

TIP 
2025-2030

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 24, 2024

- 4b - Approve a New Board Modification
 - To the 2025-2030 TIP



Report on 4a – 2025-2030 TIP Board Modification

Regional Council

October 24, 2024

2025-2030 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Additional Funding and Scope Change

Salt Lake 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-215	15689	I-215; SR-201 to North Temple	Initial Project - Roadway reconstruction, rehabilitation, pavement repairs on the ramps, drainage system improvements, ramp metering, and overhead sign replacement Scope Change includes - bridge deck rehabilitation, pavement repairs on the ramps, drainage system improvements, ramp metering, and overhead sign replacement	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide) - <i>(Federal Funds)</i>	\$190,000,000	\$0	Additional Funding	\$120,000,000	2024 - 2028
						NHPP_NHS (National Highway Performance Program - National Highway System Routes) - <i>(Federal Funds)</i>		\$70,000,000			

The original scope of the project was to reconstruct the pavement on I-215 from SR-201 and North Temple. The changes to the scope include rubblization of existing concrete pavement and adding 5.5” of asphalt pavement, replacement of 4 bridge decks, hydro-demolition to 5 other bridges, pothole patching on 11 ramp bridge decks, repairing pavement on the ramps from I-80 to I-215 interchange, replacing the drainage system, adding ramp metering at California Avenue, and replacing the overhead sign structures on I-215. The increased funding breakdown is as follows: ● \$30M will be used for bridge deck replacements, bridge preservation treatments, pavement transition to meet bridge profiles, and overhead sign structures ● \$21M will be used for repairs to the ramps of the I-80 to I-215 Interchange ● \$9M will be used to replace the drainage system ● \$1M will be used to add ramp metering at California Avenue ● \$9M will be used to cover inflation costs (2017 to 2025) for the pavement reconstruction

Salt Lake	UDOT	SR-209	19241	SR-209; Prosperity Road to 4800 West	Initial Project - Remove and Replace 1.5” of Pavement Scope Change Includes - Extending project limits to SR-111	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide) - <i>(Federal Funds)</i>	\$4,750,000	\$2,800,000	Additional Funding	\$1,950,000	2025
-----------	------	--------	-------	--------------------------------------	---	---	-------------	-------------	---------------------------	--------------------	------

The project's original scope is to remove and replace 1.5” of asphalt between Prosperity Rd and 4800 West. Recent inspection of the pavement revealed the adjacent section between Prosperity Rd and SR-111 has more cracking than expected and would benefit from this treatment now. The requested scope change would be to extend the limits of the project to SR-111.

New Project

Salt Lake 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	SR-85	19947	SR-85; Porter Rockwell to 13400 South	Remove and Replace 1.5” of Pavement	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide) - <i>(Federal Funds)</i>	\$5,800,000	\$0	New Project	\$5,800,000	2025

This section of pavement on SR-85 (Mountain View Corridor) between Porter Rockwell & 13400 S has begun to deteriorate quicker than the pavement life cycle anticipated. This project will remove and replace 1.5” of pavement.

Salt Lake	UDOT	SR-131	22246	SR-131; Harmon Day Drive to SR-140	Pavement Rehabilitation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide) - <i>(Federal Funds)</i>	\$2,200,000	\$0	New Project	\$2,200,000	2025
-----------	------	--------	-------	------------------------------------	-------------------------	---	-------------	-----	--------------------	--------------------	------

This section of pavement on SR-131 (Porter Rockwell Blvd) between Harmon Day Drive & SR-140 (14600 South) was originally built as a local street and now has made a major connection between 146th South and Redwood. This increased traffic use has accelerated the original pavement treatment plan. This project will remove and replace 1.5” of pavement.

2025-2030 Transportation Improvement Program (TIP) (Amendment One)
Board Modification

New Project

Salt Lake 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	UTA	5600 West	Transit	5600 West Bus Route	Core route provides new north/south transit service	Grants for Community Project Funding (CPF) <i>(Federal Funds)</i>	\$4,340,000	\$0	<i>New Project</i>	\$3,500,000	2025
						LOCAL_GOVT Local Government Funds				\$840,000	

Grants for Community Project Funding (CPF) (Formerly known as Earmarks) are appropriated and allocated from the General Fund for Transportation Infrastructure Grants on an annual basis. CPF recipients and their allocations are determined by Congress and all recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year. This project funding will support the implementation of the Westside Core Route project

Salt Lake	UTA	Various	Transit	Efficient On-Route Electric Bus Charging	Construct On-route Bus Chargers	Grants for Community Project Funding (CPF) <i>(Federal Funds)</i>	\$2,500,000	\$0	<i>New Project</i>	\$2,000,000	2025
						LOCAL_GOVT Local Government Funds				\$500,000	

Grants for Community Project Funding (CPF) (Formerly known as Earmarks) are appropriated and allocated from the General Fund for Transportation Infrastructure Grants on an annual basis. CPF recipients and their allocations are determined by Congress and all recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year. The on-route bus chargers from this source complements the funding WFRM has programmed in the past and will add more chargers beyond those funded; most likely at Research Park to support the electric buses UTA plans to use on the Davis-Salt Lake Community Connector.

Salt Lake	UTA	Various	Transit	25 Compressed Natural Gas (CNG) Buses	The CNG Buses will replace worn out diesel buses	FY2023 Low or No Emissions Grant - <i>(Federal Funds)</i>	\$20,123,479	\$0	<i>New Project</i>	\$17,055,353	2025
						LOCAL_GOVT Local Government Funds				\$3,068,126	

UTA successfully obtained federal funds for 25 CNG buses that will replace existing diesel buses that have met their useful life and will be stationed at the Depot District in Salt Lake City. The CNG have a minimum useful life of 12 years and will operate in Salt Lake County on routes which serve disadvantaged communities. This type of bus reduces harmful emissions including greenhouse gas emissions, reduces fuel costs, and promotes energy independence. They are funded from the Department of Transportation Competitive Low or No Emission Grant Program.

Salt Lake	UTA	Various	Transit	15 Electric Buses	The Electric buses will be replacing existing diesel buses that have met their useful life	FY2024 Low or No Emissions Grant - <i>(Federal Funds)</i>	\$21,486,632	\$0	<i>New Project</i>	\$18,112,632	2025
						LOCAL_GOVT Local Government Funds				\$3,374,000	

UTA successfully obtained federal funds for 15 Replacement Battery Electric buses that will replace existing diesel buses that have met their useful life and will be stationed at the Meadowbrook facility in South Salt Lake and the Mt. Ogden Facility in Ogden City. The battery electric buses have a minimum useful life of 12 years and will operate in Salt Lake County and Ogden City. This type of bus has zero emissions which will help reduce harmful emissions such as PM 10, PM 2.5, and ozone. They are energy efficient and will enhance the rider experience. They are funded from the Department of Transportation Competitive Low or No Emission Grant Program.

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
Weber, Morgan, Summit	UDOT	I-84	22282	I-84; Uintah Jet to Echo Jet Bridge R&R	Bridge Replacements, Deck Replacements, and Rehabilitation	ST_GF_BRIDGE (State Construction - General Fund - Bridge Program)	\$90,000,000	\$0	<i>New Project</i>	\$90,000,000	2025
						FY2025 Bridge Project Grant - <i>(Federal Funds)</i> <i>Federal Discretionary Grant</i>					

In Fiscal Year 2024 UDOT was successful in the award of a Bridge Planning Grant to evaluate the condition and needs of forty bridges on I-84 from Uintah Junction to Echo Junction in Weber, Morgan, and Summit Counties. The efforts associated with that work will define and prioritize a phased approach to implement the recommendations.

UDOT is now in the process submit for the Fiscal Year 2025 Bridge Project Grant to implement the first phase of recommendations from the Bridge Planning Grant. This project will include bridge replacements, deck replacements, and rehabilitation to address the most critical needs in this important corridor. If the application is successful, the Bridge Project Grant has a 20% match (\$18 Million for this project) that will be funded through the Bridge Program using State Funds.

2025-2030 Transportation Improvement Program (TIP) (Amendment One)
Board Modification

New Project

Statewide

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Statewide	UDOT	Various	22299	Utah Passenger Rail Study	Conduct a high level feasibility study of passenger rail routes in Utah	Federal Rail Administration's (FRA) Corridor Identification and Development (Corridor ID) grant program <i>(Federal Funds)</i>	\$350,000	\$0	<i>New Project</i>	\$350,000	2025

UDOT is requesting funding to conduct a high level feasibility study of passenger rail routes in Utah. This study will also prepare information that would help support a potential future application to Federal Rail Administration's (FRA) Corridor Identification and Development (Corridor ID) grant program.

Statewide	UDOT	Various	22298	Urban Cloverleaf Improvement Study	Conduct a high level look at opportunities for improvements to urban cloverleaf interchanges.	Statewide Transportation Solutions Program	\$2,500,000	\$0	<i>New Project</i>	\$500,000	2025
						Urban Cloverleaf Improvement Study Federal Discretionary Grant - <i>(Federal Funds)</i>				\$2,000,000	

This study will take a high level look at opportunities for the improvements to urban cloverleaf interchanges. The focus area of the study will be on the I-15 & I-215 corridors. This implementation of this project will be contingent upon the successful grant award.

Additional Funding

Salt Lake 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/ South Salt Lake	200 East Brodge	21005	BFP: South SLC Bridge Replacement 035123F	Bridge Replacement & Roadway Improvements	BFP_BR_OFF - <i>(Federal Funds)</i> Bridge Formula Program - (Off System)	\$2,596,780	\$1,800,000	<i>Additional Funding</i>	\$600,000	2025
						L_BETTERMENT (Local Government - Betterment CO-OP)		\$196,780			

The scope of PIN 21005 is to replace the locally owned bridge carrying 200 East over Mill Creek in South Salt Lake City (035123F). During design, it was determined that the existing opening under the structure was insufficient for the hydraulic need. In order to address this, the roadway needs to be raised which will cause additional roadway and drainage work to tie in with the adjacent intersection. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required and it will be funded with Bridge Formula Program Federal Funds. South Salt Lake City is in support of increasing the project value.

Salt Lake	West Valley City	3650 South	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Park strips, & Bike Lanes	STP_URB_SL - <i>(Federal Funds)</i> (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$10,967,776	\$5,771,489	<i>Additional Funding</i>	\$1,250,000	2024-2029	
						TAP_FLEX		\$50,000				
						LOCAL_GOVT (Local Government Funds)		\$34,000				\$1,668,176
						ST_TTIF_FMLM (Statewide - Transit Transportation Investment Funds - First Mile/ Last Mile)		\$2,194,111				

3650 South is an important collector into the busy West Valley City Center and Intermodal Hub, with connection to light rail, bus rapid transit and traditional bus routes. It is also the planned terminus of the future Mid-Valley Connector BRT. This project will reconstruct and improve the roadway geometry for all users; vehicles, busses, pedestrians, and bicyclist. Safety will be improved with the addition of sidewalks and enhanced mid-block pedestrian crossing along with the addition of roadway lighting. Bike lanes will be added to the roadway, providing a link between 3200 West and 2700 West; both regional bike corridors. The request for the increase in funding comes as a result of the additional right-of-way cost, design/ construction engineering services, improvements to the roadway and drainage items associated with excessive inflation and the underground detention facility required to tie into UDOT's 3500 South storm drain system

2025-2030 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Additional Funding

Salt Lake 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	Salt Lake City	1300 East	15908	1300 East; 2100 South to Southern City Boundary	Reconstruct pavement, curb and gutter, and pedestrian improvements including pedestrian safety improvements.	STP_URB_SL - (<i>Federal Funds</i>) (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$15,676,898	\$11,369,103			2024-2029
						STP_HF_SL - (<i>Federal Funds</i>) (Surface Transportation Program - Highway Infrastructure - Salt Lake)		\$549,446			
						LOCAL_GOVT (Local Government Funds)		\$458,350	Additional Funding	\$3,300,000	

1300 East is an essential north/south arterial street for travel from the University of Utah to I-80, Westminster College, Brickyard Plaza, and neighborhoods on the east side of Salt Lake valley. Improving the pavement surface, 70 year old curb and gutter, removing pipe drive approaches, and improving the street cross slope will reduce future street maintenance costs, improve street appearance, as well as driver and pedestrian safety. The City has recently replaced sidewalks and accessibility ramps, added intersection pedestrian countdown timers and push buttons, and installed mid-block High Intensity Activated CrossWalk (HAWK) signals. All intersections will be evaluated for potential (Intelligent Transportation System) ITS upgrades. Funding will be used to continue to bring the street up to current standards.

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
Weber	UDOT/Ogden	Gramercy Bridge	20810	BFP: Ogden City Bridge Replacement 057028D	Bridge Replacement & Roadway Improvements	BFP_BR_ON/OFF - (<i>Federal Funds</i>) Bridge Formula Program - (On/Off System)	\$3,900,000	\$3,300,000	Additional Funding	\$600,000	2025

The scope of PIN 20810 is to replace the locally owned bridge carrying Gramercy Avenue over the Ogden River in Ogden City (057028D). The initially assumed foundation type had to be changed in order to avoid significant costs and time delays associated with relocating overhead power lines. This structure is not on the Federal Aid Highway System. Therefore, no local match is required and it will be funded with Bridge Formula Program Federal Funds. Ogden City is in support of increasing the project value.

Weber	UTA/Clearfiled	Clearfield Trail	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	New Construction - Pedestrian/ Bicycle Facility	CMAQ_WFRC - (<i>Federal Funds</i>) (Congestion Mitigation/ Air Quality - Urban Area Ogden/ Layton (WFRC))	\$3,900,000	\$1,650,000	Additional Funding	\$553,344	2025
						LOCAL_GOVT (Local Government Funds)		\$119,817	Additional Funding	\$40,182	

Freeport Center is one of Davis County's largest job centers with nearly adjacent access to a Commuter Rail facility that is also served by UTA bus route 470. The on-road connection to the Freeport Center is nearly two miles, and this new facility would provide a crucial bicycle/pedestrian link between a major transportation investment and a very large economic development job center for Clearfield City and Davis County as a whole. The request for the additional funding comes as a result of right-of-way, construction, materials, and labor costs.

Weber	Riverdale	Ritter Drive	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	CMAQ_WFRC - (<i>Federal Funds</i>) (Congestion Mitigation/ Air Quality - Urban Area Ogden/ Layton (WFRC))	\$939,363	\$576,161	Additional Funding	\$244,000	2025
						LOCAL_GOVT (Local Government Funds)		\$59,202	Additional Funding	\$60,000	

Project will transform a 5-leg intersection into a round-a-bout intersection, reducing the points of conflict and improving safety for all users including vehicular, pedestrian, and bicyclist. The request for additional funding is due to project delay which impacted right-of-way, construction, materials, and labor costs.



4b – 2025-2030 TIP Board Modification #2

Trans Com
November 21, 2024

2025-2030 Transportation Improvement Program (TIP) (Amendment Two)

Board Modification

Additional Funding

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
Box Elder	Perry	1200 West Trail	20553	1200 West Trail from 2250 South to 3600 South, Perry	Construct Trail along the west side of 1200 West	Local_Match (40%) (Local Matching Funds)	\$3,900,000	\$0	Additional Funding	\$510,000	2024 - 2028
						Local_Match (20%) (Local Matching Funds)		\$480,000		\$45,000	
						ST_TIF_ACT (60%) (State Transportation Investment Funds for Active Transportation)		\$0		\$765,000	
						ST_TIF_ACT (80%) (State Transportation Investment Funds for Active Transportation)		\$1,920,000		\$180,000	

This project is to install a trail on the west side of 1200 West from 3600 South to 2250 South in Perry. The project was sent for advertisement and the bids came in higher than anticipated. Additional funds are requested in order to construct the entire trail.

Statewide	UDOT	Utah Trail Network	21569	Utah Trail Network (UTN)	Develop the first phase of the long term plan for the Utah Trail Network	ST_ATIF (Statwide - Active Transportation Investment Funds)	\$1,000,000	\$605,000	Additional Funding	\$395,000	2024 - 2028
-----------	------	--------------------	-------	--------------------------	--	--	-------------	-----------	---------------------------	-----------	-------------

Over the last several months the Trails Division has been developing the Strategic Vision of the Utah Trail Network (UTN) throughout the state. This information will be used to program future UTN projects. The project team has identified additional scope not included in the original project. This includes additional public outreach and engagement, more data evaluation to support decision making, and additional local trail context evaluation. Allocating additional funds to this project will improve the final deliverable, creating a stronger foundation for future UTN programming decisions.

New Project

Statewide

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Statewide	UDOT	Utah Trail Network	22280	Utah Trail Network (UTN)	Create design standards for trail facilities/projects	ST_ATIF (Statwide - Active Transportation Investment Funds)	\$600,000	\$0	New Project	\$600,000	2025

The scope of the Trail Design Standards Development project is to develop additional design standards and guidance materials, specific to paved trail facilities. A limited number of design standards pertaining to Active Transportation facilities currently exist; however additional standards need to be created to provide uniform guidance for new scenarios that will be encountered. These new standards will be used for the Utah Trail Network projects and other UDOT projects that include a shared-use path.

**Box Elder – Perry – 1200 West Trail – Construct New Trail
West Side between 2250 South (Davis Street) to 3600 South (KOA Road)**

Additional Funding
\$ 555,000 – Local
\$ 945,000 – State TIF-Active

Total Project Cost
Estimate \$ 3,900,000

**Additional Funding comes from
the Local Government and the
State Transportation Investment
Funds – Active Funds**

**Additional
Funding**

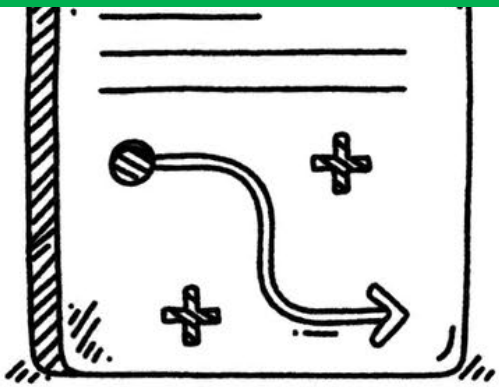
**Project will install a trail on the west side
of 1200 West. When advertised, the bids
came in over the engineers estimate.
The request for the additional funds will
enable them to award the project and
construct**

Statewide – UDOT – Utah Trail Network – Developing the Strategic Vision

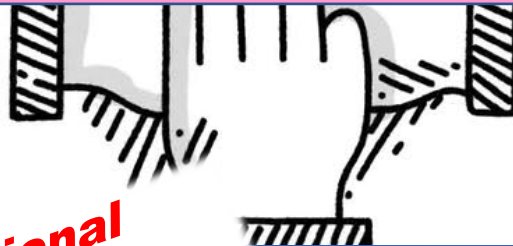
Develop the First Phase of the Long-Term UTN Plan

Additional Funding
\$ 395,000

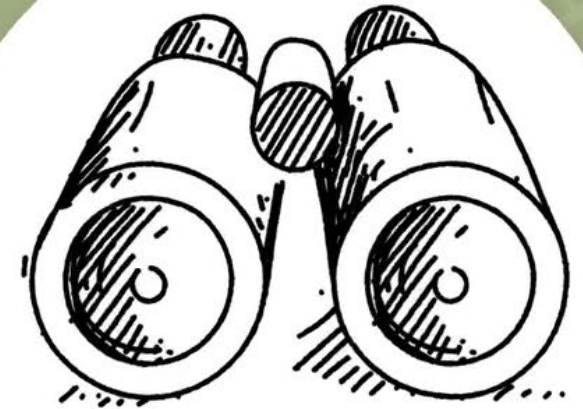
Total Project Cost
Estimate \$ 1,000,000



Additional Funding is available through Statewide – Active Transportation Investment Funds (TIF - Active)



Additional Funding



Additional Scope includes;

- Additional public outreach and engagement
- More data evaluation to support decision making and
- Additional local trail context evaluation

Statewide – UDOT – Utah Trail Network – Design Standards Development

Develop Additional Design Standards and Guidance Materials – Specific to Paved Trail Facilities

New Project Funding
\$ 600,000

Total Project Cost
Estimate \$ 600,000



**New
Project**



Additional Funding is available
through Statewide – Active
Transportation Investment
Funds (TIF - Active)



Project will Develop Additional Design Standards and
Guidance Materials Specific to Paved Trail Facilities



2025 Tentative Budget Overview

November 2024



Demand for UTA Service

2024 UTA ridership is up 18.1% YTD 2024 vs. 2023

Service Type	2023 Ridership	Year Over Year Change†
All UTA Services	35,059,930	+18.1%
Bus Service	18,079,307	+11.7%
Commuter Rail	3,736,621	+12.6%
Light Rail*	10,677,306	+31.4%
Paratransit	343,532	+42.6%
Vanpool	1,033,123	+5.1%
Microtransit	415,010	+42.6%

* TRAX (light rail) was greatly affected by track work through the summer

† As of August 31, 2024



UTA reached the federal funding requirement of 80% capacity on rail

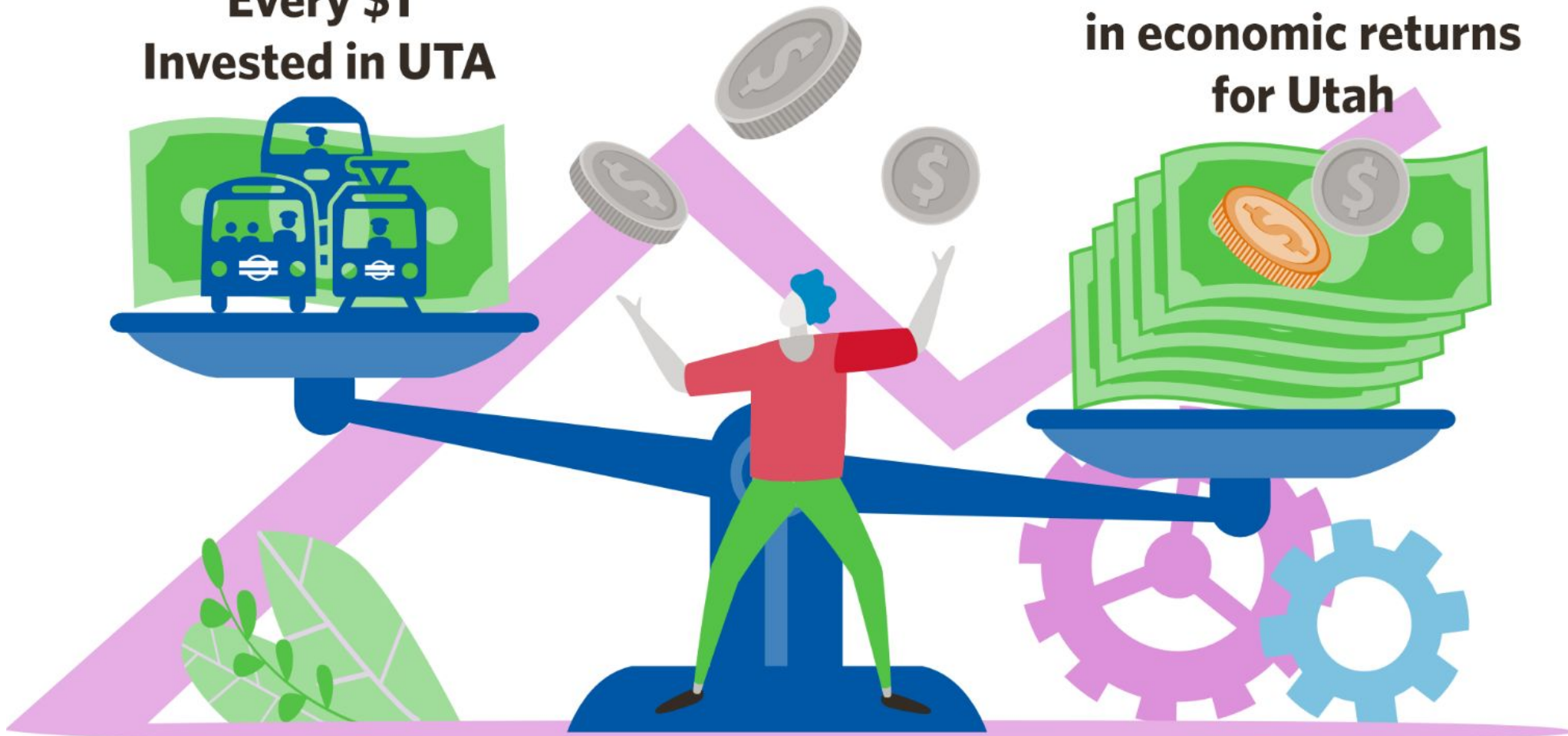
UTA operators are fully staffed



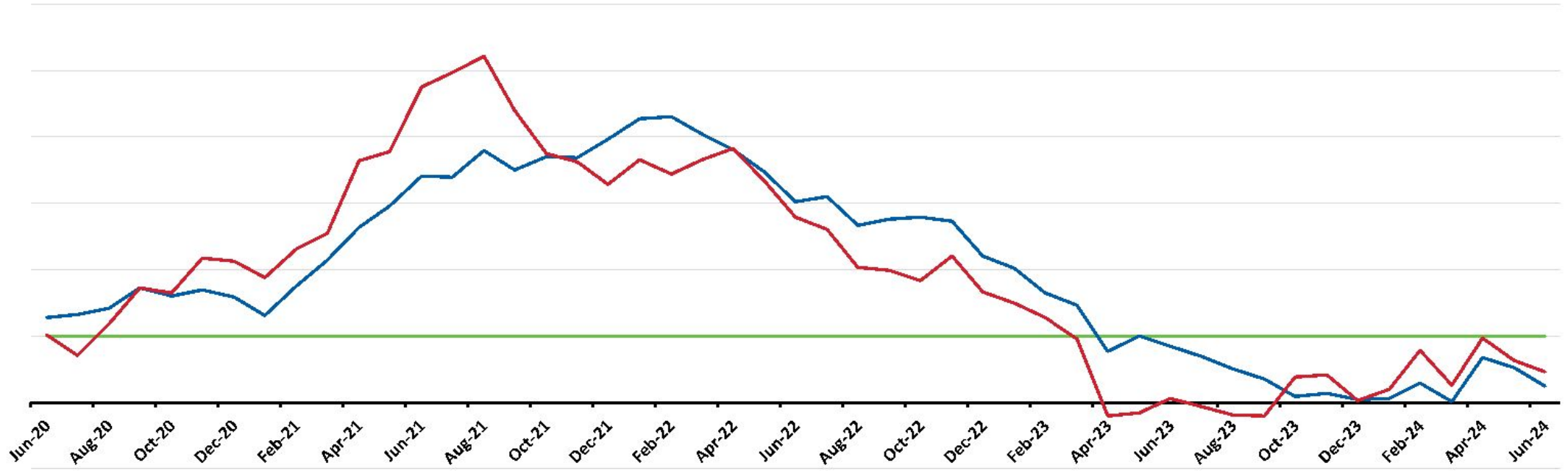
Strong Economic Value

**Every \$1
Invested in UTA**

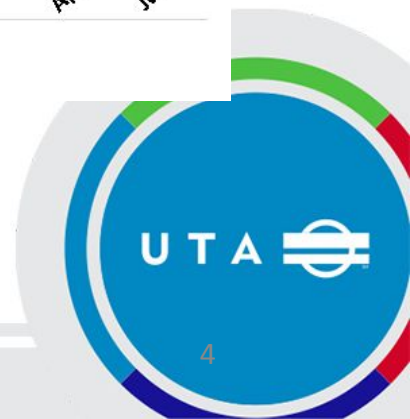
**Generates \$5.11
in economic returns
for Utah**



UTA Sales Tax Growth 2020-2024

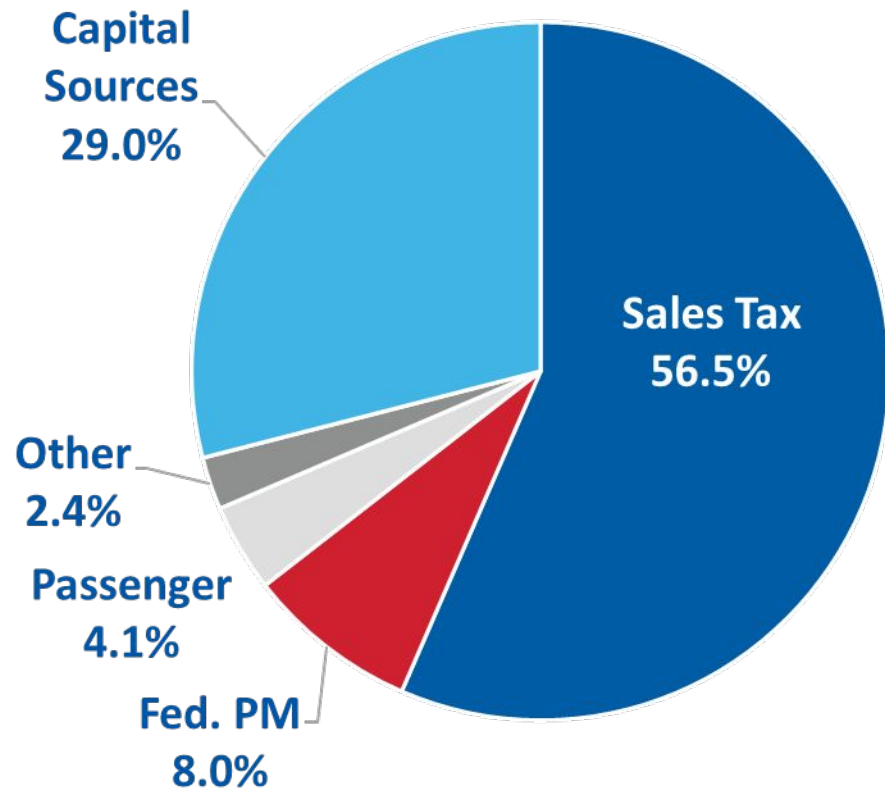


Source: 2025 Tentative Operating and Capital Budget, September 11, 2024

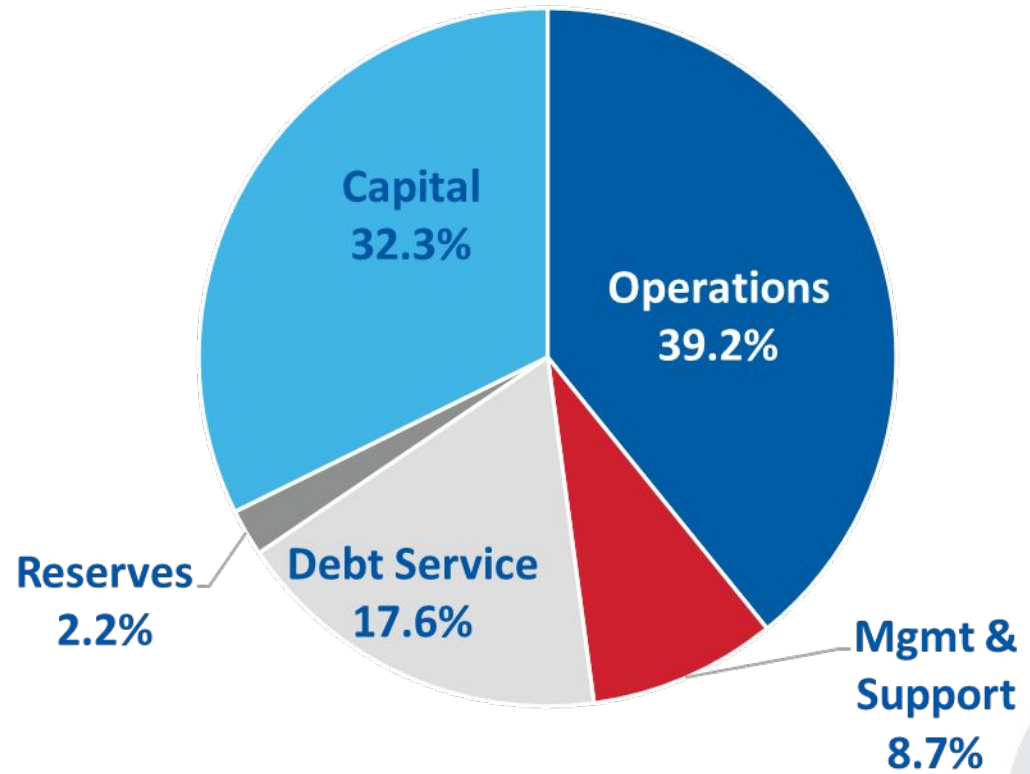


Sources & Uses – 2025 Budget Overview

Where the Money Comes From



Where the Money Goes



Source: 2025 Tentative Operating and Capital Budget, September 11, 2024



2025 Budget Approach

- Strong fiscal responsibility
- Align with strategic goals
- One UTA approach



2025 Budget Guiding Priorities

1. Critical baseline service to deliver UTA's mission
2. Essential systems to deliver the baseline service
3. Maintaining infrastructure in good condition
(State of Good Repair (SGR) projects)
4. All other capital needs



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

Learn more at rideuta.com/strategicplan



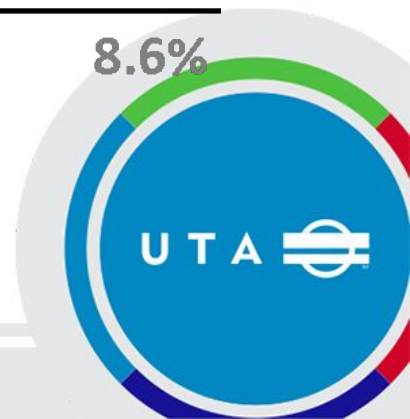
2025 Tentative Budget Overview

	FY 2024 Budget	FY 2025 Budget	Change	% Change
Operations	\$425,511,000	\$461,941,000	\$36,430,000	8.6%
Capital	264,540,000	330,231,000	65,691,000	24.8%
TOTAL	\$690,051,000	\$792,172,000	\$102,121,000	14.8%



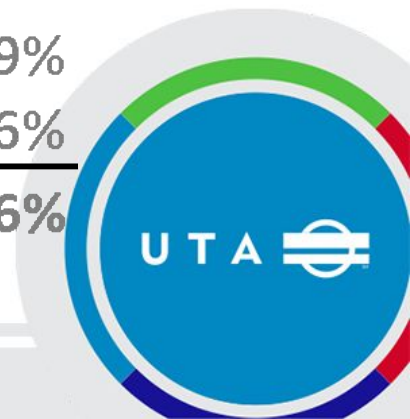
2025 UTA Operating Budget: Expenses by Category

Category	FY 2024	FY 2025	Change	% Change
	Adj. Budget	Budget		
Wages	\$201,903,000	\$213,920,000	\$12,017,000	6.0%
Fringe	100,604,000	109,593,000	8,989,000	8.9%
Services	45,966,000	60,479,000	14,513,000	31.6%
Fuel/Power	35,490,000	33,711,000	(1,779,000)	-5.0%
Parts	25,904,000	29,548,000	3,644,000	14.1%
Utilities	7,373,000	7,228,000	(145,000)	-2.0%
Other O&M	20,901,000	23,562,000	2,661,000	12.7%
Capitalized Costs	(12,630,000)	(16,102,000)	(3,472,000)	27.5%
Total Budget	\$425,512,000	\$461,941,000	\$36,429,000	8.6%



2025 UTA Operating Budget: Expenses by Mode

Mode	FY 2024	FY 2025	Change	% Change
	Adj. Budget	Budget		
Bus	\$143,838,000	\$160,181,000	\$16,343,000	11.4%
Commuter Rail	38,015,000	37,674,000	(341,000)	-0.9%
Light Rail	64,499,000	66,925,000	2,426,000	3.8%
Paratransit	29,221,000	29,991,000	770,000	2.6%
Rideshare/Vanpool	4,012,000	3,954,000	(58,000)	-1.4%
Microtransit	12,949,000	16,811,000	3,862,000	29.8%
Operations Support	64,622,000	67,899,000	3,277,000	5.1%
Administration	54,050,000	63,214,000	9,164,000	17.0%
Planning/Capital Support	13,623,000	14,292,000	669,000	4.9%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$461,941,000	\$36,429,000	8.6%



2025 Capital Budget Summary

Reporting Group	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
5310 Projects	\$ 6,121,000	\$ 5,542,000	\$ 490,000	\$ 89,000	\$ -
Capital Projects	126,612,000	60,058,000	46,019,000	20,535,000	-
Charging Infrastructure	2,286,000	-	-	2,286,000	-
Facilities	44,566,000	12,846,000	4,100,000	22,265,000	5,355,000
Information Technology	22,975,000	2,400,000	-	20,575,000	-
Infrastructure SGR Projects	41,187,000	17,534,000	30,000	23,623,000	-
Planning	1,630,000	-	-	1,630,000	-
Property/TOC	4,213,000	540,000	-	3,673,000	-
Revenue/Service Vehicles	77,803,000	27,766,000	-	32,337,000	17,700,000
Safety and Security	2,838,000	885,000	-	1,953,000	-
Grand Total	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000



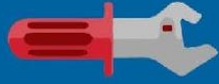
Four Investment Strategies

Maintain Our System

Maintain infrastructure and human resource investments.



FLEET



STATE OF GOOD REPAIR



CORRIDOR PRESERVATION



WORKFORCE



FACILITIES

Expand Our Frequent Service Network

Service every 15 minutes or better makes service more attractive.



FREQUENT BUSES



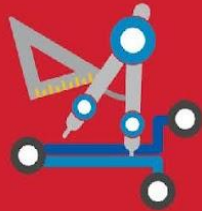
FRONTRUNNER AND TRAX

Enhance Our System

Make the system faster, more reliable, easier to understand, and more responsive.



INFO



CAPITAL



TECH



ON TIME

Serve Our Growth Areas

Expand service to areas that will see new transit-oriented development or activity.



LOCAL SERVICE

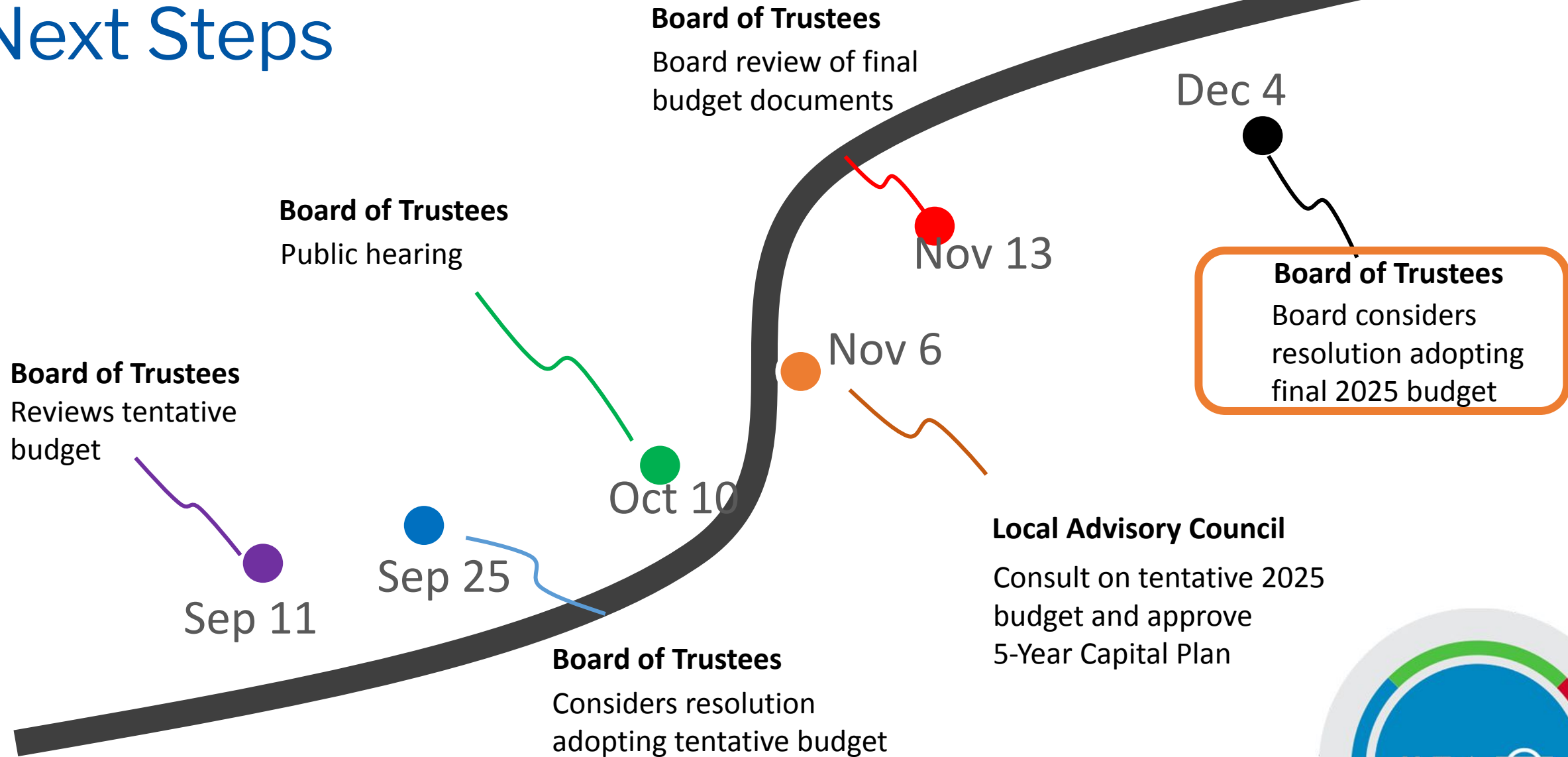


EARLIER AND LATER SERVICE



NEW SERVICE

Next Steps



Transportation Coordinating Committee

Region 1 Large Project Presentation

Nathan Peterson, PE
Region One Deputy Director
November 21, 2024



I-15 EIS: Farmington to Salt Lake City

Overview

Environmental Impact

Statement (EIS) ROD Signed Oct 2024

Schedule

Prepare for Construction, design, coordination with local gov, utilities, acquisitions, identifying project team and contractor

Construction begin as soon as 2027

Programmed Amount

\$1.76 Billion



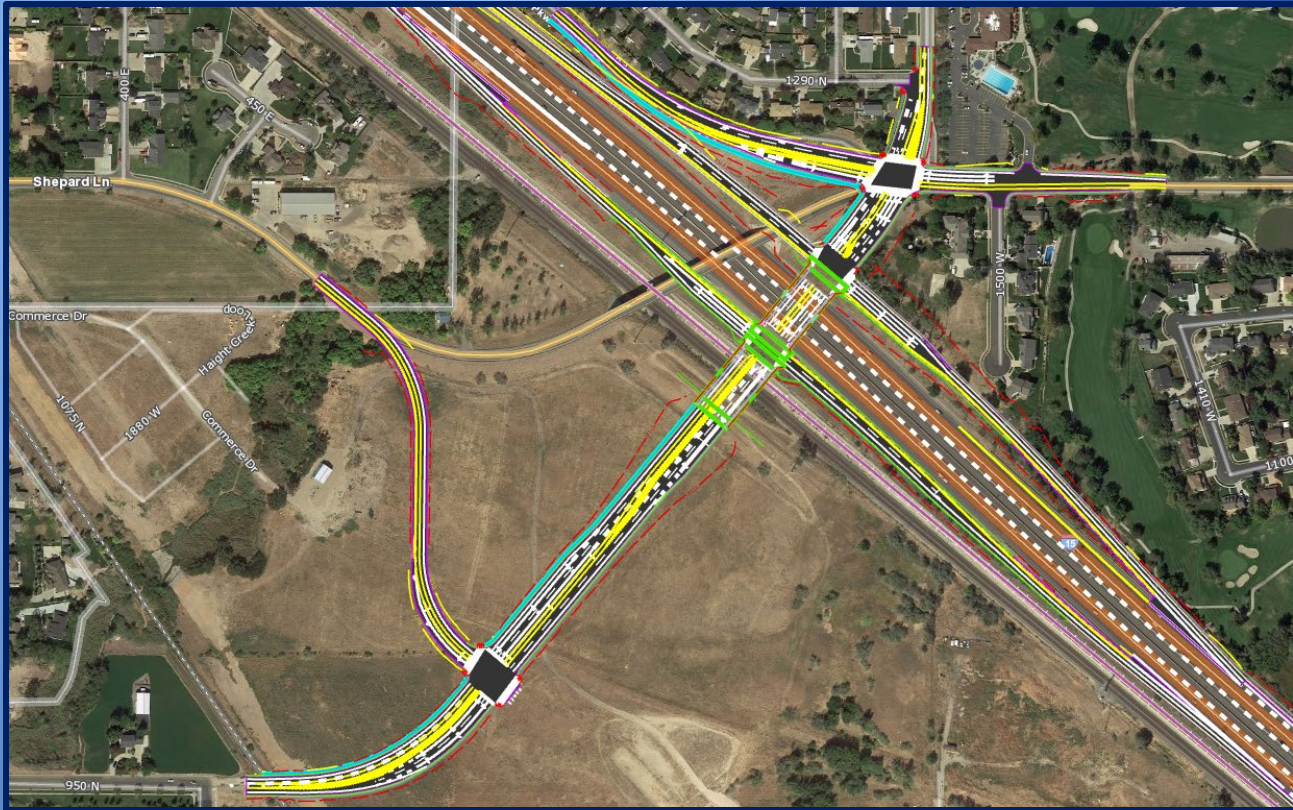
Overview

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

Schedule

The majority of below
groundwork to be completed
end of this year, most walls
are building up

Under Construction Complete
Spring 2026

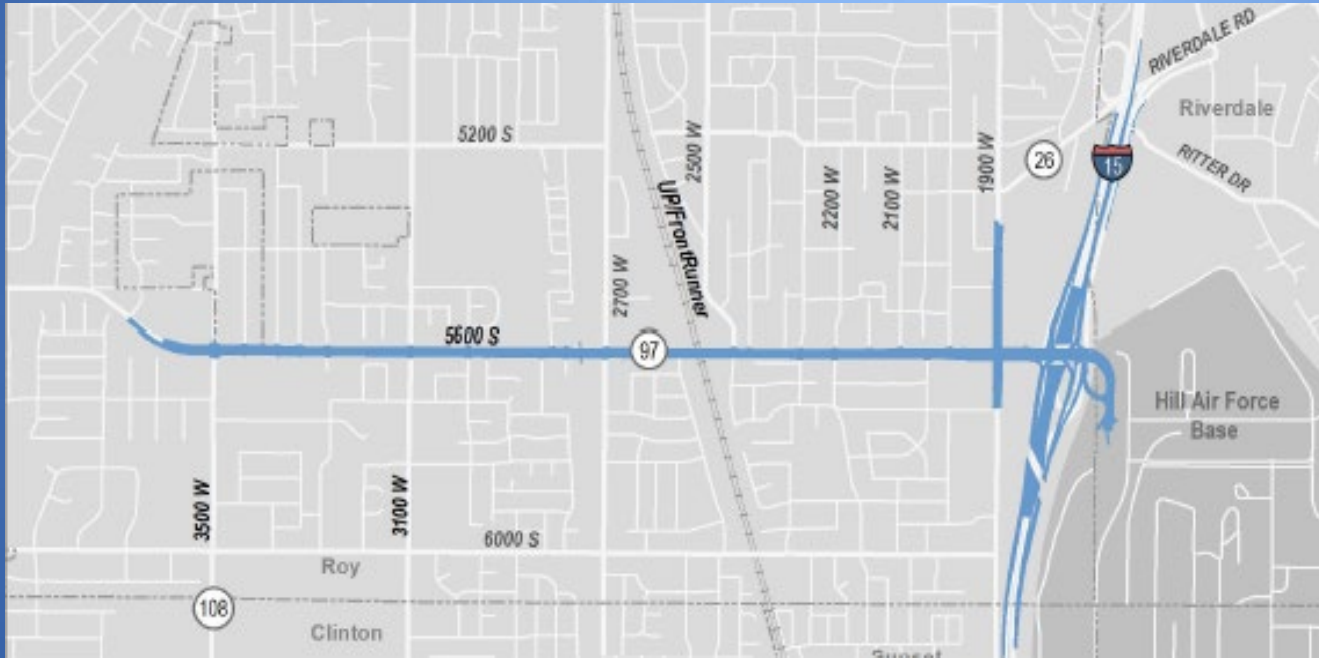


Programmed Amount

\$151 Million

Shepard Lane Interchange/ Park Lane Pedestrian Bridges

5600 South & I-15 Interchange and widening project



Schedule

Under Construction
Complete Fall 2026

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

I-15; 1800 North Interchange & Corridor Widening

Overview

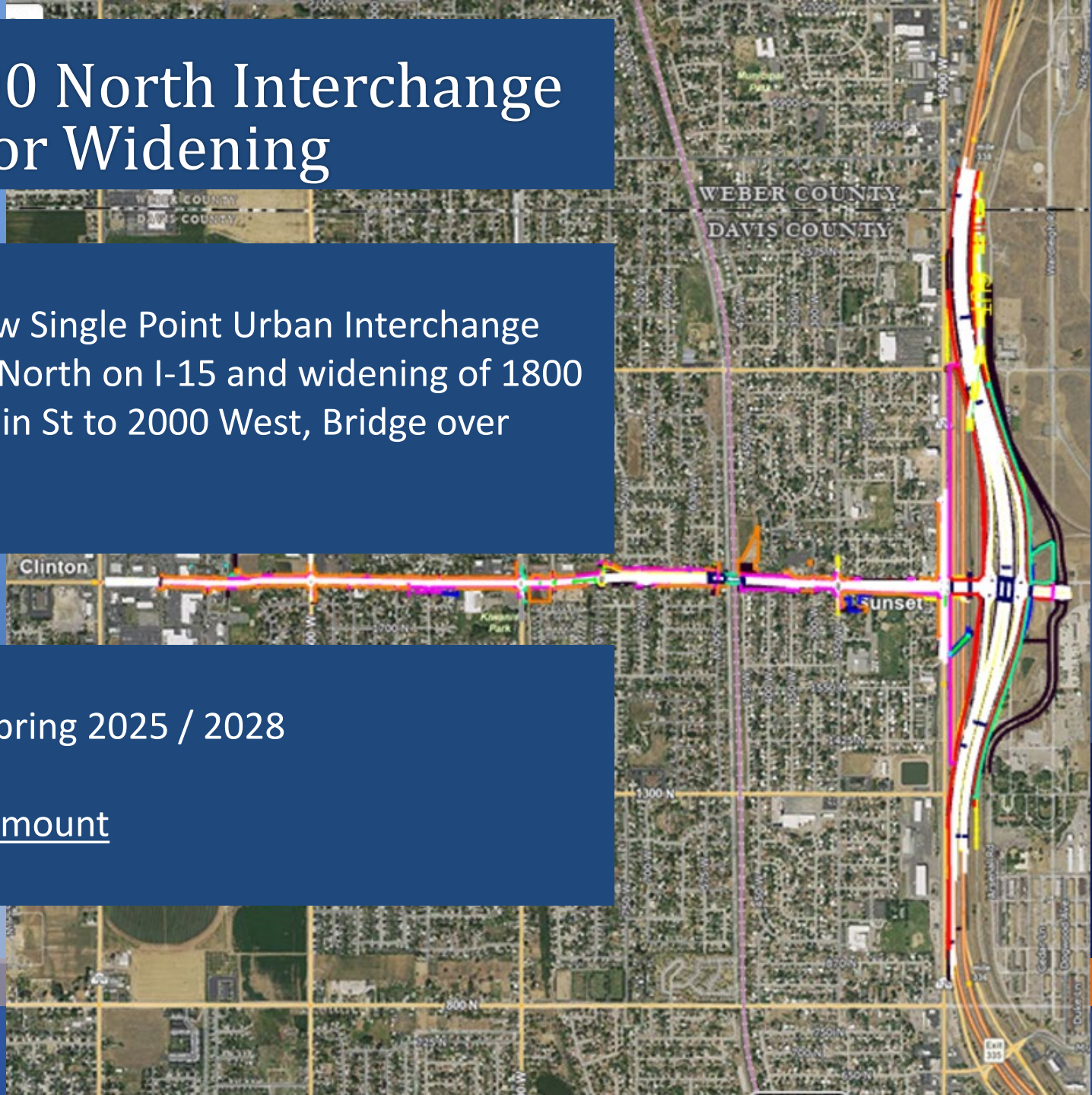
Construct a new Single Point Urban Interchange (SPUI) at 1800 North on I-15 and widening of 1800 North from Main St to 2000 West, Bridge over Railroad tracks

Schedule

Construction Spring 2025 / 2028

Programmed Amount

\$384 Million



SR-108; 300 North to 1800 North; Widen

Overview

Widen and reconstruct SR-108 to a five lane facility

Schedule

Under Construction 2023/2025

Programmed Amount

\$86 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

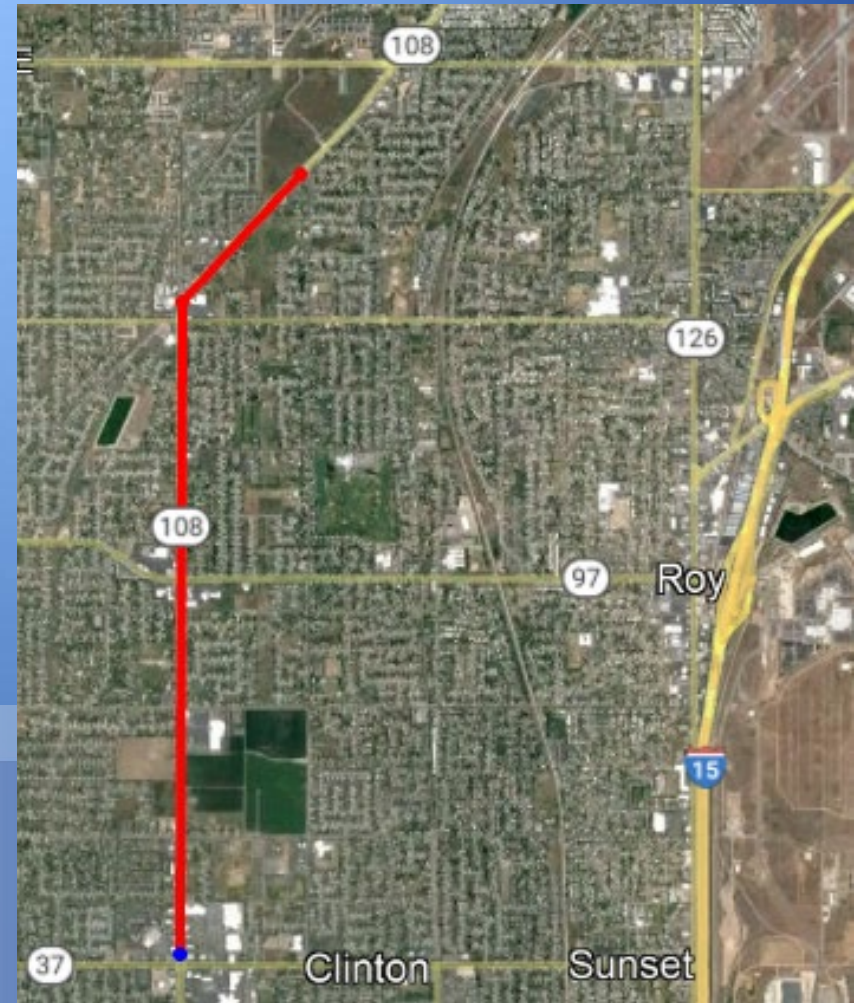
Re-evaluation of EIS 2025

Design Winter 2024/2026

Construction Spring 2027/2029

Programmed Amount

\$123 Million



I-15; 24th Street Interchange

Overview

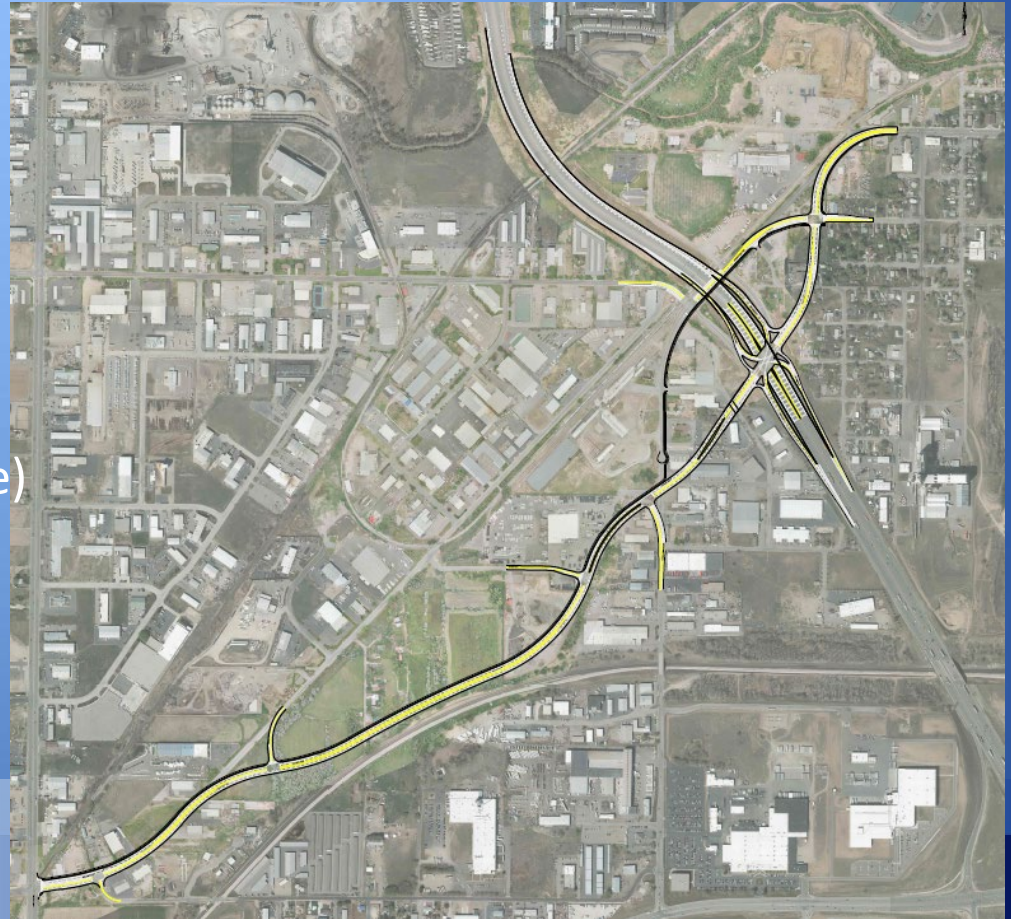
Construct a full interchange on I-15 at 24th street
Build a new 5 lane road from SR-126 to I-15 (New Midland Drive)

Schedule

New EA 2024
Design Winter 2024/2026
Construction Summer 2027

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

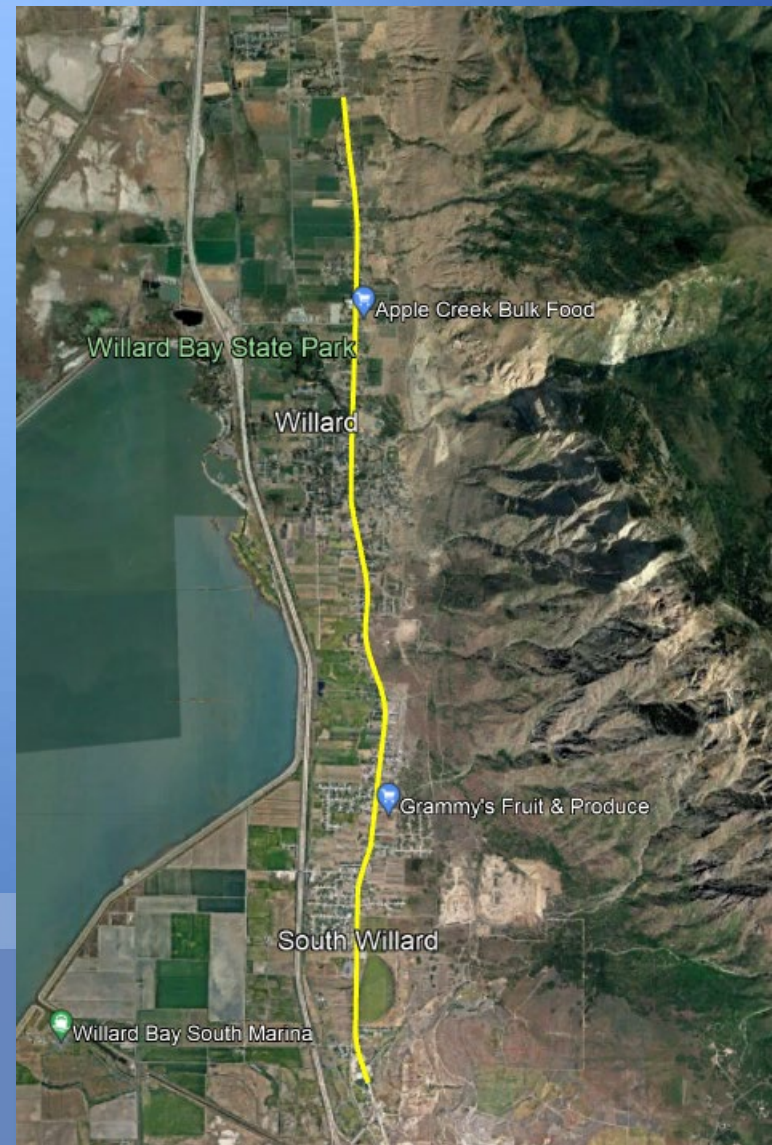
Schedule

Design 2024

Construction Summer 2025

Programmed Amount

\$58 Million



I-84/US-89 Interchange

Overview

Environmental Assessment (EA) and
Finding of No Significant Impact (FONSI)
Signed Oct 2024

Schedule

Prepare for Construction, design,
coordination with local gov, utilities,
acquisitions, identifying project team and
contractor

Implement a new single-point urban
interchange (SPUI) at I-84 and US-89,
Relocate and realign the UPRR railroad
bridges

Construction begin as soon as 2027

Programmed Amount

\$250 Million



SR-177; SR-193 to 1800 N

Overview

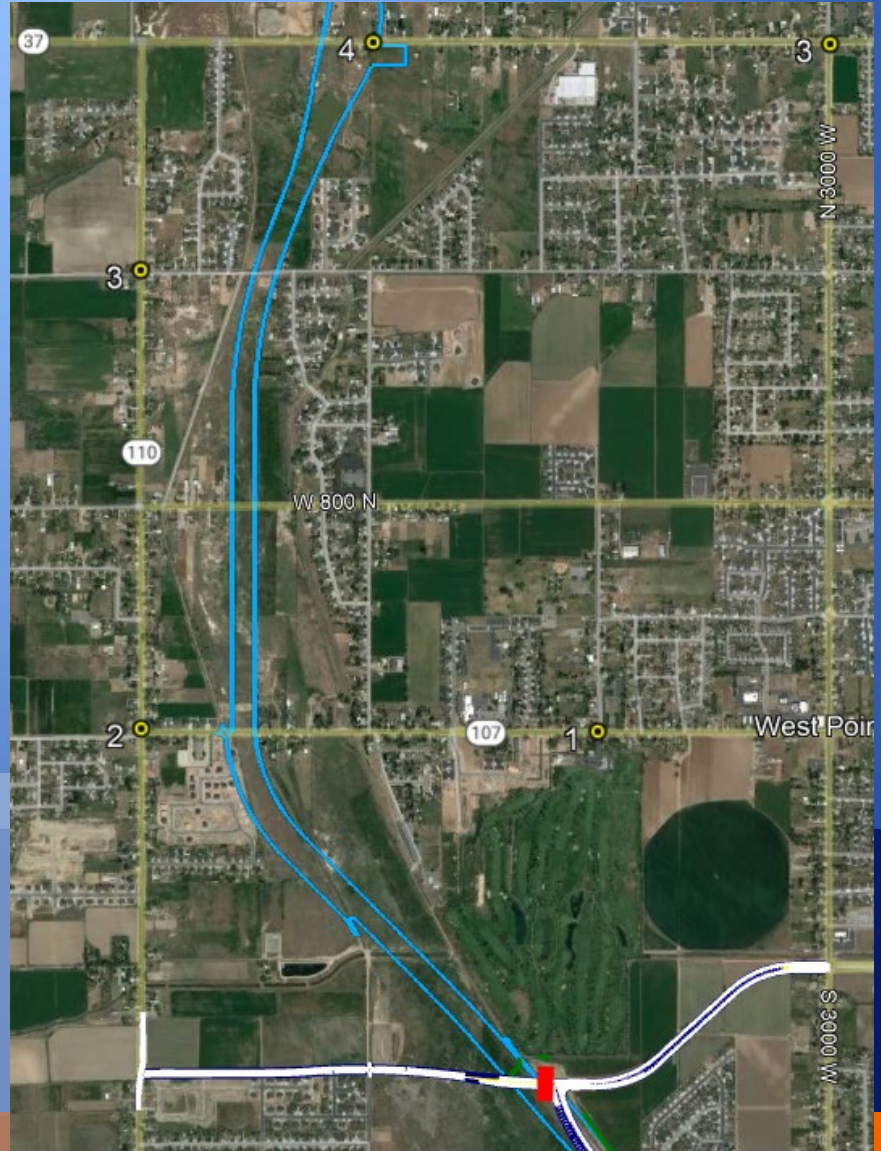
Re-evaluate the completed EIS to go from a single lane in each direction to two lanes in each direction on SR-177 from SR-193 to 1800 N

Schedule

Re-evaluation of EIS 2024
Construction begin 2026

Programmed Amount

\$20 Million





Thank You

LTDOT

Keeping Utah Moving

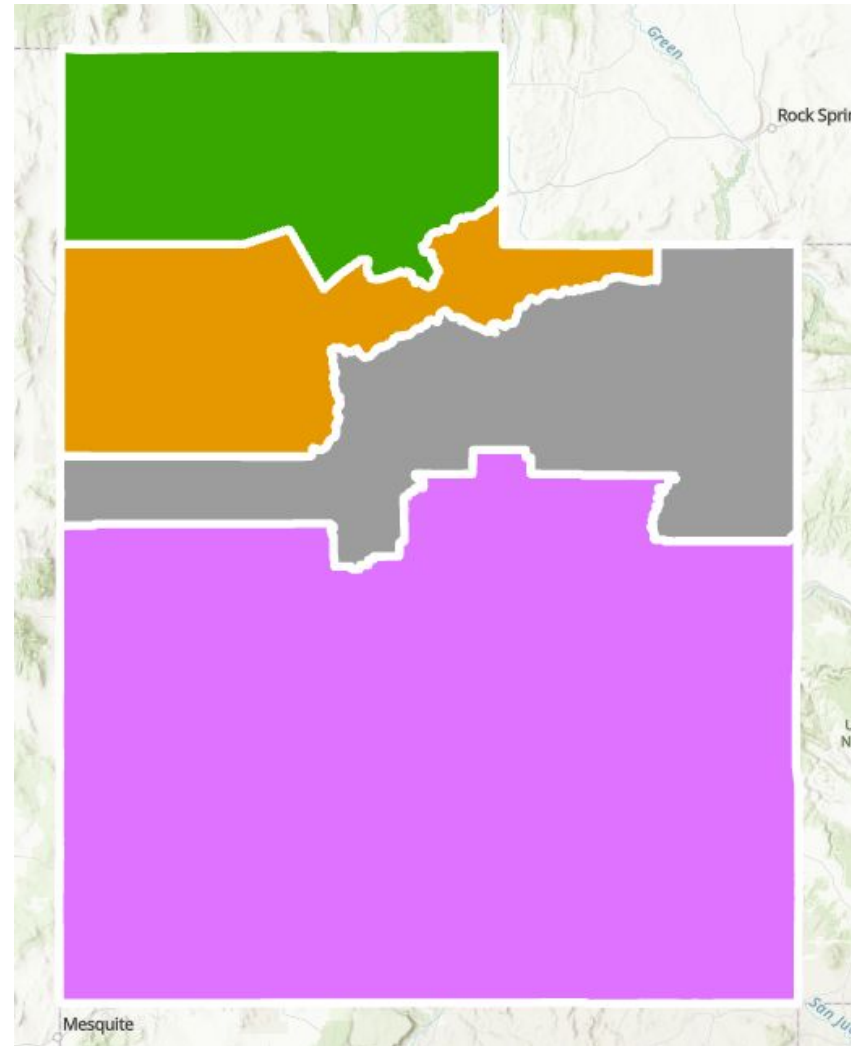


TRANSPORTATION COORDINATING COMMITTEE
Region 2 Presentation
November 21, 2024

UDOT Region 2

Counties

- Salt Lake
- Summit
- Tooele



Current & Future Region 2 Highway Capacity Projects

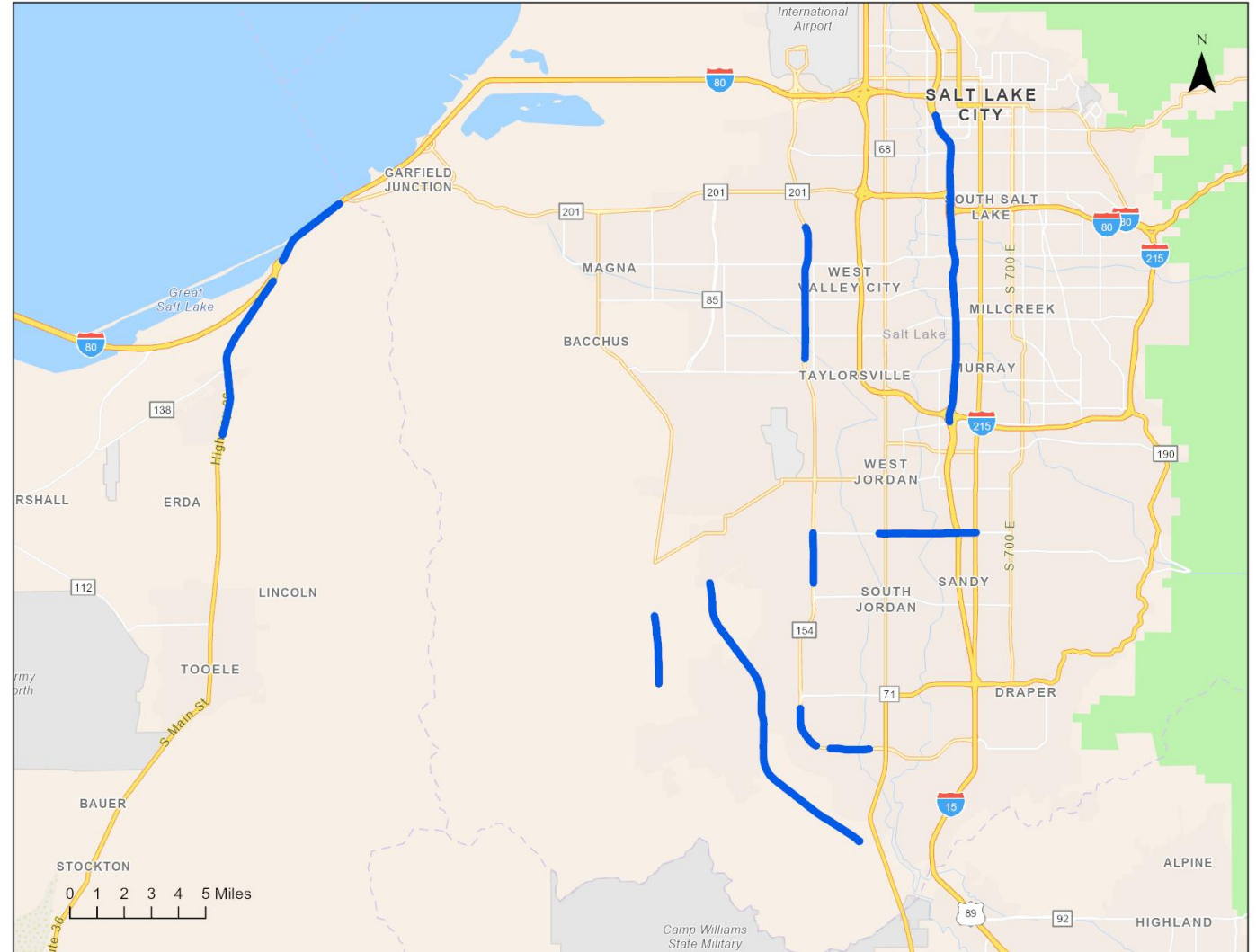
PROJECTS

- 1. SR-209 (9000 S); Redwood Rd. to 700 W – (5 Lanes to 7 Lanes)**
 - \$57.3M – Construction Underway/Complete Summer of 2025
- 2. Bangerter Highway South Interchanges – (New Interchanges)**
 - \$264.5M – Construction Underway/ Complete Fall of 2025
- 3. Bangerter Highway at 4700 South – (New Interchange)**
 - \$130M – Construction Underway/ Complete Fall of 2025
- 4. SR-36 SB; Sunset Ln to Stansbury Pkwy – (Add a Lane)**
 - \$14M – Under Construction Complete Summer of 2025
- 5. SR-111; Herriman Pkwy to 11800 S – (New Facility)**
 - \$50M – Begin Construction in 2025
- 6. I-80; EB Auxiliary Lane and SR-36 NB Lane – (Add a Lane)**
 - \$38.4M – Begin Construction in 2025
- 7. Bangerter Interchanges; 4100 South to Parkway Blvd - (New Interchanges)**
 - \$1.05B - Begin Construction in 2027
- 8. Mountain View Corridor; Old Bingham Hwy to Porter Rockwell – (New Facility)**
 - \$490M – Begin Construction in 2027
- 9. I-15 NB; I-215 to 600 South – (Add a Lane & Ramp Modifications)**
 - \$365M – Begin Construction in 2030

Current & Upcoming Region 2 Capacity Projects

Total Projects Value = \$2.459B

Show Construction in one color, Design one color, Future in one color

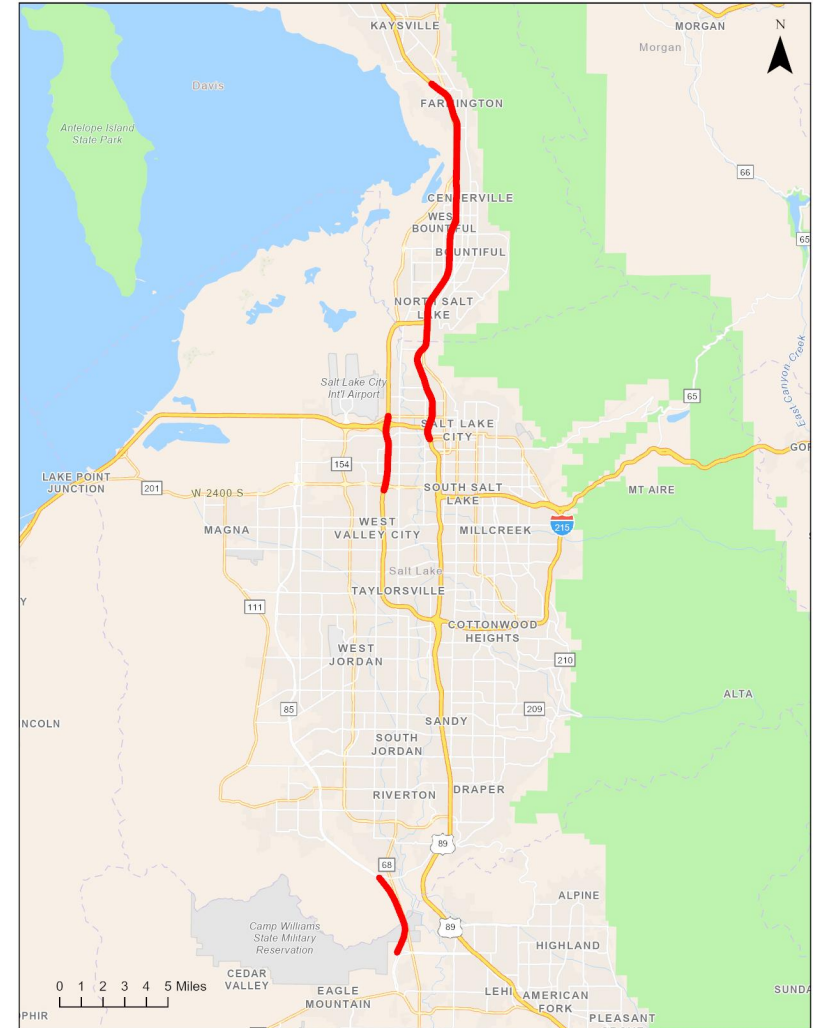


Other Funded Projects

PROJECTS

- 1. MVC from 2100 N to Porter Rockwell (Region 3 - New Facility)**
 - \$465M – Construction completion Fall of 2025
- 2. I-15; Farmington to Salt Lake City EIS (Region 1 - Environmental)**
 - \$16.8M – Completed in October
- 3. I-215; Reconstruction; SR-201 to North Temple**
 - \$190 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 2027

Total Projects Value = \$2.440B



UDOT STIP App

UDOT STIP APP (stip.udot.utah.gov)

UTAH | **LIDOT** Statewide Transportation Improvement Program

All Region One Region Two Region Three Region Four Statewide External Links

STIP Programs

Search Projects

Filter Projects Reset Filter

TIF

Transportation Solutions

- Pavements
- Structures
- Reconstruction
- Traffic & Safety
- Rail-Highway Grade Crossing
- Traffic Management
- Freight
- PROTECT
- Carbon Reduction
- Active Transportation
- Joint Highway
- Other

Proposed Commission Approved Design Construction All

Table Map Charts

I-80: MP 128-148 Large Sign Replacement

PIN	21728
Primary Concept	Sign Modification & Replacement
Project Value (\$)	1,500,000
Projected Start Year	2025
Region	2

EPM STIP Projects

Forecast Start Year

- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- Other