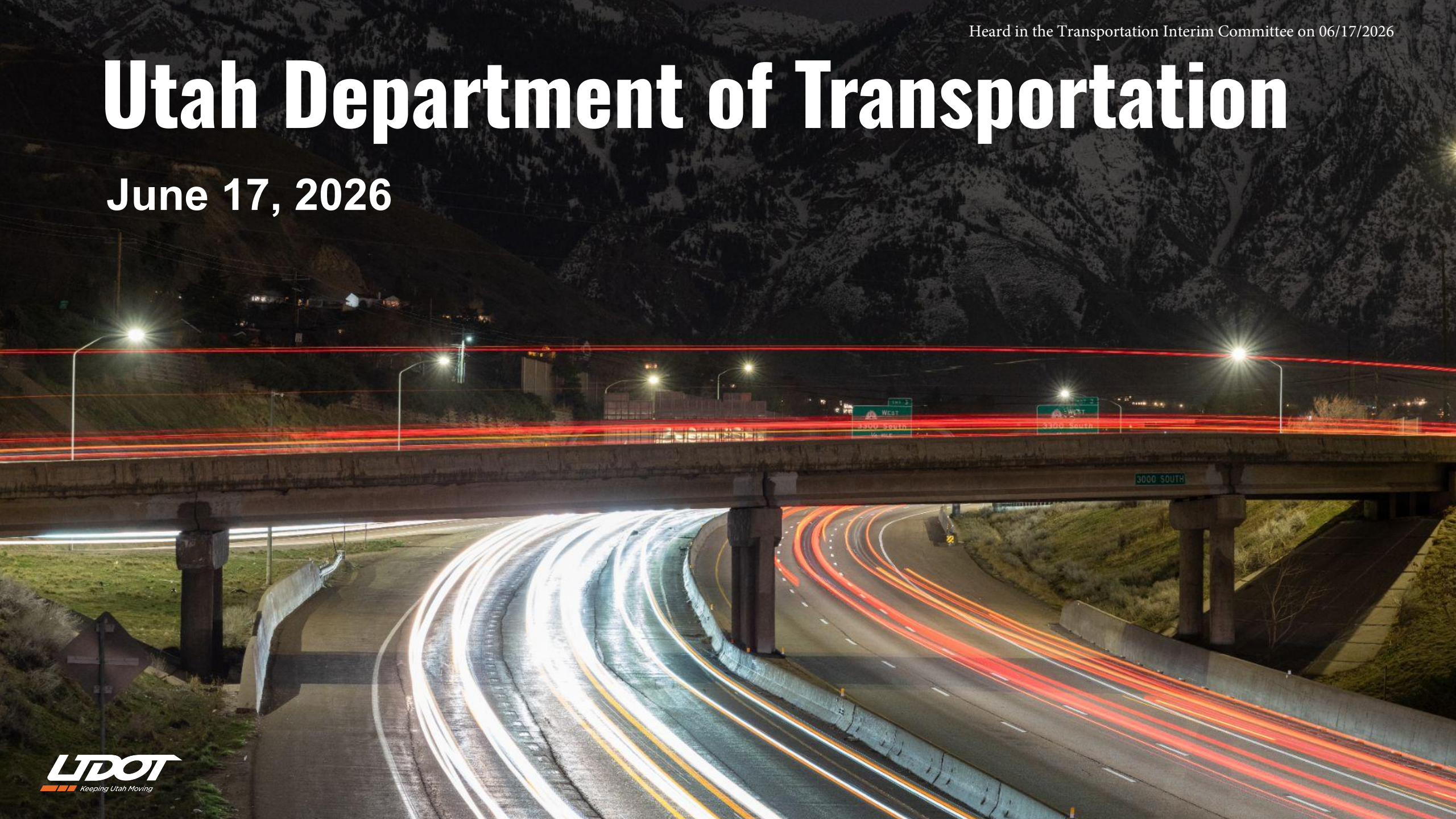


# Utah Department of Transportation

June 17, 2026



## Keeping Utah Moving

4 Regions



Region 1 | Region 2 | Region 3 | Region 4



1,800+  
Employees



49,000+  
Public Road Miles



3,090  
Bridges



\$59.8B  
Assets



\$227M  
Equipment



80  
Innovations Implemented

# Value of Assets



## Annual Statistical Summary - 2025

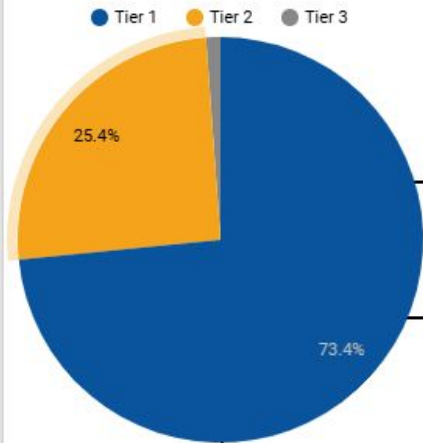
### 2. Assets

#### Assets

Total Asset Value:  
**\$59.8B**

#### Percent of Total Value by Tier

Hover over colored bars for details.



Tier 1 Asset Value:  
**\$43.9B**

Tier 2 Asset Value:  
**\$15.2B**

Tier 3 Asset Value:  
**\$686.8M**

#### Makeup of Tiered Assets

- Pavement
- Bridge
- ITS Devices
- Signal System
- Pavement Striping

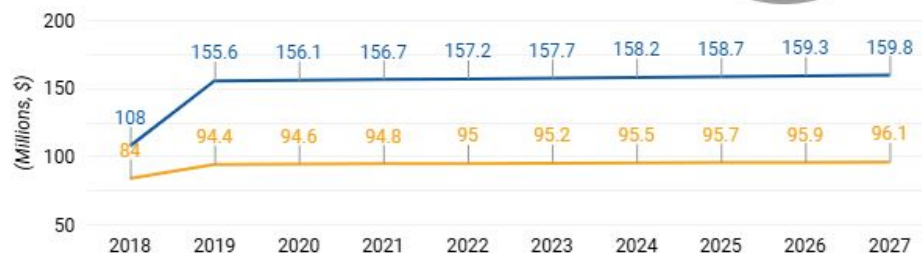
- Wall
- Culverts/Storm Drain
- Barrier
- Sign

- Fence
- Concrete Flatwork
- Cattle Guard
- Lighting
- Rumble Strip

UDOT manages its assets using a tier system. Tier 1 assets are managed by performance measures and are the highest priority to the department.

Non-pavement Tier 1 Consistent Funding through 2027	(M\$)
Bridges NHS	38
Bridges Non-NHS	10
ATMS Devices NHS	4.5
Signal Systems NHS	3.5
Signal Systems Non-NHS	2.1
ATMS Devices Non-NHS	0.2

#### Pavement Projected Asset Funding through 2027:



Asset	Asset Quant...	Tier	2025 (\$)
Pavement	179950833 Sq Yd	Tier 1	29.4B
Bridge	22800000 Sq Ft	Tier 1	12.9B
Wall	75101137 Sq Ft	Tier 2	9B
Culverts/Storm Drain	78614 Each	Tier 2	5.2B
Barrier	1 Lump	Tier 2	924.5M
ITS Devices	1 Lump	Tier 1	829M
Signal System	1469 Each	Tier 1	602.5M
Fence	2073.5 Mile	Tier 3	281.5M
Concrete Flatwork	1 Lump	Tier 3	206.9M
Pavement Striping	1 Lump	Tier 1	175M
Sign	1 Each	Tier 2	106.9M
Cattle Guard	965 Each	Tier 3	88.9M
Lighting	1 Lump	Tier 3	88.9M
Rumble Strip	37641132 Ft	Tier 3	20.7M
Detention/Retention Ponds	-	Misc	-
Catch Basins	-	Misc	-
Medians	-	Misc	-
At-grade Railroad Crossings?	-	Misc	-

- Sections in this report:
- 1. Highway Metrics
  - 2. Assets
  - 3. Finances
  - 4. Frequently Cited Statistics
  - Table of Contents

Source for Projected Asset Funding through 2027: Utah 2023 TAMP report.  
Source for all other graphics on page: Asset Register, SFY 2025.

- Quantities currently unknown

# Value of Assets



## Annual Statistical Summary - 2025

### 2. Assets

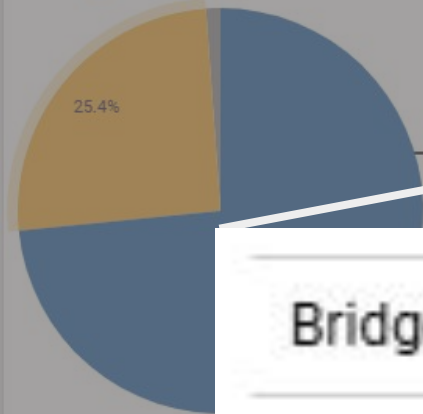
#### Assets

Total Asset Value:  
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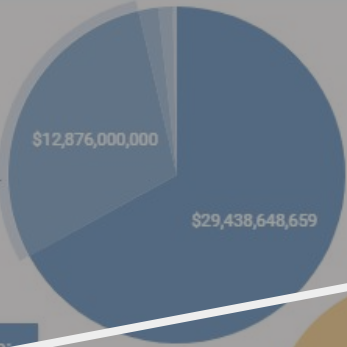
#### Percent of Total Value by Tier

Hover over colored bars for details.

● Tier 1 ● Tier 2 ● Tier 3



Tier 1 Asset Value:  
**\$43.9B**



#### Makeup of Tiered Assets

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- Bridge
- ITS Devices
- Signal System
- Pavement Striping

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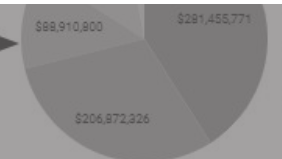
<b>Bridge</b>	<b>22800000 Sq Ft</b>	<b>Tier 1</b>	<b>12.9B</b>
---------------	-----------------------	---------------	--------------

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**\$686.8M**



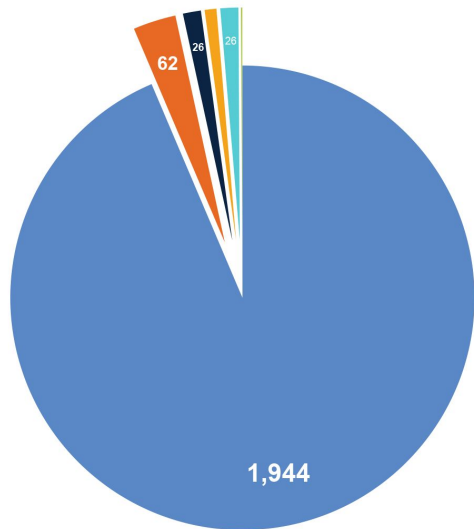
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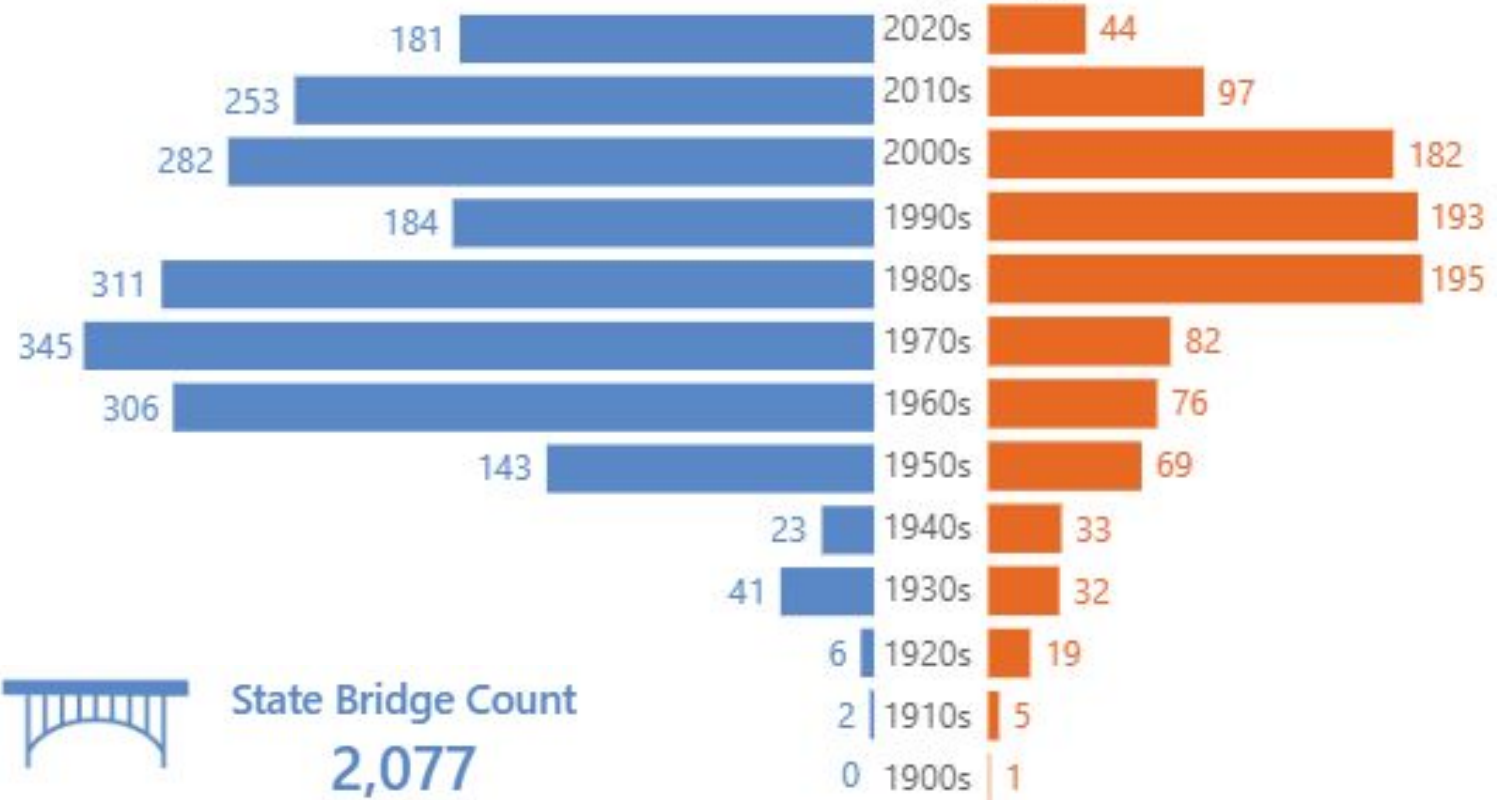
# Bridge Inventory

State Bridge Count



- UDOT Vehicular | 1,944
- Pedestrian Over State Route | 62
- Railroad Over State Route | 26
- Utility Over State Route | 17
- Other State Agencies | 26
- Bureau of Reclamation | 2

Statewide Bridges by Decade



State Bridge Count  
**2,077**

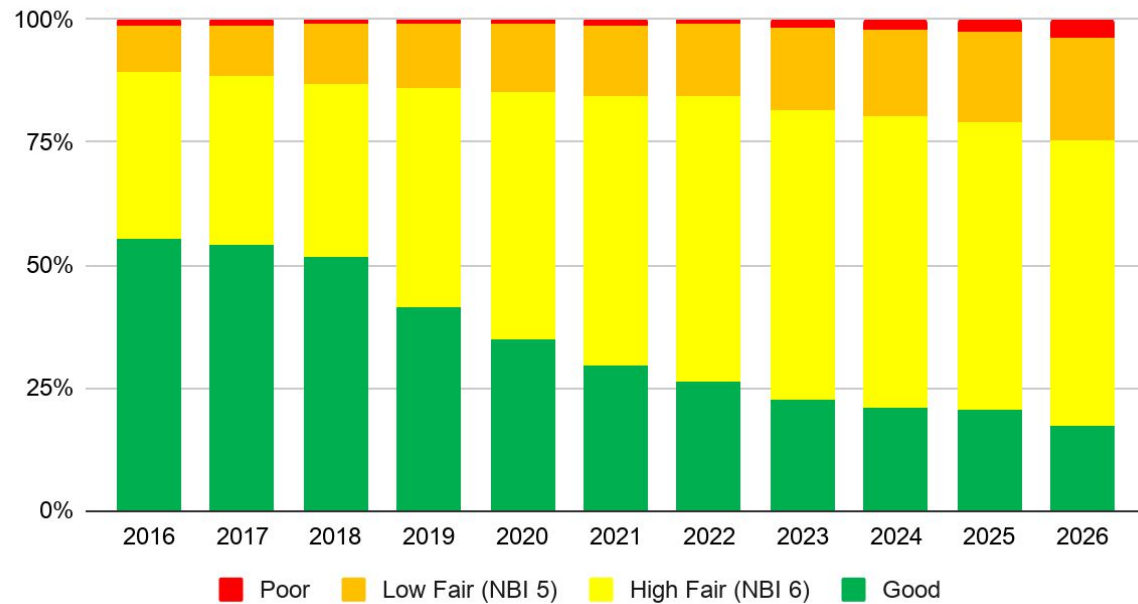


Local Bridge Count  
**1,028**

# Bridge Conditions

## State Bridges

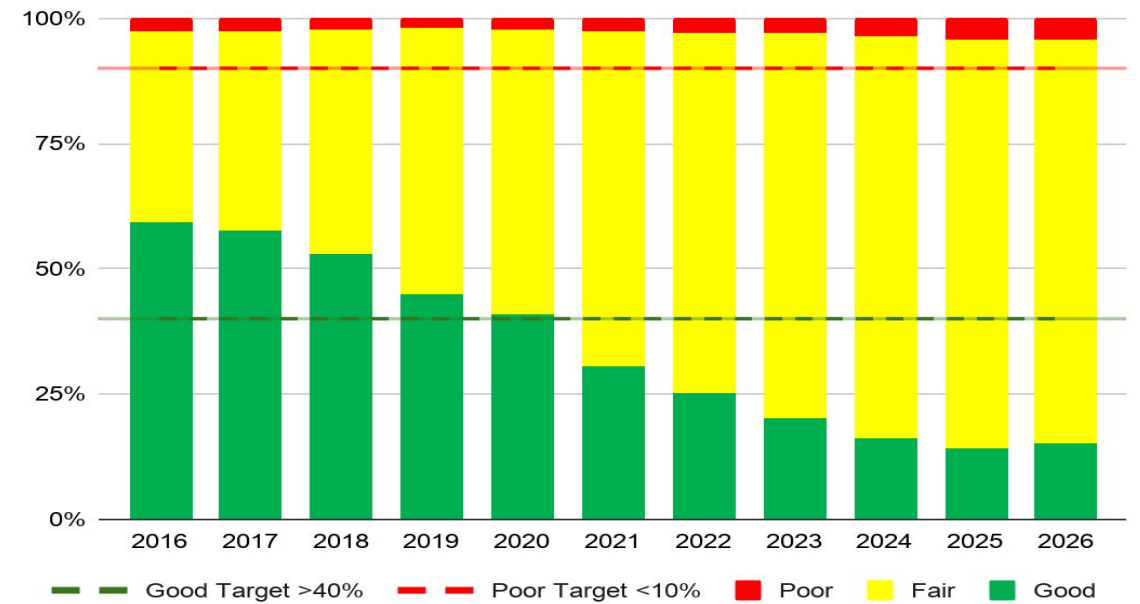
Condition By Deck Area



2,077 Bridges

## Local Bridges

Condition By Deck Area



1,028 Bridges

# Intro to Bridge Components



Deck

Superstructure

Substructure

# Bridge Condition - Deck



Good

Fair

Poor

# Bridge Condition - Superstructure



Good



Fair



Poor

# Bridge Condition - Substructure



Good



Fair



Poor

# Bridge Management Strategies

## Routine Maintenance Regions

Extends service life by protecting the structural & operational performance

*Includes: remove debris and vegetation growth, seal relief joints, crack seal asphalt, repair erosion, power wash structural elements*

## Maintenance Structures Procurement

Supplement gap between routine maintenance activities & preservation

*Limited to: structural pothole patching, overlay repair or replacement, parapet repair and sealing, joint repair*

## Preservation

Prevent, delay or reduce deterioration of bridge elements, restore function, keep bridges in good condition & extend life

*Includes: Structural concrete repair, overlays, bearings, joints, paint, hydro-demolition*

## Rehabilitation & Replacement (R/R)

Restore structural integrity or correct safety deficiencies

*Includes: Deck replacement, strengthening, bridge replacement. Also used to fund in-service inspections and load ratings*

## Emergency Response

Address bridge collision, fire damage or critical findings

*Includes: Girder or other element repairs*

## Funding Source

Operations/  
Maintenance Line  
Item in the  
Transportation Fund

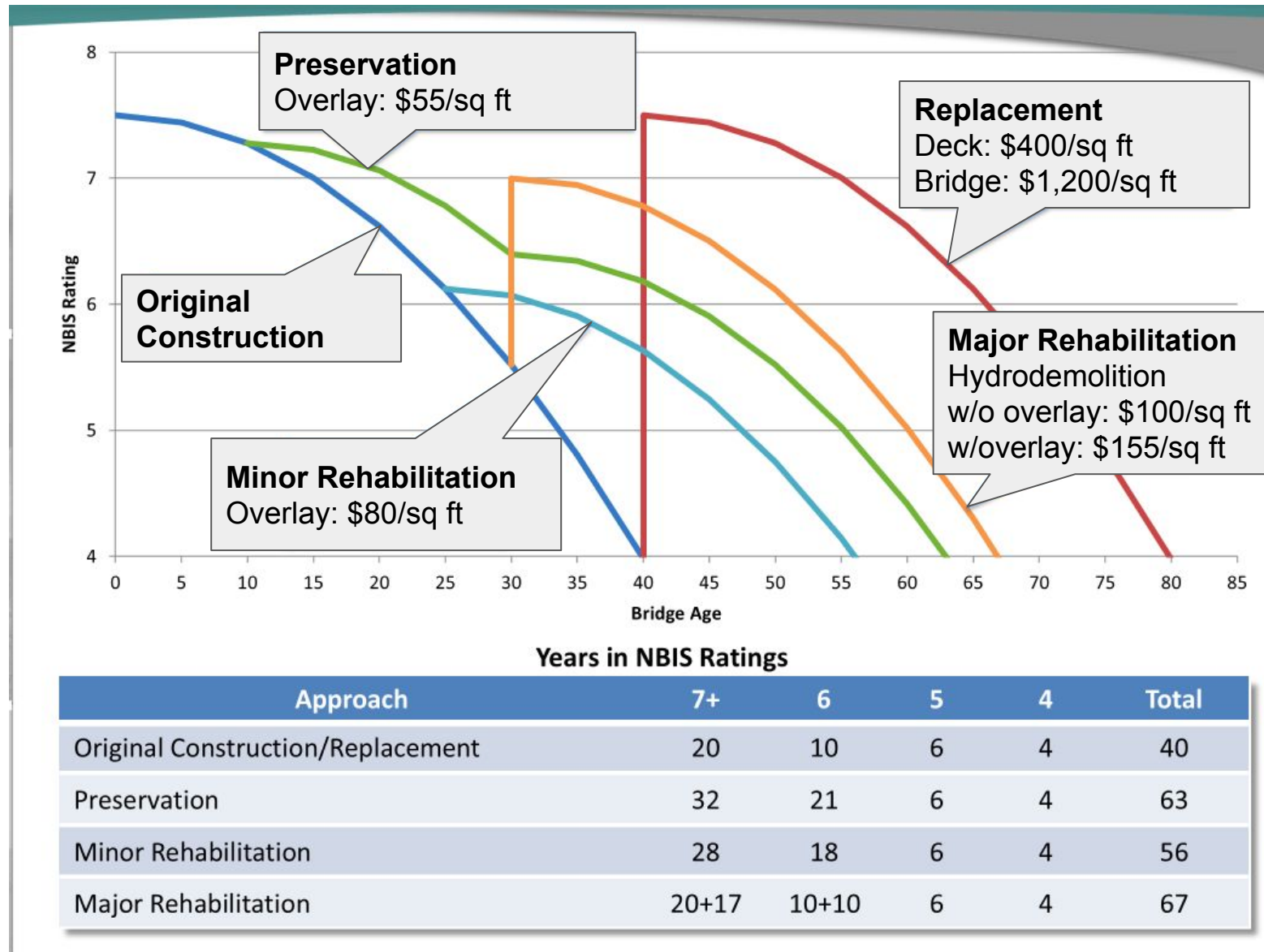
## Funding Source

Highway Systems Construction Line Item in the Transportation Fund

## Funding Source

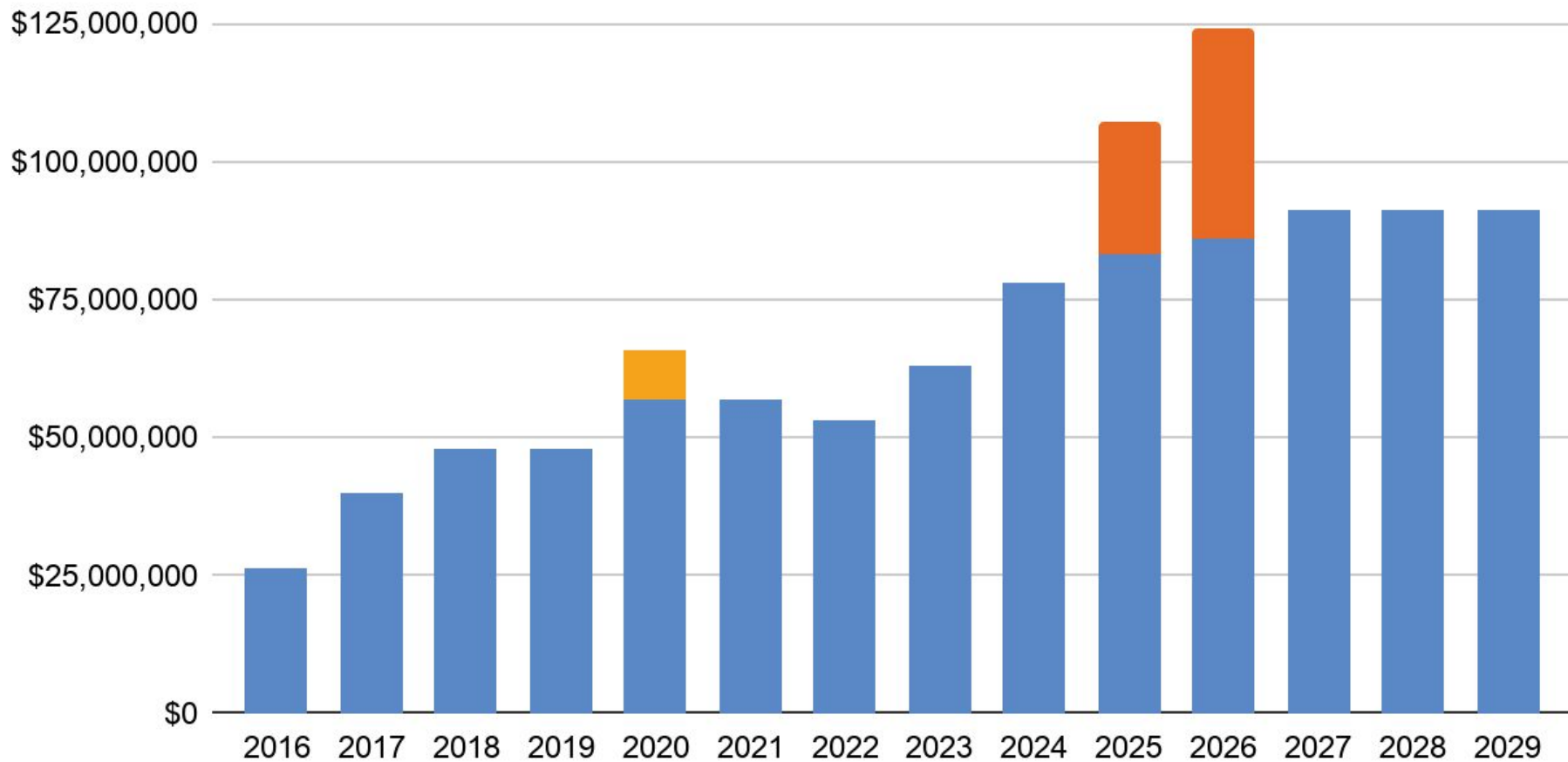
Operations/  
Maintenance AND  
Highway Systems  
Construction in the  
Transportation Fund

# UDOT Bridge Management Program: Funding Projections



# Bridge Program - Condition Based Historical Funding

## Historical Funding for Bridge Condition



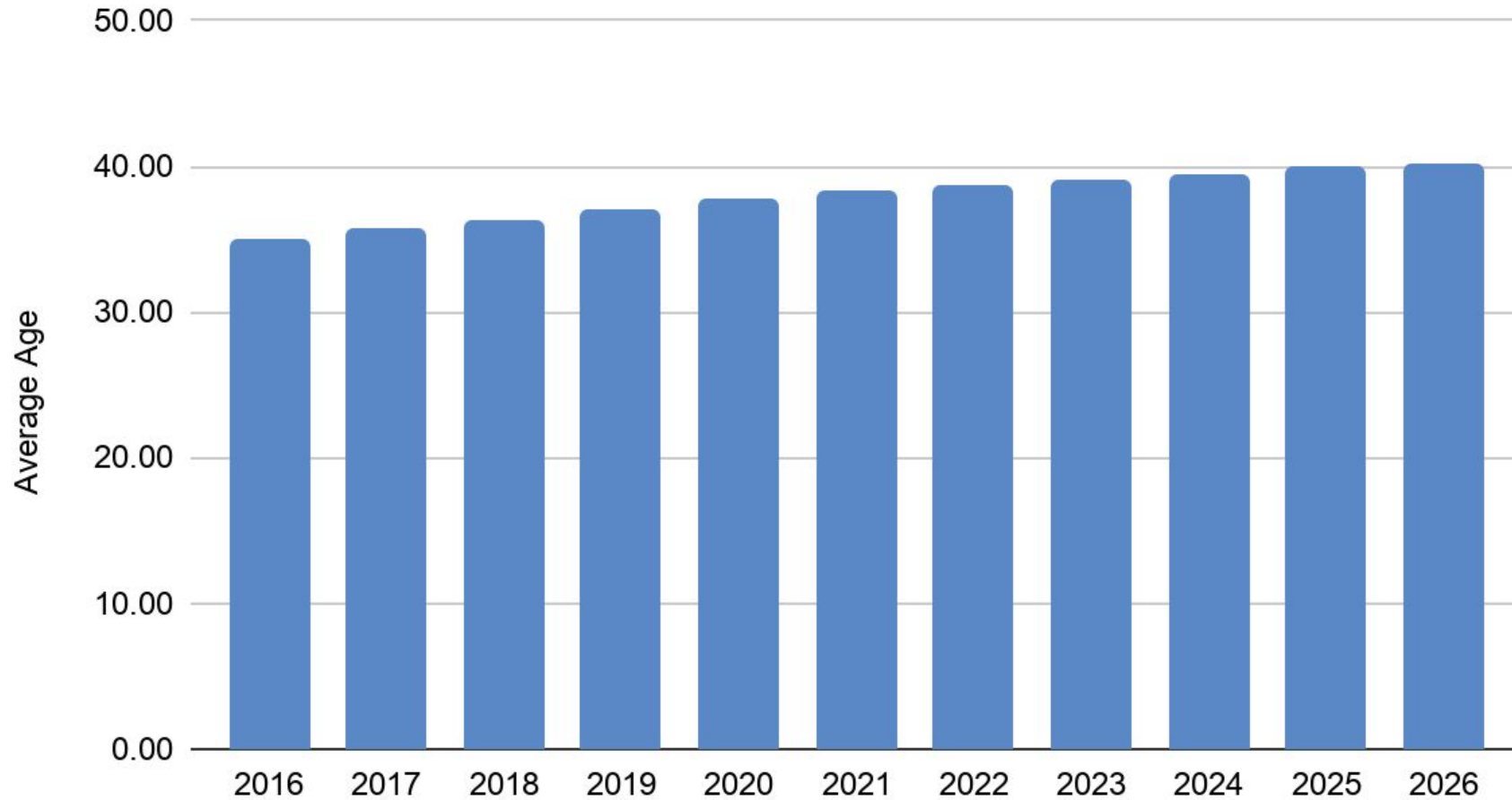
Bridge Formula Program Highway Infrastructure Program Structures Programs

# Key Bridge Condition Challenges

- Increasing age of inventory
- Increasing size of inventory
- High value bridges
- Unrecoverable bridge hit/collision claims
- Increasing cost of construction

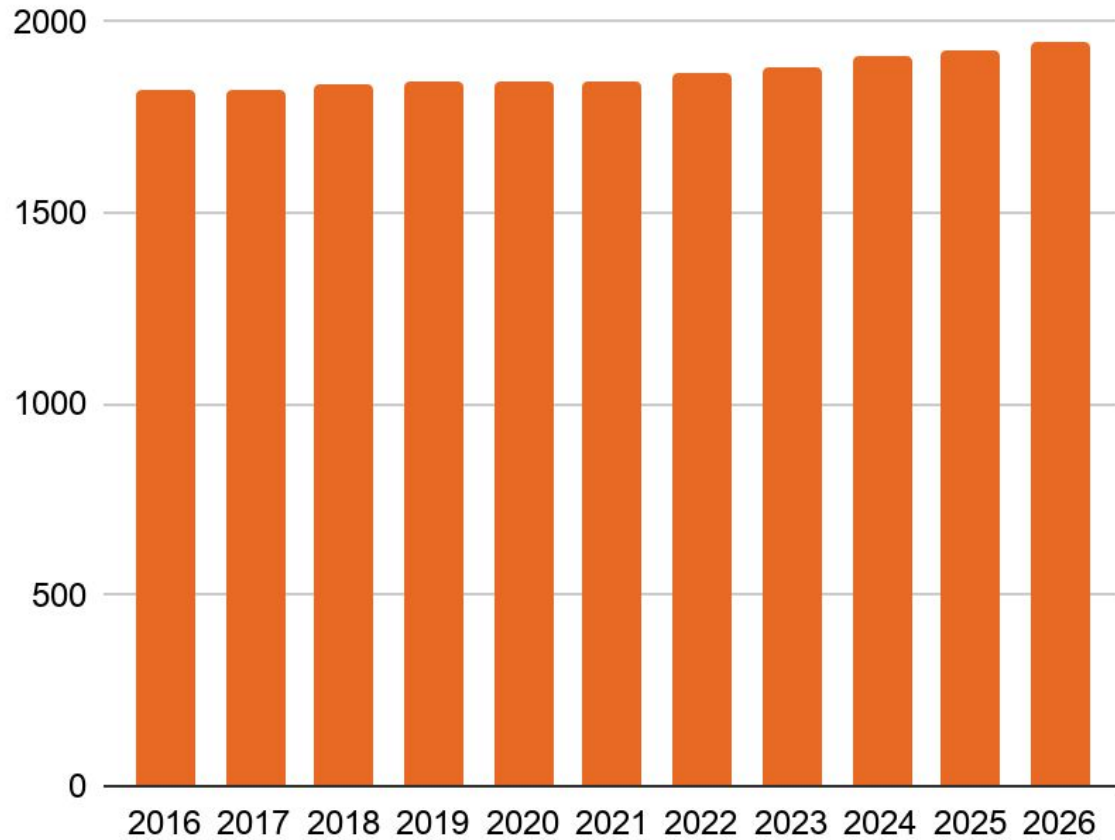
# Bridge Challenges - Increasing Age of Inventory

Average State Owned Bridge Age

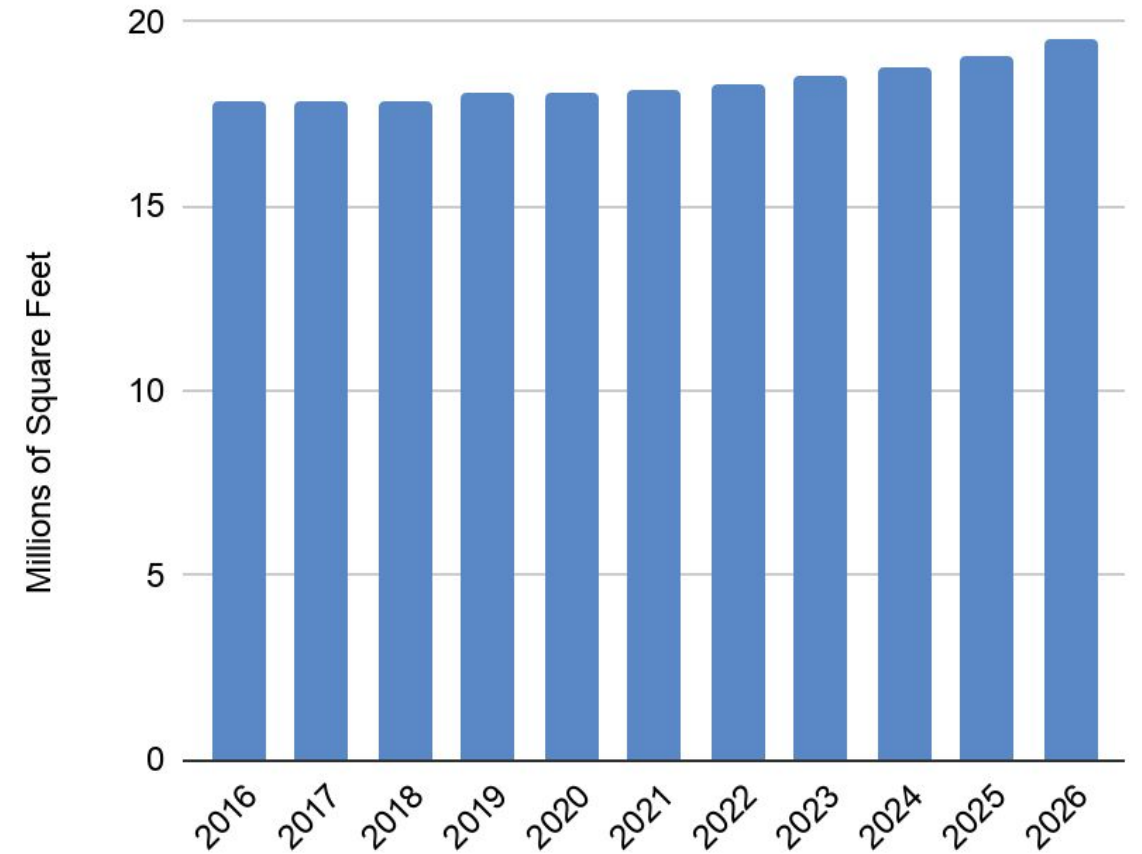


# Bridge Challenges - Increasing Size of Inventory

## State Owned Bridges by Count



## State Owned Bridges by Deck Area



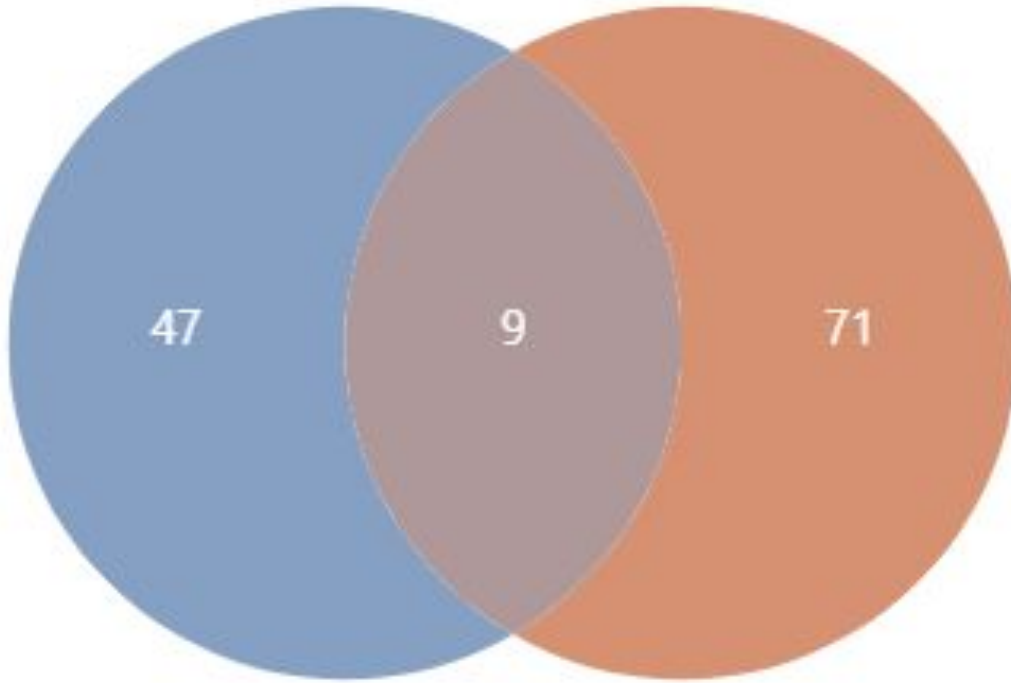
# Challenges - Increasing Size of Inventory



# Bridge Challenges - High Value UDOT Vehicular Bridges

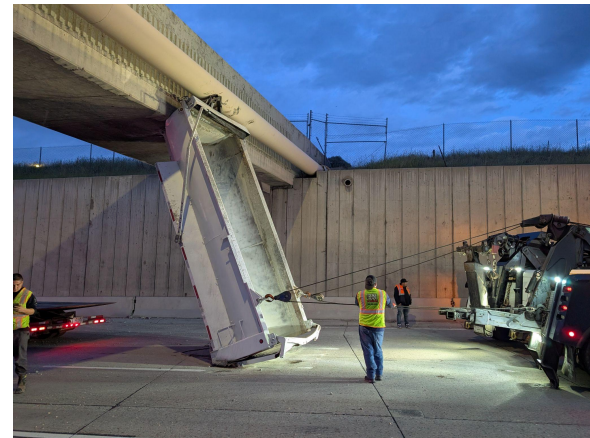
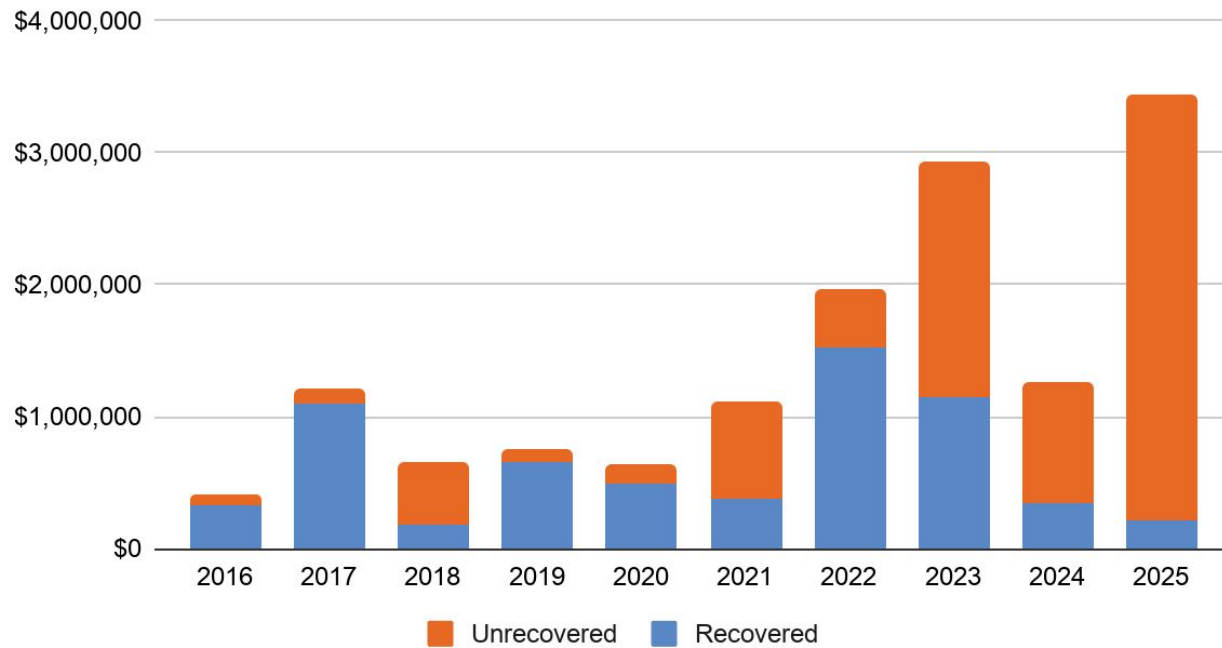
## High Value Bridges by Count

● Complex 56      ● Geometry 80

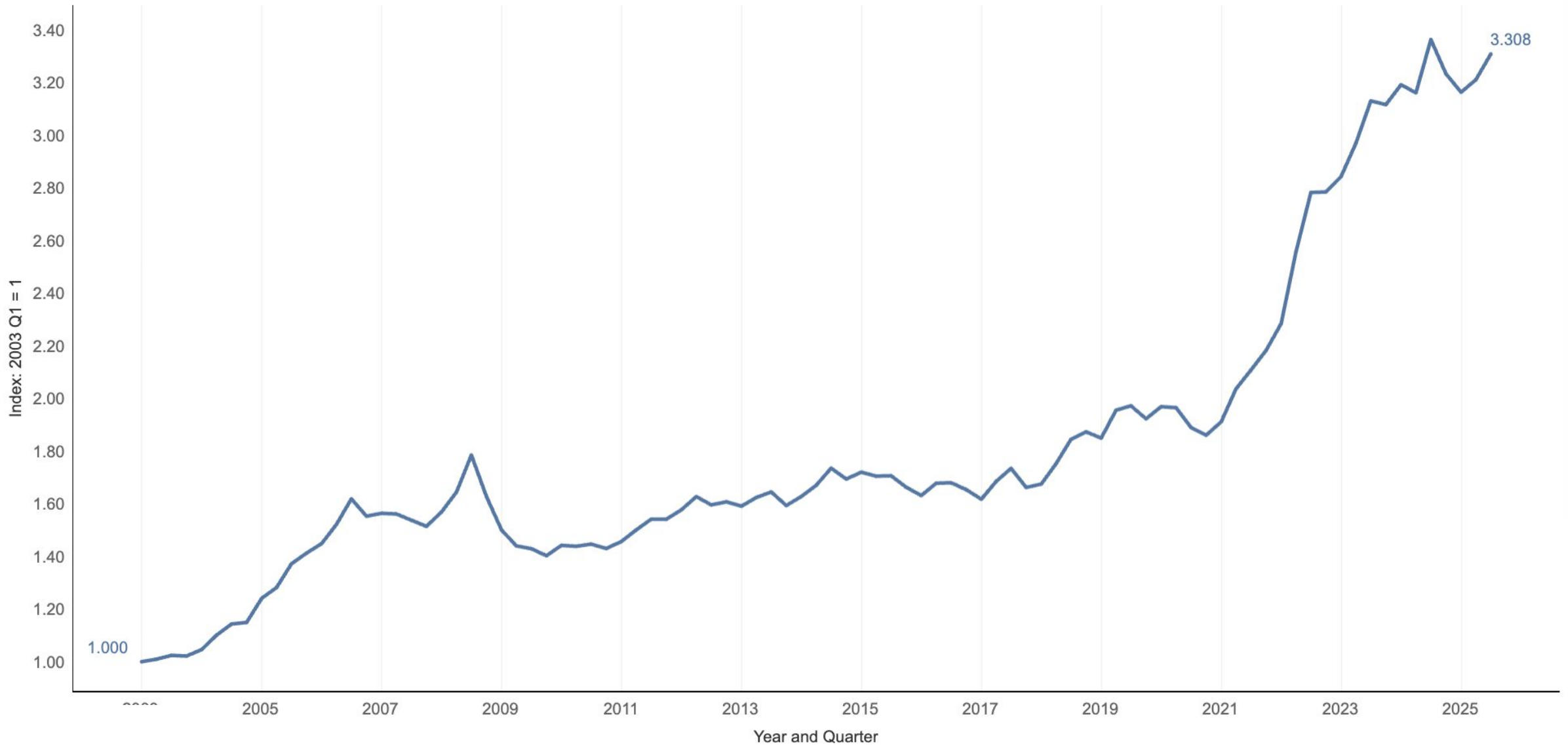


# Bridge Strikes

## Bridge Strike Expenditures



# Construction Cost Increases

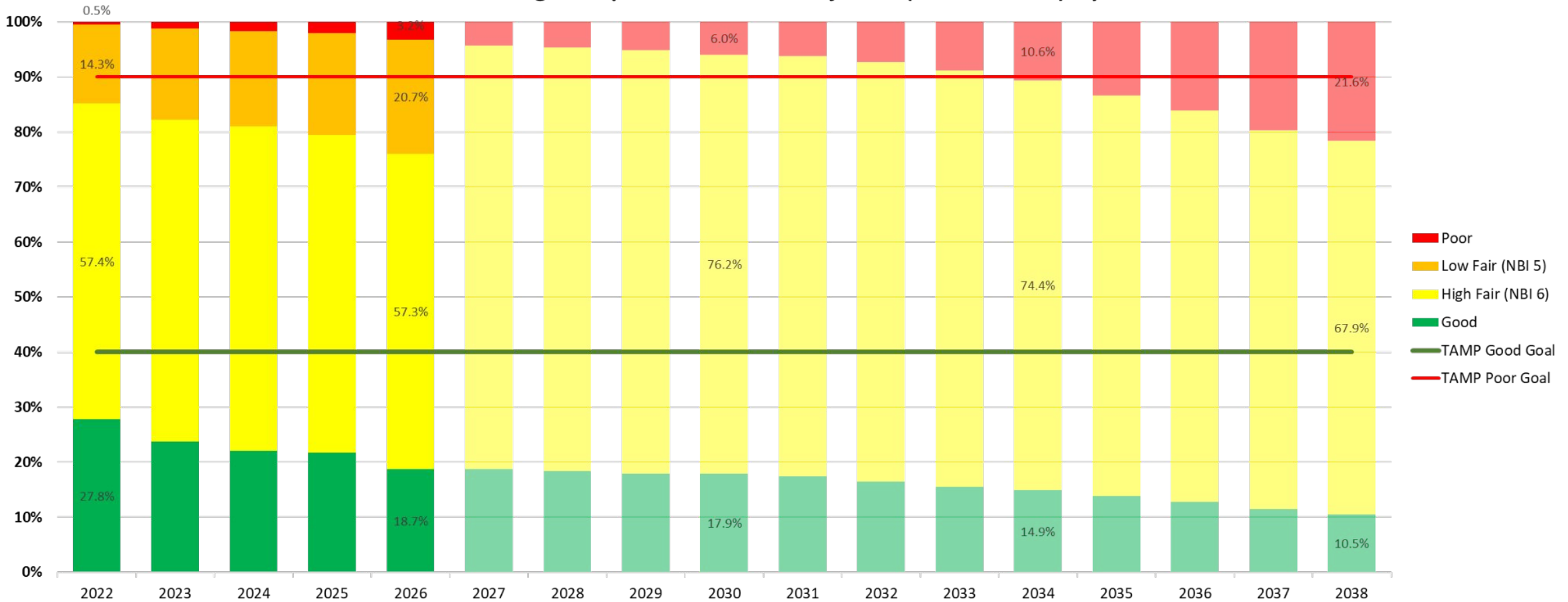


# UDOT Bridge Management Program

- Utah bridges are safe.
- We have a strategy.
  - Strategic asset management planning and routine maintenance to maintain bridges
  - Innovative materials and technologies to extend bridge life
- Good bridges cost less.
  - We can continue to manage bridges within the resources we have, but the conditions will continue to decline, costing more in the long-run.

# State Owned Condition Projections - Current Funding

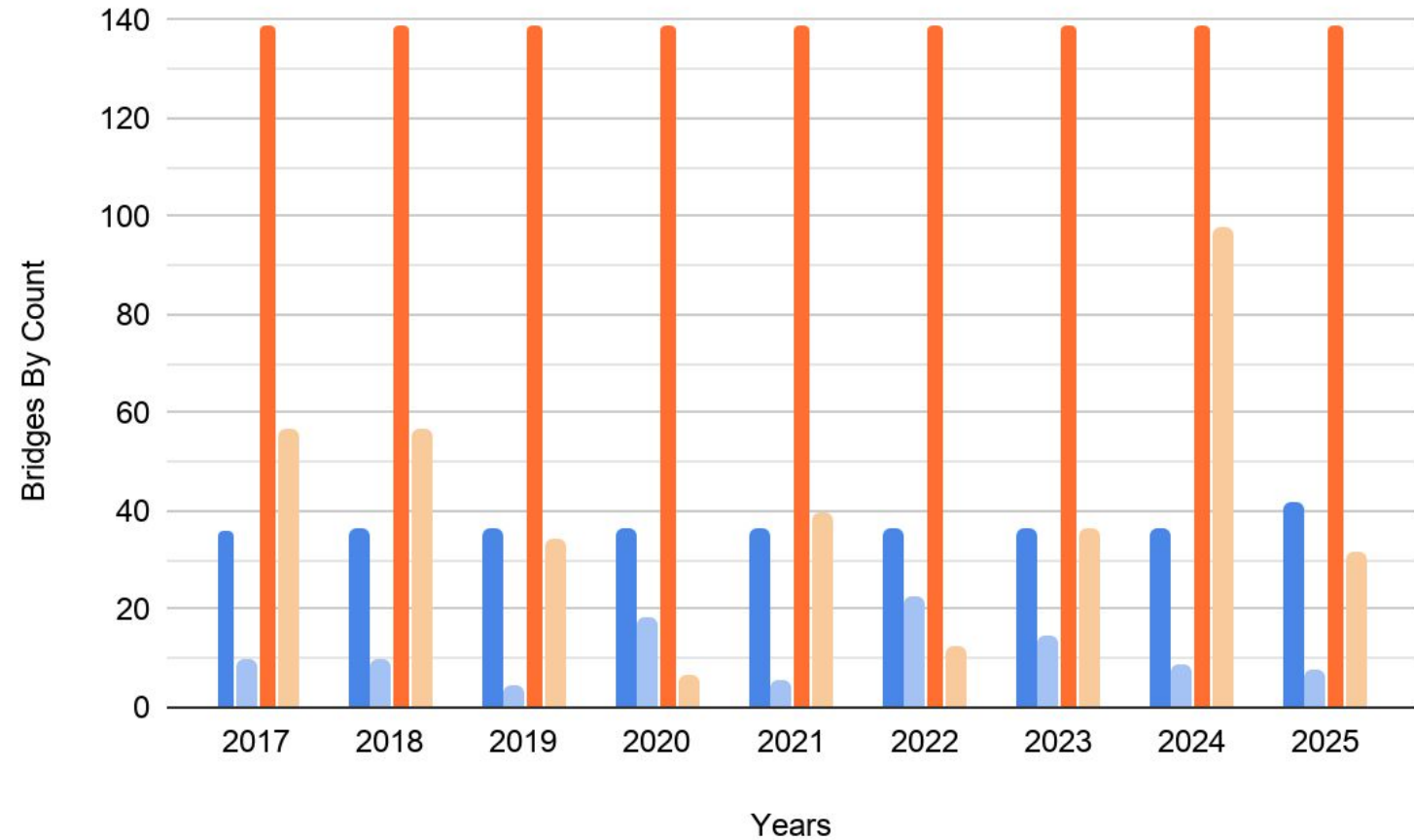
## State Owned Bridge Component Condition Projection (Total Network) by Deck Area



# Comparison of Need vs Actual

*Current funding levels address 25% of the rehab and replacement need and 30% of the preservation need.*

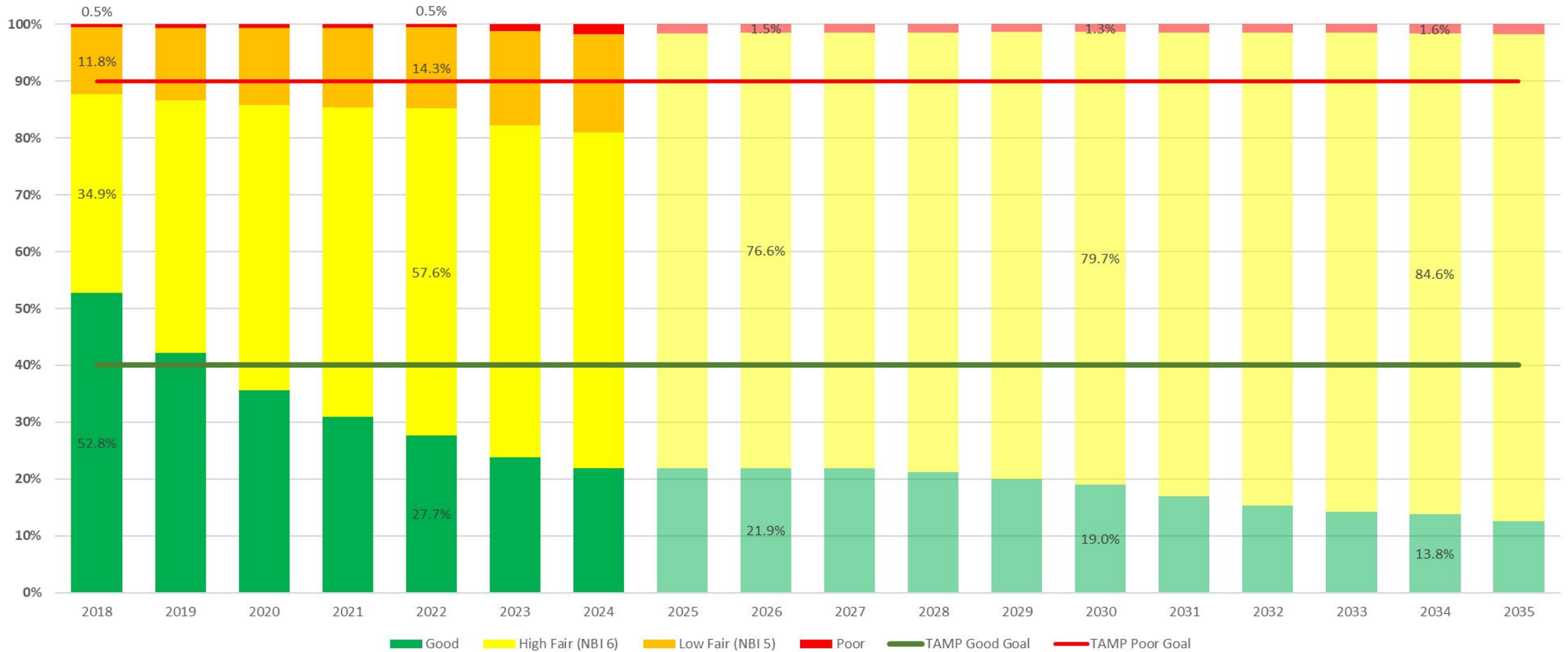
## Bridge Projects - Need vs Actual



- R/R Bridges Per Year Needed
- R/R Bridges Per Year Actual
- Preserv Bridges Per Year Needed
- Preserv Bridges Per Year Actual

# State Owned Condition Projections      Funding Increase

State Owned Bridge Component Condition Projection by Deck Area



# Options to Consider

- Reallocate some portion of UDOT budget
- Establish a new revenue stream
  - Sales tax
  - Fuel tax
  - Registration fee
  - Other

# Funding Overview

## FY2027 UDOT Funding \$2.5B

Transportation Investment Fund  
(TIF)

**\$1.3 B**

52%

Transportation Fund

**\$579 M**

23%

Highway Federal Funds

**\$440 M**

17%

Transit Transportation  
Investment Fund (TTIF)

**\$96 M**

4%

Active Transportation  
Investment  
Fund (ATIF)

**\$44 M**

2%

Cottonwood Canyons  
Transportation Investment Fund

**\$22 M**

<1%

Rural Transit

**\$15 M**

<1%

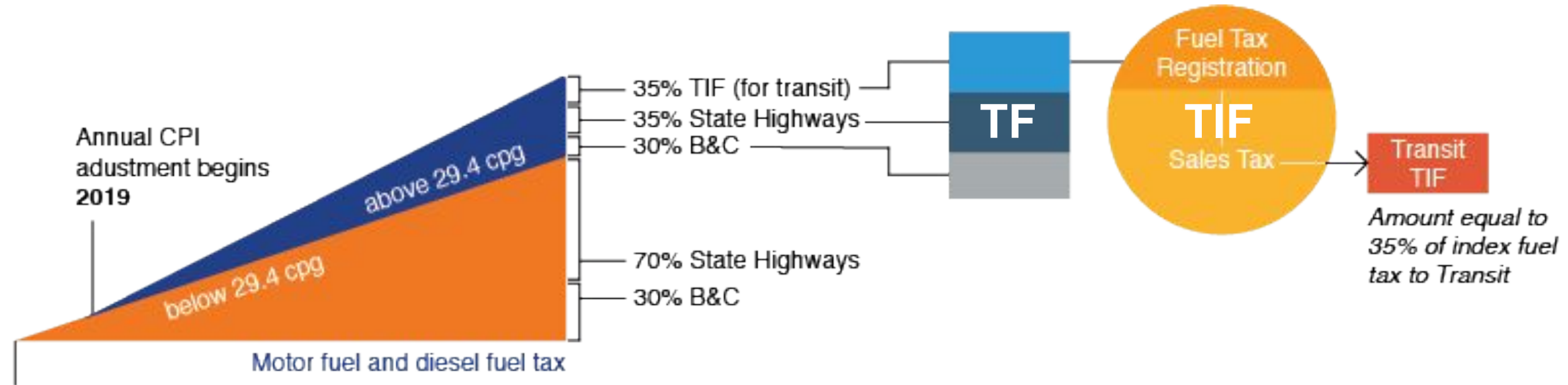
Aeronautics

**\$16 M**

<1%

# Options to Consider - Reallocate Portion of UDOT Budget

## Current Flow of Fuel Taxes



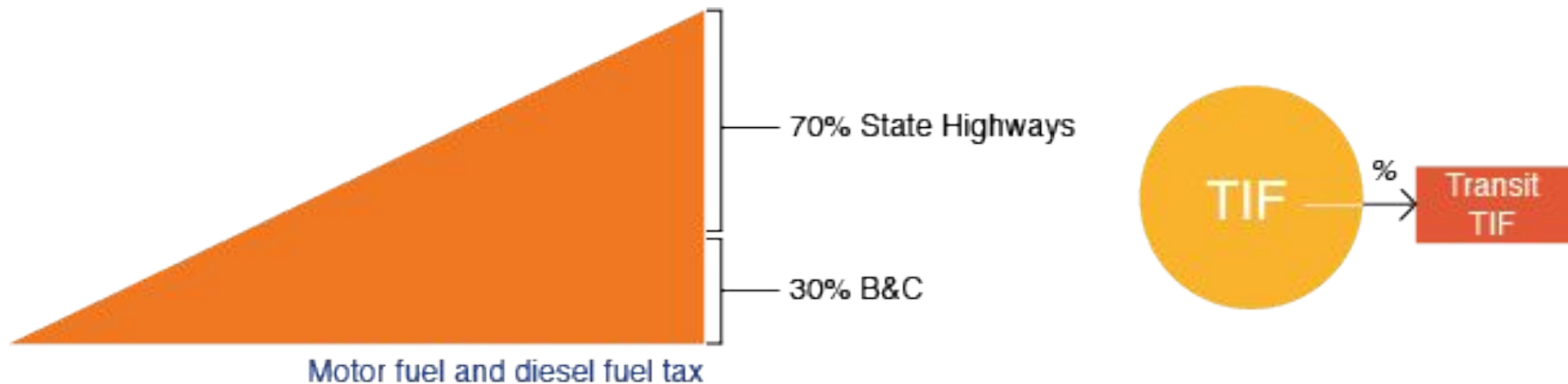
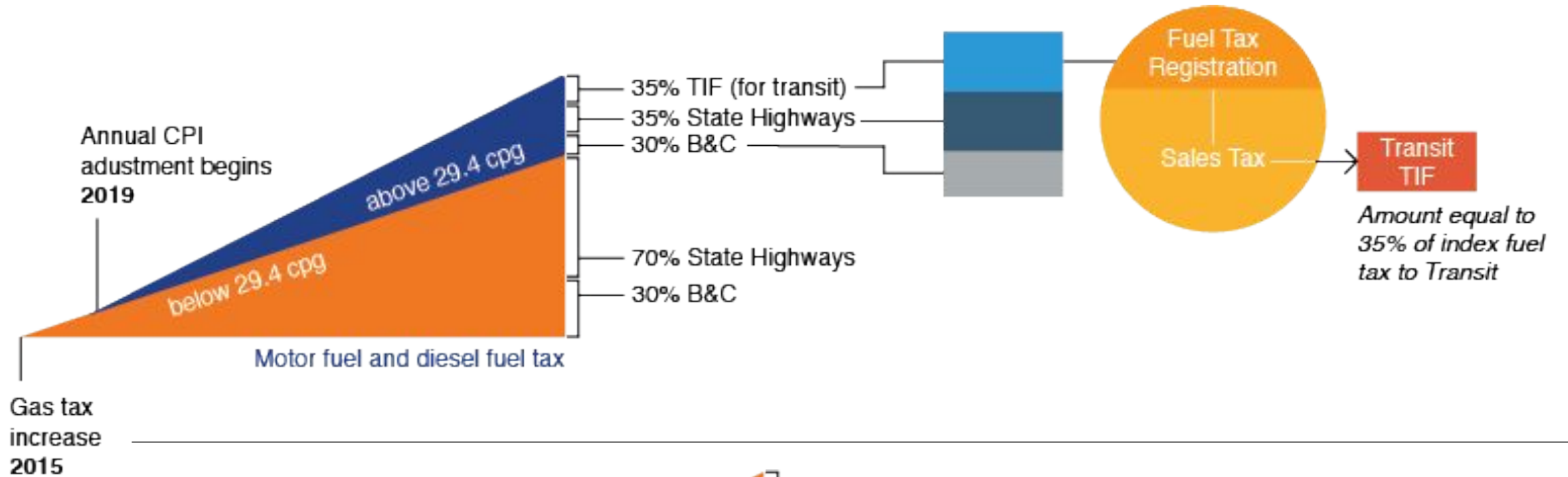
# Options to Consider - Reallocate Portion of UDOT Budget



# Options to Consider - Reallocate Portion of UDOT Budget



# Options to Consider - Reallocate Portion of UDOT Budget



# Options to Consider - Reallocate Portion of UDOT Budget

- Keep fuel taxes in the Transportation Fund
- Simplify Transit TIF funding
- Benefits
  - Better preserves our bridge inventory
  - Enables stability and growth potential for TTIF funding
  - Streamlines and increases transparency of transportation funding

June 16, 2026

# Transportation Interim Committee

