FY 2024 Budget	Change	% Change
Wages	\$193,688,000	\$200,950,000	\$7,262,000	3.7%
Fringe	97,858,000	100,146,000	2,288,000	2.3%
Services	39,960,000	45,260,000	5,300,000	13.3%
Fuel/Power	35,623,000	35,490,000	(133,000)	-0.4%
Parts	23,447,000	25,488,000	2,041,000	8.7%
Utilities	6,189,000	7,371,000	1,182,000	19.1%
Other O&M	24,400,000	22,468,000	(1,932,000)	-7.9%
Capitalized Costs	(11,869,000)	(12,630,000)	(761,000)	6.4%
Total Budget	\$409,295,000	\$424,543,000	\$15,248,000	3.7%



2024 UTA Operating Budget Expenses by Office

Office	FY 2023 Budget	FY 2024 Budget	Change	% Change
Board	\$3,168,000	\$3,370,000	\$202,000	6.4%
Executive Director	6,023,000	6,414,000	391,000	6.5%
Operations	312,599,000	319,000,000	6,401,000	2.0%
Finance	17,461,000	19,726,000	2,265,000	13.0%
Capital Services	8,771,000	7,471,000	(1,300,000)	-14.8%
Planning & Engagement	18,817,000	22,821,000	4,004,000	21.3%
Enterprise Strategy	25,009,000	28,547,000	3,538,000	14.1%
People	12,487,000	11,914,000	(573,000)	-4.6%
Communication	3,962,000	4,279,000	317,000	8.0%
Non-Departmental	1,000,000	1,000,000	-	0.0%
Total Division	\$409,295,000	\$424,543,000	\$15,248,000	3.7%



UTA FTE Summary

2023 Budget and 2024 Tentative Budget

FTE Summary by Office

Office	FY 2023 Budget	FY 2024 Budget	Change	% Change
Board	15.4	16.0	0.6	4.0%
Executive Director	32.0	31.5	(0.5)	-1.6%
Operations	2,334.2	2,311.7	(22.5)	-1.0%
Finance	124.0	134.0	10.0	8.1%
Capital Services	62.0	59.0	(3.0)	-4.8%
Planning & Engagement	81.2	84.2	3.0	3.7%
Enterprise Strategy	122.0	124.0	2.0	1.6%
Communications	15.0	16.5	1.5	10.0%
People	86.0	94.0	8.0	9.3%
Total FTE	2,871.8	2,870.9	(0.9)	0.0%



5-Year Capital Plan Goals

- Maintain a safe system that operates in a state of good repair
- Provide a plan consistent with the constraints of the projected capital budget
- Include service expansion projects consistent with the regional long-range transit plans
- Leverage UTA funds with federal grants and partner funds
- Align capital plan with agency goals and strategic objectives



2024 Capital Budget Summary

Programs/Projects	2024 Proposed Budget	2024 Grants	2024 Lease	2024 State & Local Partners	2024 UTA Funds (Including Bonds)
Capital Services	\$180,438,000	\$51,872,000	\$27,983,000	\$33,564,000	\$67,019,000
Enterprise Strategy	8,050,000	120,000	-	-	7,930,000
Executive Director (Safety)	2,448,000	-	-	-	2,448,000
Finance	28,535,000	4,951,000	1,127,000	-	22,457,000
Operations	6,277,000	277,000	-	-	6,000,000
People	1,130,000	-	-	-	1,130,000
Planning & Engagement	3,555,000	800,000	1,486,000	-	1,269,000
Grand Total	\$230,433,000	\$58,020,000	\$31,596,000	\$33,564,000	\$108,253,000



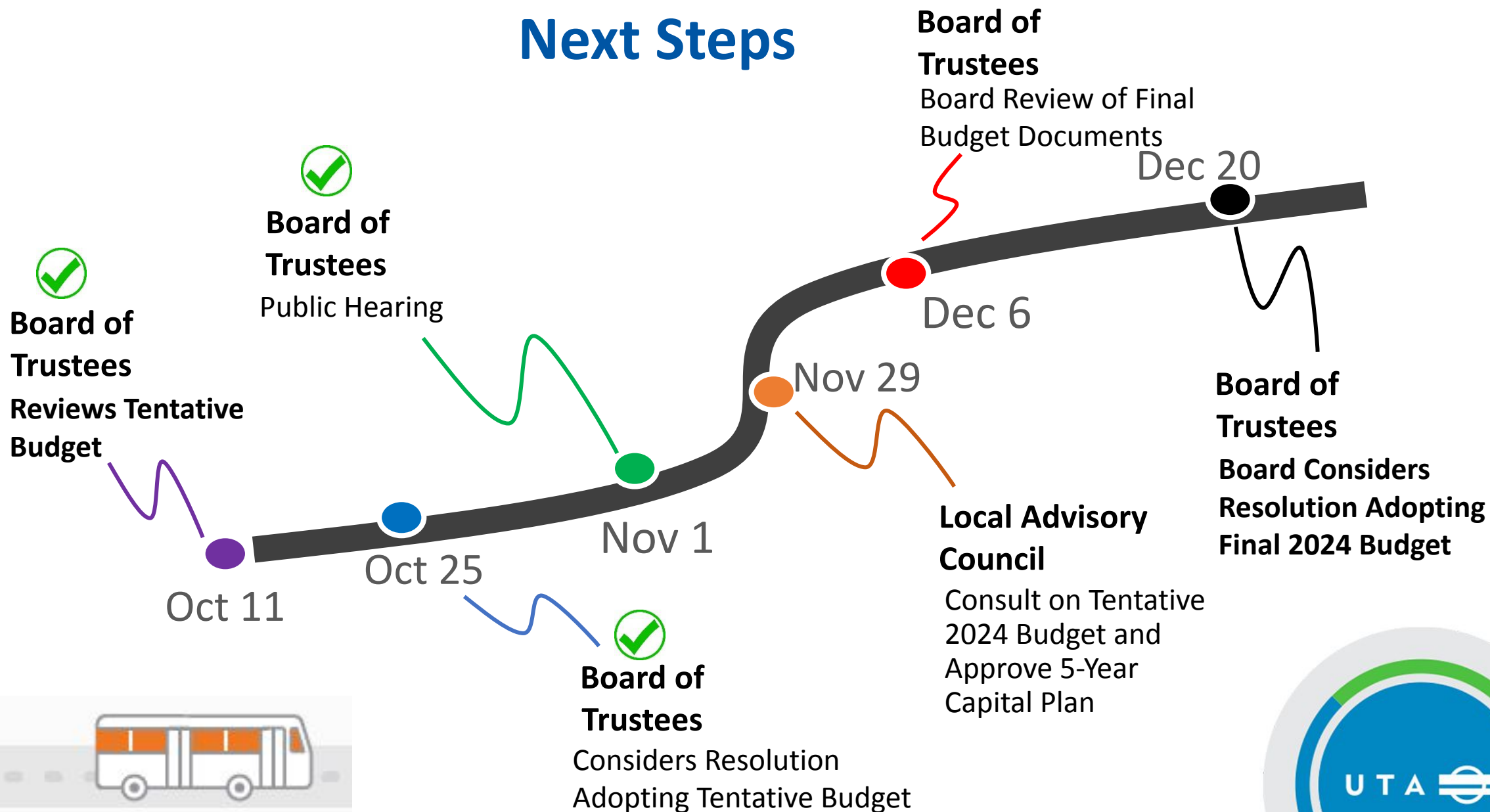
2024 Major Initiatives (>\$1 million)

Programs/Projects	2024 Proposed Budget	2024 Grants	2024 Financing	2024 State & Local Partners	2024 UTA Funds
MidValley Connector	\$10,000,000			\$10,000,000	
S-Line Extension	4,000,000			4,000,000	
MOW (Maintenance of Way) Training Yard	4,245,000		4,245,000		
New TRAX Platform in South Jordan	4,500,000			4,500,000	
Non-Revenue Vehicle Replacements	6,000,000			6,000,000	
VW Bus Grant (Charging Infrastructure)	7,391,000	3,268,000		625,000	3,498,000
Light Rail Vehicle Replacements	10,000,000	5,000,000	5,000,000		
Light Rail Vehicle Rehab	9,500,000				9,500,000
Rail Replacement Program	6,100,000	4,880,000			1,220,000
Jordan River #2 Remodel	5,500,000		5,500,000		

2024 Major Initiatives (>\$1 million)

Programs/Projects	2024 Proposed Budget	2024 Grants	2024 Financing	2024 State & Local Partners	2024 UTA Funds
TPSS (Traction Power Substation) Component Replacement	\$16,000,000	\$12,800,000			\$3,200,000
Train Control Rehab and Replacement	6,062,000				6,062,000
Rail Switches & Trackwork Rehab/Replacement	7,000,000				7,000,000
Facilities Rehab/Replacement	1,433,000				1,433,000
LRV (Light Rail Vehicle) Repair for 1137 & 1122	1,015,000				1,015,000
Commuter Rail Engine Overhaul	3,400,000				3,400,000
Commuter Rail Vehicle Rehab & Replacement	1,000,000				1,000,000
HRIS System	1,000,000				1,000,000
Fares System Upgrade	12,141,000				12,141,000
Radio System Replacement	2,000,000				2,000,000
Operations System: Operations Work Assignment Tracking System & Maintenance System Upgrade/Replacement	2,400,000				2,400,000

Next Steps



Questions?



Transportation Coordinating Committee

Region 1 Large Project Presentation

Brett Slater, PE
Program Manager
November 9, 2023



I-15 EIS: Farmington to Salt Lake City

Overview

Complete an Environmental Impact
Statement (EIS) from Farmington
To Salt Lake City

Schedule

EIS Summer 2021 – Spring 2024

Programmed Amount

\$10 Million



STUDY BACKGROUND

As part of its mission to improve quality of life through transportation, the Utah Department of Transportation (UDOT) has initiated an environmental study along the I-15 corridor between Farmington and Salt Lake City.

ENVIRONMENTAL STUDY PROCESS

UDOT's study team is currently conducting early scoping activities to define the transportation needs and understand stakeholder interests ahead of initiating a formal Environmental Impact Statement (EIS) process. The study team will follow the EIS process established by the National Environmental Policy Act (NEPA). This includes:

- Learning about issues, needs and potential solutions from the public and other stakeholders
- Establishing a purpose and need for any proposed improvements
- Developing a broad range of potential transportation solutions
- Evaluating environmental impacts of those proposed solutions
- Selecting an alternative that best meets the needs
- Continuous public and stakeholder engagement

STUDY TIMELINE

NEPA OVERVIEW & EARLY SCOPING	PURPOSE AND NEED & SCOPING	ALTERNATIVES DEVELOPMENT	PREPARE DRAFT EIS	RELEASE DRAFT EIS	PREPARE FINAL EIS	RELEASE FINAL EIS & RECORD OF DECISION*
<i>Current Phase</i>						
<ul style="list-style-type: none">• Initial coordination with stakeholders	<ul style="list-style-type: none">• File Notice of Intent to begin NEPA process• Public meetings and 30-day public comment period• Solidify study area and project limits	<ul style="list-style-type: none">• Develop screening criteria and preliminary alternatives• Public engagement• Public meetings and 30-day comment period	<ul style="list-style-type: none">• Ongoing stakeholder engagement	<ul style="list-style-type: none">• Public hearing• 45-day public comment period	<ul style="list-style-type: none">• Respond to public comments on DEIS• Revise EIS	<ul style="list-style-type: none">• Public notification of final decision

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND ONGOING STAKEHOLDER COMMUNICATION

**Any recommended funding, planning and construction of a specific project would follow.*

Overview

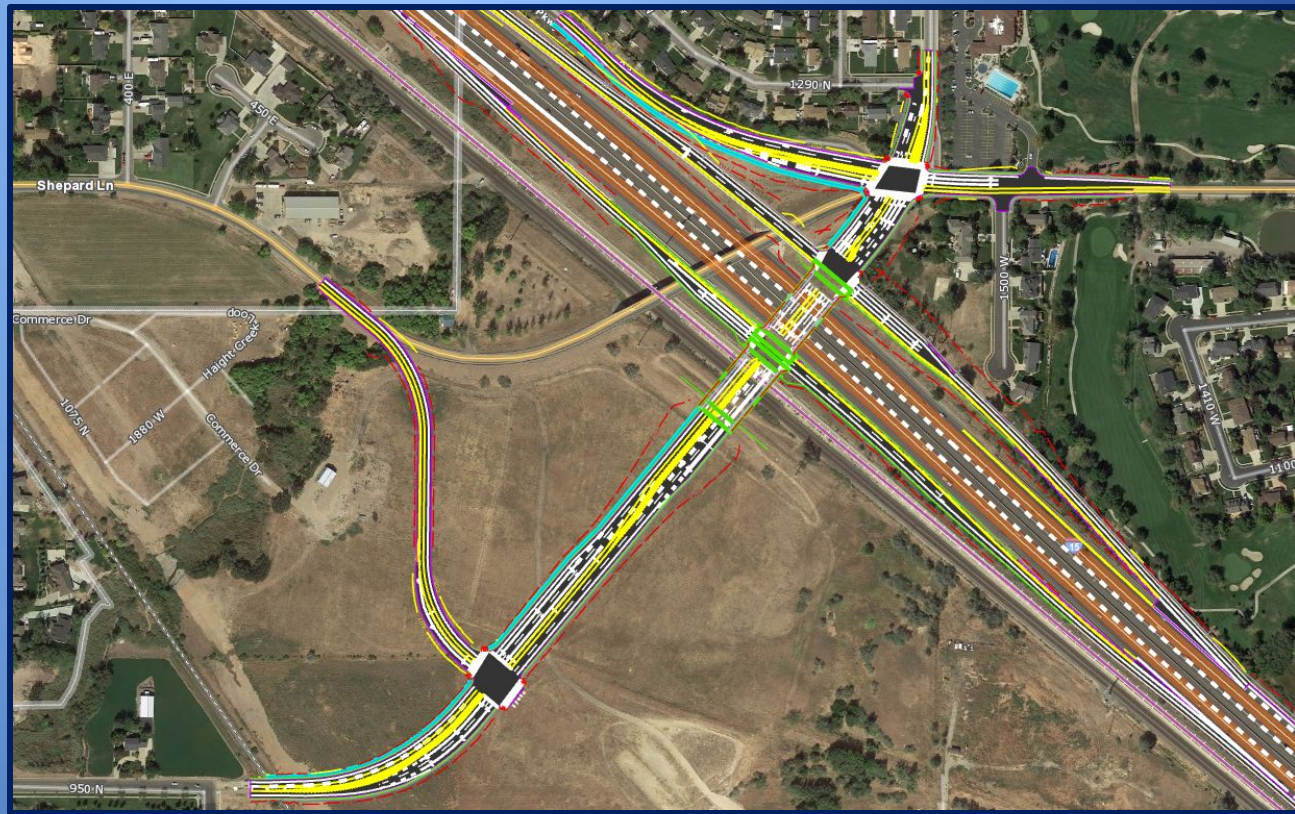
Construct a new Interchange
At Shepard Lane on I-15
Construct Pedestrian bridges
Along Park lane

Schedule

Design Summer 2021/2023
Construction Summer 2024

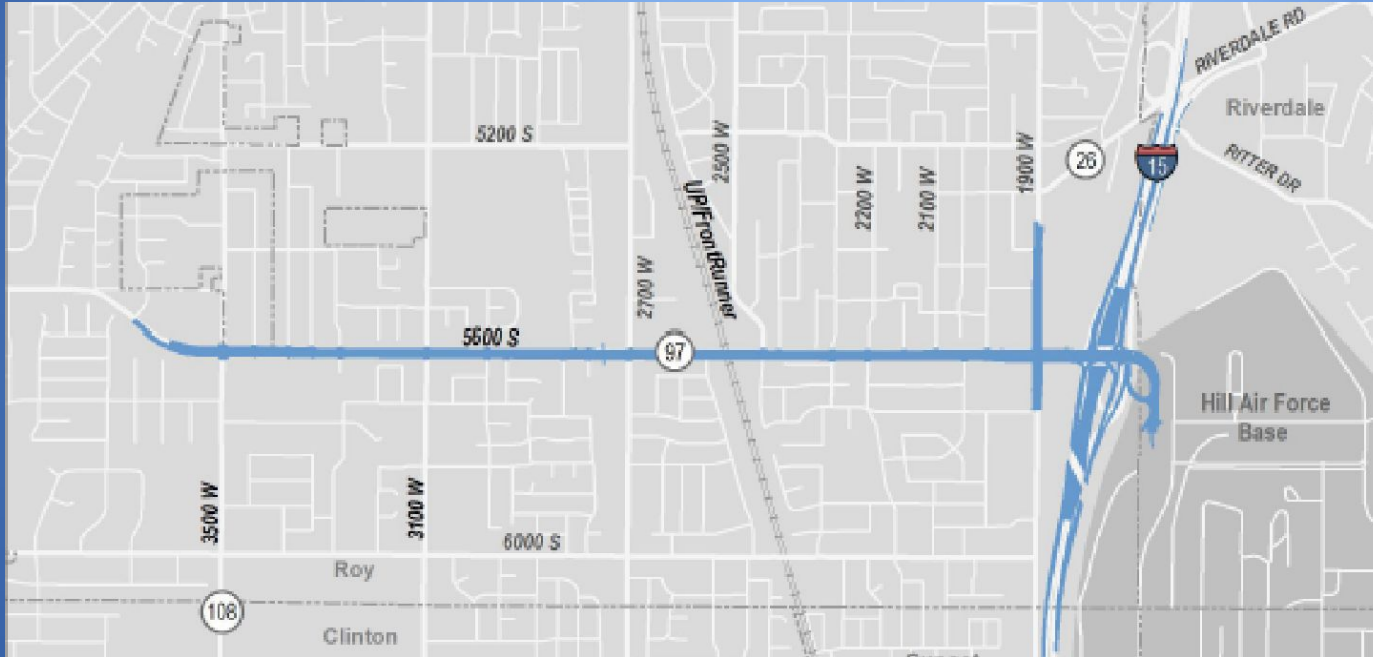
Programmed Amount

\$129 Million



Shepard Lane Interchange/ Park Lane Pedestrian Bridges

5600 South & I-15 Interchange and widening project



Schedule

Select Progressive
Design Builder
Winter 2021
Construct 2023

Programmed Amount
\$360 Million

Overview

This is a Progressive Design Build project
New Interchange with Flyover to Riverdale Rd.
Intersection improvements at 5600 S. & 1900 W.
Widen and reconstruct SR-97 (5600 S.) to SR-108

1800 N New Interchange

Overview

Construct a new Single Point Urban Interchange (SPUI) at 1800 N. on I-15

Schedule

Re-evaluation of EIS 2022 / 2024

Design Winter 2022 / 2024

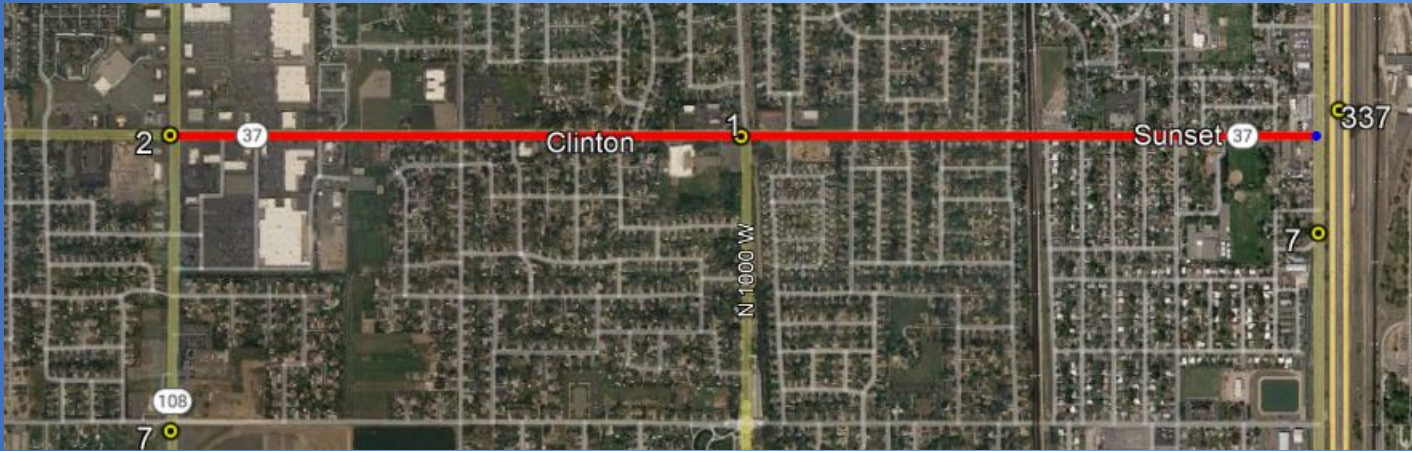
Construction Summer 2025 / 2027

Programmed Amount

\$90 Million



1800 N Widen and reconstruct



Overview

Widen and reconstruct 1800 N to a 5 lane
Facility from SR-126 to SR-108
Build a grade separated bridge over UPRR
And UTA lines

Programmed Amount

\$110 Million

Schedule

Re-evaluation of EIS spring
2024
Design Winter 2023/2024
Construction Summer 2025
/2027

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

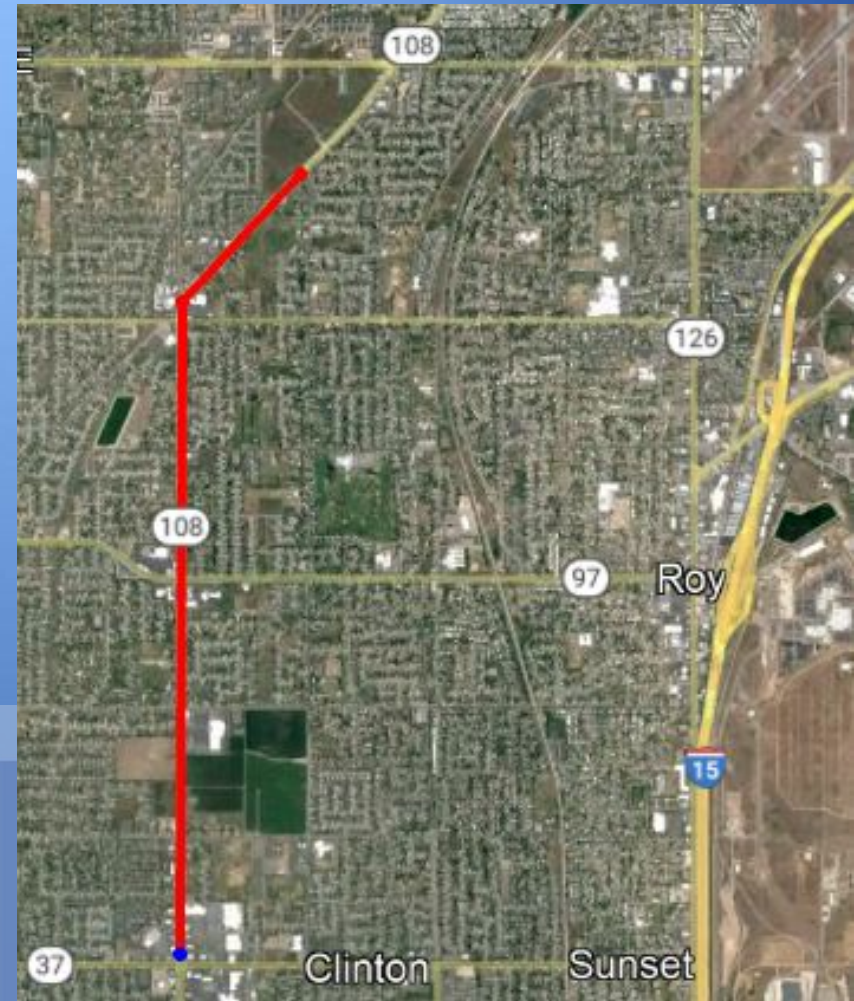
Re-evaluation of EIS 2024

Design Winter 2024/2025

Construction Summer 2026/2027

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

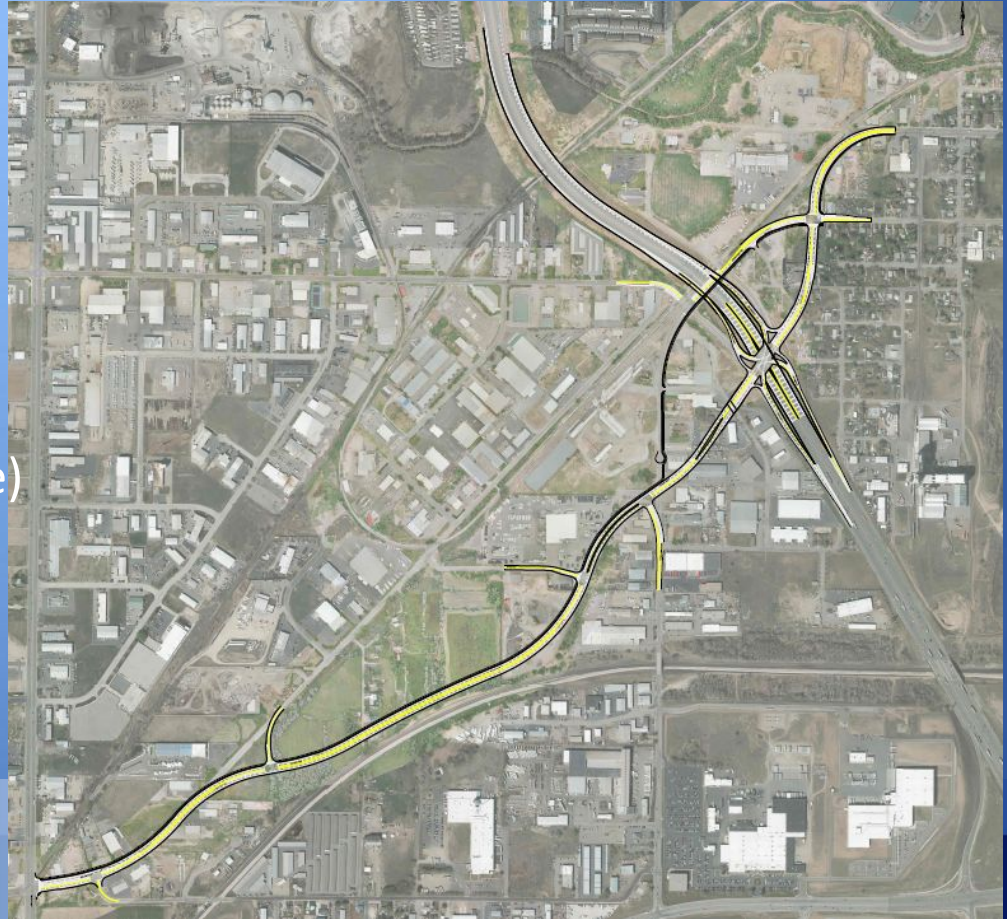
New EA 2024

Design Winter 2024/2025

Construction Summer 2026

Programmed Amount

\$96 Million



US-89 Reconstruction through Willard

Overview

Reconstruct 7 miles of US-89 from just South of SR-126 to 3600 South
Improve shoulders to 5 feet

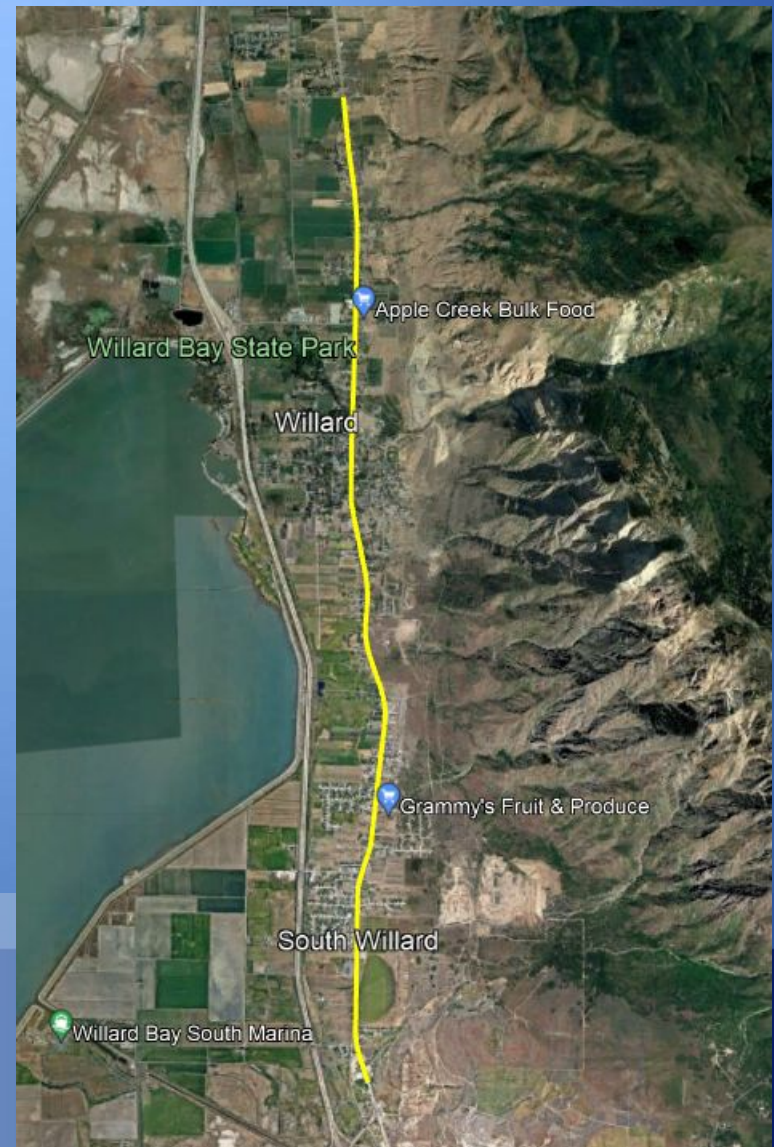
Schedule

Design 2023

Construction Summer 2024

Programmed Amount

\$54 Million



I-84/US-89 Interchange

Overview

Prepare an Environmental Assessment (EA) to evaluate potential improvements at the I-84 / US-89 Interchange

Schedule

Start EA Jan 2022

Public Hearing Winter 2023

Finding of no Significant Impact Spring 2024

Programmed Amount

\$60 Million



SR-177; SR-193 to 1800 N

Overview

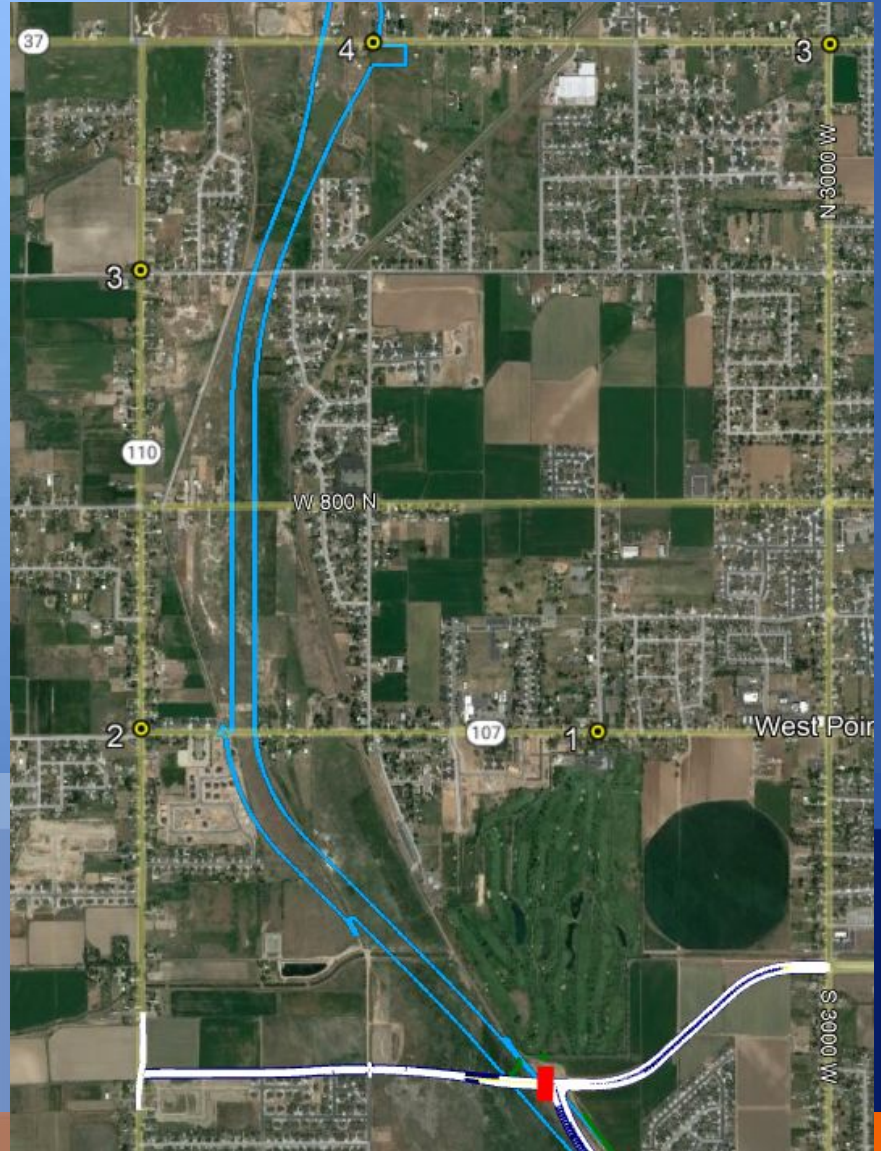
Re-evaluate the completed EIS to go from a single lane in each direction to two lanes in each direction on SR-177 from SR-193 to 1800 N

Schedule

Re-evaluation of EIS 2024

Programmed Amount

\$20 Million





Thank You



TRANSPORTATION COORDINATING COMMITTEE
November 9, 2023

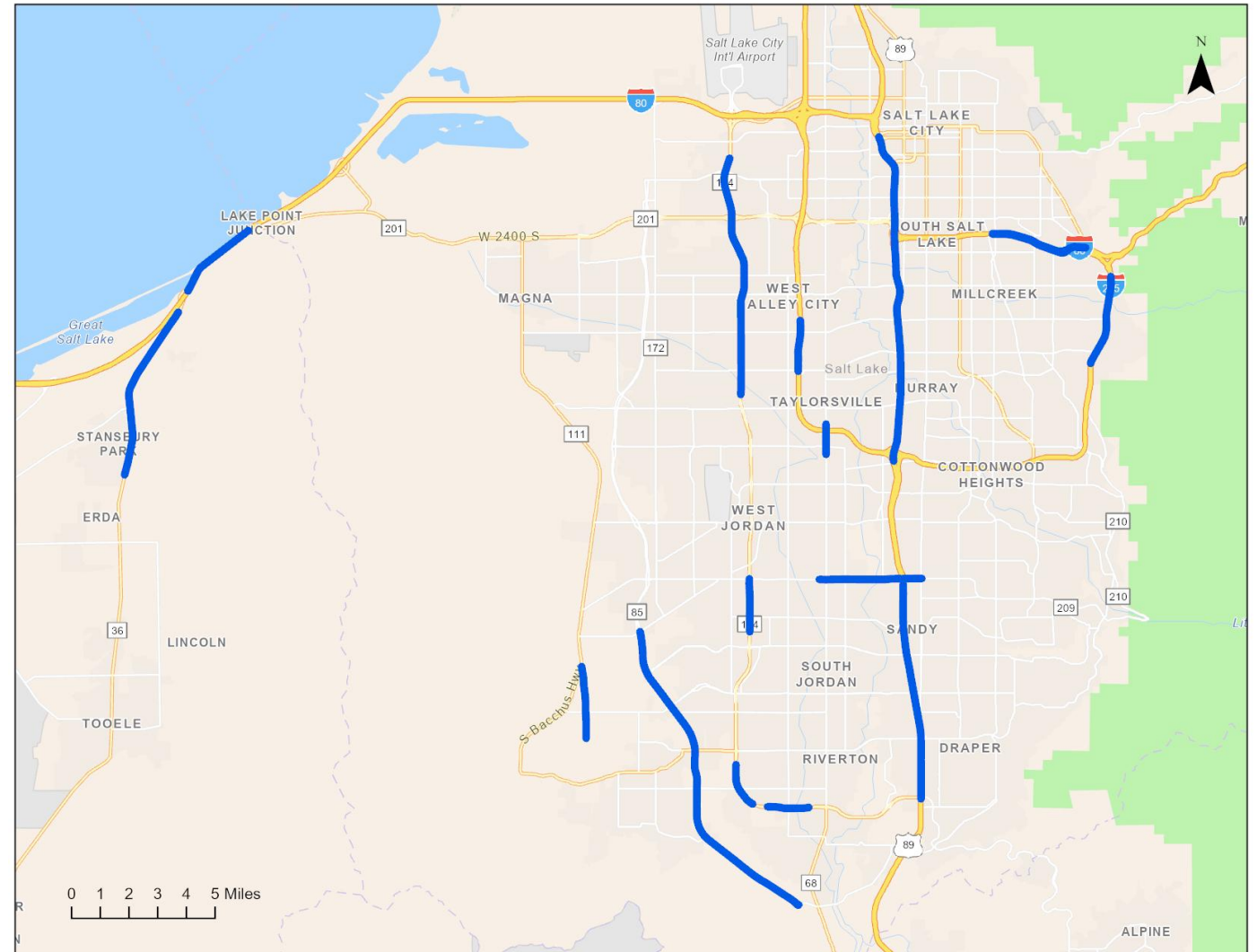
Current & Upcoming Region 2 Capacity Projects

PROJECTS

1. **I-80; 1300 E to 2300 E & I-215; 3300 S to 4500 S** – (Add I-80 EB Lane)
 - \$180.5M – Construction Underway/Complete Winter of 23/24
2. **SR-68; 6200 South to I-215** (Add a NB Lane)
 - \$17M – Construction Underway/Complete Spring of 2024
3. **SR-209 (9000 S); Redwood Rd. to 700 W** – (5 Lanes to 7 Lanes)
 - \$57.3M – Construction Underway/Complete Fall of 2024
4. **Bangerter Highway South Interchanges** – (New Interchanges)
 - \$264.5M – Construction Underway/ Complete Fall of 2025
5. **Bangerter Highway at 4700 South** – (New Interchange)
 - \$130M – Begin Construction in Winter of 2023
6. **I-215 SB; Frontage Rd (4100 to 4700 South)** – (New Frontage Road)
 - \$32M – Begin Construction in 2024
7. **SR-111; Herriman Pkwy to 11800 S** – (New Facility)
 - \$50M – Begin Construction in 2024
8. **SR-36 SB; Sunset Ln to Stansbury Pkwy** – (Add a Lane)
 - \$7M – Begin Construction in 2024
9. **I-80; EB Auxiliary Lane and SR-36 NB Lane** – (Add a Lane)
 - \$27.5M – Begin Construction in 2025
10. **I-15 Northbound; Bangerter Highway to 9000 S** – (New CD)
 - \$375M – Begin Construction in 2026
11. **Bangerter Interchanges; 4100 South to California** - (New Interchanges)
 - \$570M - Begin Construction in 2027
12. **Mountain View Corridor; Old Bingham Hwy to Porter Rockwell** – (New Facility)
 - \$490M – Begin Construction in 2028
13. **I-15 NB; I-215 to 600 South** – (Add a Lane & Ramp Modifications)
 - \$365M – Begin Construction in 2029

Current & Upcoming Region 2 Capacity Projects

Total Projects Value = \$2.565B



Other Funded Projects

PROJECTS

1. **MVC from 2100 N to Porter Rockwell** (Region 3 - New Facility)
 - \$466M – Begin Construction in Winter of 2023
2. **I-15; Farmington to Salt Lake City EIS** (Region 1 - Environmental)
 - \$16.8M – Complete Spring 2024
3. **I-215; Reconstruction; SR-201 to North Temple**
 - \$70 M - Begin Construction in 2025
4. **I-15; Reconstruction; Farmington to Salt Lake City** (Region 1 - Add Capacity and Interchange Modifications)
 - \$1.768B – Begin Construction in 2026

Total Projects Value = \$2.320B

