



Mike Caldwell, Chair
Mayor, Ogden

Bret Millburn, Vice Chair
Commissioner, Davis County

Mark Allen
Mayor, Washington Terrace

Len Arave
Mayor, North Salt Lake

John Barber
Councilman, Morgan County

Ron Bigelow
Mayor, West Valley

Jackie Biskupski
Mayor, Salt Lake City

Robert Dahle
Mayor, Holladay

James Ebert
Commissioner, Weber County

Kerry Gibson
Commissioner, Weber County

Michael Jensen
Councilman, Salt Lake County

Randy Lewis
Mayor, Bountiful

Ben McAdams
Mayor, Salt Lake County

Shawn Milne
Commissioner, Tooele County

Jeff Scott
Commissioner, Box Elder County

Jeff Silvestrini
Mayor, Millcreek

Bob Stevenson
Mayor, Layton

Derk Timothy
Mayor, Bluffdale

Troy Walker
Mayor, Draper

Senator Stuart Adams
Utah State Senate

Representative Mike Schultz
Utah House of Representatives

Jerry Benson
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Beth Holbrook
Utah League of Cities & Towns

Jim Smith
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

WASATCH FRONT REGIONAL COUNCIL Meeting of August 23, 2018 AGENDA

There will be a meeting of the Wasatch Front Regional Council on **Thursday, August 23, 2018 at 2:00 p.m. in the WFRC offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

1. Consent Agenda

- a. **ACTION:** Minutes of the WFRC meeting held May 24, 2018
- b. **ACTION:** Financial statements and check registers for April, May, and June 2018 and Budget/Expenditure Report

2. Chair's Report

- a. WFRC FY'18 Activities and Accomplishments
- b. **ACTION:** WFRC FY'19 Goals and Priorities
- c. Overview of WFRC programs for local governments

3. Public Comment

4. Regional Growth Committee (RGC)

- a. Wasatch Choice 2050 Vision and housing affordability
- b. **ACTION:** 2015-2040 Regional Transportation Plan (RTP) Amendment #6

5. Transportation Committee (Trans Com)

- a. Report on Board modifications to the 2018-2023 Transportation Improvement Program (TIP)
- b. **ACTION:** Board modifications to the 2018-2023 TIP
- c. **ACTION:** 2019-2024 TIP
- d. **ACTION:** Self-Certification of Planning Process

6. Active Transportation Committee (ATC) report

7. Executive Director's Report

8. Other Business

Next meeting: October 25, 2018

Upcoming events:

ULCT Annual Conference – September 12-14, 2018

Utah APA Fall Conference – October 4-5, 2018

UDOT Annual Conference – November 6-8, 2018

UAC Annual Conference – November 15-16, 2018

Informational materials can be located on WFRC's website at www.wfrc.org

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (Hearing impaired individuals may use Relay Utah by dialing 711) or email apearson@wfrc.org at least 72 hours in advance.

El Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.



WASATCH FRONT REGIONAL COUNCIL

MINUTES

Wasatch Front Regional Council
Meeting of May 24, 2018

Mayor Mike Caldwell, Chair, called the meeting of the Wasatch Front Regional Council to order at 2:05 p.m. This meeting was held at the offices of the Wasatch Front Regional Council, 295 N. Jimmy Doolittle Road, Salt Lake City, Utah.

WFRC COUNCIL MEMBERS - 2018		
BOX ELDER COUNTY	Yes/No	Davis, Salt Lake and Weber County Alternates / Others in attendance:
Member - Jeff Scott	no	Norm Searle, Mayor, Riverdale City
DAVIS COUNTY MEMBERS		Robert Hale, Mayor, Midvale City
Len Arave	yes	Mike Peterson, Mayor, Cottonwood Heights
Bret Millburn (<i>Vice Chair</i>)	yes	David Watts, Mayor, Herriman City
Randy Lewis	yes	Dirk Burton, West Jordan City Council
Bob Stevenson	yes	Nina Morse, Davis County
MORGAN COUNTY		Sam Owen, SL City Council staff
Member - John Barber	yes	Greg Schulz, White City staff
SALT LAKE COUNTY MEMBERS		Evelyn Everton, Sandy City
Ben McAdams	yes	Shane Greenwood, South Jordan City
Jackie Biskupski	no	Kayla Farr, FRKR Architects
Troy Walker	yes	Ryan Hunter, OLRGC
Michael Jensen	yes	Anna Murphy, Riverton City staff
Jeff Silvestrini	yes	Barry McLerran, for Congresswoman Mia Love
Robert Dahle	no	Roger Borgenicht, UBET
Ron Bigelow	yes	Ari Bruning, Envision Utah
Derk Timothy	yes	Ryan Beck, Envision Utah
TOOELE COUNTY		Nicole Marie Zinnanti, Assist, Inc
Member - Shawn Milne	no	Fariba Siddiq, Assist, Inc
Alternate – Debbie Winn	yes	Andrew Gruber, WFRC
WEBER COUNTY MEMBERS		Ned Hacker, WFRC
James Ebert	yes	Jory Johner, WFRC
Kerry Gibson	no	Loveit Baumgardner, WFRC
Mark Allen	no	Suzie Swim, WFRC
Mike Caldwell (<i>Chair</i>)	yes	Callie New, WFRC
UDOT & UTA		LaNiece Davenport, WFRC
Member - Carlos Braceras, UDOT	no	Christy Dahlberg, WFRC
Alternate - Shane Marshall, UDOT	yes	Ted Knowlton, WFRC
Member – Steve Meyer, UTA	yes	Ben Wuthrich, WFRC
Alternate - Nichol Bourdeaux, UTA	no	Bert Granberg, WFRC
		Kip Billings, WFRC Julie Bjornstad, WFRC Andrea Pearson, WFRC

NON-VOTING MEMBERS	
Jim Smith - Utah Association of Counties	no
Beth Holbrook - Utah League of Cities and Towns	yes
Robert Grow - Envision Utah	no
Stuart Adams - State Senate	no
Mike Schultz - State House of Representatives	yes
Evan Curtis – State Planning Coordinator	yes

Welcome and Introductions [00:00:22]

Mayor Mike Caldwell, Chair, welcomed Wasatch Front Regional Council members and guests and introductions were made.

1. Consent Agenda [00:02:40]

1a. and 1b. ACTION: Minutes and Financial Statements

Councilmember Michael Jensen moved to approve the minutes of the Council meeting held March 22, 2018 and financial statements and check register from February and March 2018. Mayor Derk Timothy seconded the motion. The minutes and financial statements were unanimously approved.

2. Chairman’s Report [00:02:56]

Mayor Caldwell reminded the members about the Golden Spoke Event, which is occurring on Saturday, June 2, 2018. The intent is to involve as many cities and communities as possible to celebrate active transportation with the completion of about 100 miles of bike trails running north-south along the Wasatch Front.

[00:05:20] Mayor Caldwell recognized Andrew Gruber, Executive Director of WFRC, for receiving the Man of the Year award, presented by Women in Transportation. This award is to acknowledge the efforts of people and businesses for their support of women in business.

[00:06:13] Andrew Gruber, WFRC, gave an update on the implementation progress for Senate Bill 136, noting some of the recommended changes anticipated to impact the Utah Transit Authority. Mr. Gruber continued the discussion by reviewing the local option sales tax implementation procedures and subsequent benefits.

3. Public Comment [00:12:02]

Mayor Mike Caldwell opened the meeting for public comment. There were no public comments.

[00:12:09] Mr. Gruber requested that, since the WFRC Budget Committee Chair was still en route to the meeting, the Budget Committee report be moved to later in the agenda.

5. Regional Growth Committee (RGC) [00:12:20]

Mayor Caldwell turned the time to Mayor Ben McAdams, RGC Chair. Mayor McAdams briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on May 17, 2018.

5a. ACTION: Endorse the Wasatch Choice 2050 (WC2050) Vision [00:14:00]

Ted Knowlton, WFRC, gave an overview of the finalized Vision, including demonstrating the online Vision Map, discussing Key Strategies, and reiterating the ten Regional Goals, that have been used in collaboration with member communities and transportation partners over more than two years.

[00:47:42] Mayor McAdams moved that the Council endorse the Wasatch Choice 2050 Vision as the foundation for the next Regional Transportation Plan and Comprehensive Economic Development Strategy. Councilmember Michael Jensen seconded the motion. The endorsement of the WC2050 Vision was unanimously approved.

[00:48:20] Derek Miller, newly appointed President of the Salt Lake Chamber, was given time to introduce himself and to present the Partner of the Year award to Wasatch Front Regional Council.

4. Budget Committee [00:55:08]**4a. PUBLIC HEARING and ACTION: Approve amendment to FY18 Budget**

Mayor Caldwell turned the time to Commissioner Bret Millburn, Chair of the Budget Committee. Commissioner Millburn noted that a public hearing was needed regarding approving an amendment to the WFRC FY18 Budget, and called for a motion. Mayor Jeff Silvestrini motioned to open the public hearing and Councilmember Michael Jensen seconded the motion. The affirmative vote was unanimous. [00:56:05] Commissioner Millburn explained the requested amendment, which is to increase revenue and expenditures by \$10,000 for the purpose of assisting Davis County in establishing their application and funding process in support of distributing local sales tax option revenues. Commissioner Millburn then asked the group if there were any public comments or questions. [00:56:54] Since no comments or questions regarding the amendment were raised, Councilmember Michael Jensen motioned to close the public hearing and move forward to amend the FY18 Budget as stated. Mayor Troy Walker seconded, and the affirmative vote was unanimous.

4b. PUBLIC HEARING and ACTION: Approve WFRC FY19 Budget and Unified Planning Work Program (UPWP) [00:57:30]

Commissioner Millburn again noted that a public hearing was needed regarding the WFRC FY18 Budget and Unified Planning Work Program (UPWP) and called for a motion. Councilmember Michael Jensen motioned to open the public hearing and Mayor Robert Hale seconded the motion. The affirmative vote was unanimous. At its meeting on March 22, 2018, the WFRC Council discussed and then voted unanimously to release for comment a draft FY19 WFRC Budget and Unified Planning Work Program (UPWP) summary. That Budget and UPWP summary were made available to the public and provided to the Councils of Governments for their review and comment. No comments were received by WFRC. The budget presented for approval is the same as the draft previously provided and reviewed. [01:03:52] Councilmember Michael Jensen motioned to close the public hearing and move forward to approve the FY19 WFRC Budget and FY19 UPWP, as presented. Mayor Derk Timothy seconded, and the affirmative vote was unanimous.

4c. ACTION: Designate authorized users for WFRC's Public Treasurer's Fund (PTIF) account [01:04:19]

Andrew Gruber, WFRC, proposed a resolution requiring that entities with Public Treasurer's Investment Fund (PTIF) accounts authorize at least two individuals from WFRC to manage the PTIF accounts. The Budget Committee is recommending that the Council authorize the Council Chair, the Council Treasurer, and the Executive Director to manage the PTIF account using the Utah State Treasurer's on-line management platform. [01:05:42] Mayor Troy Walker motioned to accept the resolution and Mayor Derk Timothy seconded the motion. The affirmative vote was unanimous.

6. Transportation Coordination Committee (Trans Com) [01:06:04]

Commissioner James Ebert, Chair of Trans Com, informed the Council of the items that are to be discussed.

6a. Report on Board Modifications to the 2018-2023 TIP [01:06:47]

Ben Wuthrich, WFRC, reported that WFRC has received requests to modify the current 2018-2023 TIP. The modification required action from Trans Com (since the Council was not meeting) and the UDOT Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution. Mr. Wuthrich asked if there were any questions. There were none.

6b. ACTION: Board Modifications to 2018-2023 TIP [01:10:14]

Mr. Wuthrich then referred to the information in the meeting packet regarding the 2018-2023 Transportation Improvement Program (TIP). WFRC has received requests to modify the current

2018-2023 TIP. This modification requires action from the Regional Council and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. Detailed information is included in the packet, and Mr. Wuthrich briefly discussed each project. [01:17:12] Commissioner Ebert made a motion to approve the resolution to modify the 2018-2023 TIP as requested. Commissioner Bret Millburn seconded the motion, and the affirmative vote was unanimous.

6c. ACTION: Approve projects for the 2019-2024 Surface Transportation Program (STP), the 2019-2024 Congestion Mitigation/ Air Quality Program (CMAQ), and the 2020 Transportation Alternatives Program (TAP). [01:17:26]

After a brief description of each program and the technical criteria used to evaluate each project submitted, Mr. Wuthrich continued his report by discussing the STP projects, the CMAQ projects, and the TAP projects that have been recommended by the Trans Com Technical Advisory Committees. Detailed information for each Program has been included in the meeting materials. [01:24:15] Following the review of the projects during the Trans Com meeting held in April, it was noted that the State Transportation Commission had recently approved funding that could readily include the Connected Vehicle Infrastructure project, a recommended STP project in the Ogden/Layton Urban Area. Therefore, the funds planned for the Connected Vehicle Infrastructure project were reprogrammed to another project in the STP, the Diesel Locomotive Upgrade project.

[01:29:17] Commissioner Ebert made a request for a motion to approve the projects that have been discussed and reviewed for funding through the 2019-2024 Surface Transportation Program, the 2019-2024 Congestion Mitigation / Air Quality Program and the 2020 Transportation Alternatives Program. Mayor Derk Timothy seconded the amended motion and the affirmative vote was unanimous.

7. Active Transportation Committee Report [01:29:43]

Mayor Jeff Silvestrini informed the members about the items discussed during the April Active Transportation Committee meeting. Mayor Silvestrini reiterated the invitation for the Golden Spoke Event, and requested help in spreading the word to ensure community attendance. The Mayor mentioned that various cities along the trail will be hosting activities, with the culmination being at the end of the ride at the Fisher Mansion, where there will be a presentation by Utah Governor Gary Herbert and other elected officials. Mayor Silvestrini continued his report by announcing that Scott Hess, WFRC, will no longer be the Active Transportation Planner, but will now be the Community and Economic Development Director. May is National Bike Month. Boise, ID will be hosting a Mobile Active Transportation Tour in September.

8. Air Quality Report [01:32:20]

Kip Billings, WFRC, provided information regarding air quality conditions and issues for Utah. WFRC continues to work with the Utah Division of Air Quality to develop the State Implementation Plan. Air quality conditions for the Wasatch Front are steadily improving and reduction in vehicle emissions is a primary reason for the improvement.

8. Executive Director's Report [01:42:32]

Andrew Gruber, WFRC, introduced Bert Granberg, Director of Analytics, leading WFRC's Analytics Group. Mr. Granberg joined WFRC in February 2018. Mr. Gruber also introduced WFRC's two interns, Carley Haws and Theo Gochnour.

9. Other Business [01:45:20]

Mayor Mike Caldwell asked if there were any other items of business. There were none. Mayor Caldwell confirmed that the next meeting of the WFRC Council will be held on August 23, 2018, and the meeting adjourned at 3:50 p.m.

Balance Sheet
As of 04-30-18

ASSETS

Cash	\$ 1,346,039.81		
Accounts Receivable	713,524.32		\$ 1,346,039.81
Prepaid Expense	8,956.00		\$ 713,524.32
			\$ 8,956.00
			\$ 0.00
			\$ 2,068,520.13
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	117,192.95		
Other Liabilities	10,731.46		
Accrued Payroll & Taxes	-580.79		
Accrued Vacation/Sick Leave	314,202.31		
Total Liabilities			\$ 441,545.93
State and Local	1,087,837.76		
General Fund	6,819.87		
Special Projects Fund	532,316.57		
Total Fund Balances			\$ 1,626,974.20
			\$ 2,068,520.13
			=====

Check Register
(A) WELLS FARGO BANK
04-30-18

Check#	Date	Vendor	Amount
11277	04-05-18	BRE001 MIKE BREWER SNOW REMOVAL	175.00
11278	04-05-18	CIP001 CIPHER TECHNOLOGIES LLC	1046.00
11279	04-05-18	CUT001 CUTLERS	51.96
11280	04-05-18	FEH001 FEHR & PEERS	4393.43
11281	04-05-18	LIN001 LINCOLN NATIONAL LIFE INS	1975.07
11282	04-05-18	LOG001 LOGAN SIMPSON DESIGN INC	15005.50
11283	04-05-18	MIL001 BRET MILLBURN	946.86
11284	04-05-18	PAR001 PARAMETRIX	12321.22
11285	04-05-18	PEH001 PEHP FLEX BENEFITS	1067.48
11286	04-05-18	PET001 SCOTT FESTIN	155.24
11287	04-05-18	PSO001 PSOMAS	944.75
11288	04-05-18	REP001 REPUBLIC SERVICES #864	235.91
11289	04-05-18	SAL001 SLC CORPORATION - PUBLIC U	104.98
11290	04-05-18	SNE001 SNELL & WILMER LLP	640.00
11291	04-05-18	STA002 STAPLES BUSINESS CREDIT	210.88
11292	04-05-18	TER001 TERMINIX	234.00
11293	04-05-18	TYC002 TYCO SIMPLEX GRINNELL	1028.00
11294	04-05-18	UTA019 UTAH DIV OF PURCHASING AND	9904.93
11295	04-05-18	WSP001 WSP USA, INC	7516.98
11296	04-05-18	WTS001 WTS - NORTHERN UTAH CHAPTE	1500.00
11297	04-05-18	NIE001 A R NIELSON LANDSCAPING	562.00
11298	04-23-18	ADV001 ADVANTAGE UTAH	725.06
11299	04-23-18	ALL003 ALLSTREAM	1635.43
11300	04-23-18	AVE001 AVENUE CONSULTANTS	1619.76
11301	04-23-18	AXI001 AXIS ARCHITECTS LLC	4193.00
11302	04-23-18	CIV001 CIVIL SOLUTIONS GROUP, INC	7000.00
11303	04-23-18	ENT001 THE ENTERPRISE	75.00
11304	04-23-18	FEH001 FEHR & PEERS	2804.70
11305	04-23-18	FRE001 FREGONESE ASSOCIATES	10630.00
11306	04-23-18	LAN001 LANDMARK DESIGN	16718.20
11307	04-23-18	MOU001 MOUNTAINLAND ASSN OF GOVTS	1760.55
11308	04-23-18	PEH001 PEHP FLEX BENEFITS	1105.23
11309	04-23-18	PEN001 PENNA POWERS	461.92
11310	04-23-18	PSC001 PS COMMERCIAL CLEANING	600.00
11311	04-23-18	PUB001 PUBLIC EMPLOYEES HEALTH PR	32659.24
11312	04-23-18	ROC001 ROCKY MOUNTAIN POWER	725.26
11313	04-23-18	RRJ001 RRJ CONSULTING, LLC	2000.00
11314	04-23-18	SLI001 SLICCAMA	338.25
11315	04-23-18	TER001 TERMINIX	234.00
11316	04-23-18	TYC001 TYCO INTEGRATED SECURITY L	626.22
11317	04-23-18	UNU001 UNUM LIFE INSURANCE CO	127.20
11318	04-23-18	URB002 URBAN DESIGN ASSOCIATES, L	8000.00
11319	04-23-18	UTA019 UTAH DIV OF PURCHASING AND	5910.70

Total Of Register

159969.91
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Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 05-31-18

ASSETS

Cash	\$ 916,389.75		
			\$ 916,389.75
Accounts Receivable	962,064.90		
			\$ 962,064.90
Prepaid Expense	33,632.04		
			\$ 33,632.04
			\$ 0.00
			\$ 1,912,086.69
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	100,673.76		
Other Liabilities	1,074.46		
Accrued Payroll & Taxes	-663.59		
Accrued Vacation/Sick Leave	324,595.31		
			\$ 425,679.94
Total Liabilities			
State and Local	947,270.31		
General Fund	6,819.87		
Special Projects Fund	532,316.57		
			\$ 1,486,406.75
Total Fund Balances			
			\$ 1,912,086.69
			=====

Check Register
(A) WELLS FARGO BANK
05-31-18

Check#	Date	Vendor	Amount
11320	05-10-18	CAR001 CARR PRINTING COMPANY, INC	60.00
11321	05-10-18	CIP001 CIPHER TECHNOLOGIES LLC	950.00
11322	05-10-18	EAG001 EAGLE ELECTRIC INC	1126.00
11323	05-10-18	FEH001 FEHR & PEERS	1239.64
11324	05-10-18	FIE001 FIELDING GROUP LLC	46875.00
11325	05-10-18	GSB001 GSBS CONSULTING	15000.00
11326	05-10-18	INT002 INTERMOUNTAIN EAP - MISC A	247.80
11327	05-10-18	LIN001 LINCOLN NATIONAL LIFE INS	1846.52
11328	05-10-18	LOG001 LOGAN SIMPSON DESIGN INC	7849.80
11329	05-10-18	NIE001 A R NIELSON LANDSCAPING	640.00
11330	05-10-18	PAR001 PARAMETRIX	19513.48
11331	05-10-18	PEH001 PEHP FLEX BENEFITS	2020.88
11332	05-10-18	PET001 SCOTT FESTIN	109.77
11333	05-10-18	PSC001 PS COMMERCIAL CLEANING	600.00
11334	05-10-18	REP001 REPUBLIC SERVICES #864	225.95
11335	05-10-18	SAL001 SLC CORPORATION - PUBLIC U	130.46
11336	05-10-18	SAL002 SALT LAKE COUNTY	7500.00
11337	05-10-18	STA002 STAPLES BUSINESS CREDIT	78.98
11338	05-10-18	UTA003 UTAH LOCAL GOVERNMENT TRUS	511.64
11339	05-10-18	UTA007 UTAH TRANSIT AUTHORITY	5000.00
11340	05-29-18	ALL003 ALLSTREAM	1635.43
11341	05-29-18	AVE001 AVENUE CONSULTANTS	3251.50
11342	05-29-18	CAR001 CARR PRINTING COMPANY, INC	60.00
11343	05-29-18	CIV001 CIVIL SOLUTIONS GROUP, INC	7000.00
11344	05-29-18	COM004 COMFORT SYSTEMS USA	730.00
11345	05-29-18	CYCYC0 CYCLING UTAH	172.50
11346	05-29-18	FEH001 FEHR & PEERS	1092.00
11347	05-29-18	IBI001 IBI GROUP	30761.39
11348	05-29-18	LIN001 LINCOLN NATIONAL LIFE INS	1846.52
11349	05-29-18	OFF001 OFFICE DEPOT	426.10
11350	05-29-18	OLS002 LES OLSON COMPANY	1676.65
11351	05-29-18	PEH001 PEHP FLEX BENEFITS	915.65
11352	05-29-18	PEN001 PENNA POWERS	9313.75
11353	05-29-18	PUB001 PUBLIC EMPLOYEES HEALTH PR	32659.24
11354	05-29-18	ROC001 ROCKY MOUNTAIN POWER	834.72
11355	05-29-18	RRJ001 RRJ CONSULTING, LLC	2000.00
11356	05-29-18	SAL001 SLC CORPORATION - PUBLIC U	621.82
11357	05-29-18	TER001 TERMINIX	234.00
11358	05-29-18	UNU001 UNUM LIFE INSURANCE CO	127.20
11359	05-29-18	VOD001 VODA	10425.00
11360	05-29-18	WSP001 WSP USA, INC	10907.57

Total Of Register

228216.96
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Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 05-31-18

ASSETS

Cash	\$ 916,389.75		
			\$ 916,389.75
Accounts Receivable	962,064.90		
			\$ 962,064.90
Prepaid Expense	33,632.04		
			\$ 33,632.04
			\$ 0.00
			\$ 1,912,086.69
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11325	05-10-18	GSB001 GSBS CONSULTING	15000.00
11326	05-10-18	INT002 INTERMOUNTAIN EAP - MISC A	247.80
11327	05-10-18	LIN001 LINCOLN NATIONAL LIFE INS	1846.52
11328	05-10-18	LOG001 LOGAN SIMPSON DESIGN INC	7849.80
11329	05-10-18	NIE001 A R NIELSON LANDSCAPING	640.00
11330	05-10-18	PAR001 PARAMETRIX	19513.48
11331	05-10-18	PEH001 PEHP FLEX BENEFITS	2020.88
11332	05-10-18	PET001 SCOTT FESTIN	109.77
11333	05-10-18	PSC001 PS COMMERCIAL CLEANING	600.00
11334	05-10-18	REP001 REPUBLIC SERVICES #864	225.95
11335	05-10-18	SAL001 SLC CORPORATION - PUBLIC U	130.46
11336	05-10-18	SAL002 SALT LAKE COUNTY	7500.00
11337	05-10-18	STA002 STAPLES BUSINESS CREDIT	78.98
11338	05-10-18	UTA003 UTAH LOCAL GOVERNMENT TRUS	511.64
11339	05-10-18	UTA007 UTAH TRANSIT AUTHORITY	5000.00
11340	05-29-18	ALL003 ALLSTREAM	1635.43
11341	05-29-18	AVE001 AVENUE CONSULTANTS	3251.50
11342	05-29-18	CAR001 CARR PRINTING COMPANY, INC	60.00
11343	05-29-18	CIV001 CIVIL SOLUTIONS GROUP, INC	7000.00
11344	05-29-18	COM004 COMFORT SYSTEMS USA	730.00
11345	05-29-18	CYCYC0 CYCLING UTAH	172.50
11346	05-29-18	FEH001 FEHR & PEERS	1092.00
11347	05-29-18	IBI001 IBI GROUP	30761.39
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11354	05-29-18	ROC001 ROCKY MOUNTAIN POWER	834.72
11355	05-29-18	RRJ001 RRJ CONSULTING, LLC	2000.00
11356	05-29-18	SAL001 SLC CORPORATION - PUBLIC U	621.82
11357	05-29-18	TER001 TERMINIX	234.00
11358	05-29-18	UNU001 UNUM LIFE INSURANCE CO	127.20
11359	05-29-18	VOD001 VODA	10425.00
11360	05-29-18	WSP001 WSP USA, INC	10907.57

Total Of Register

228216.96
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Footnotes to the Budget/Expense Report

June 2018

In this report 100% of the fiscal year (time) has passed. Of the total amount budgeted for the year 71% was expended through the end of June 2018. The budget in this report is the budget that was amended on May 24, 2018 but excludes fiscal year end entries to the fund balance. At the fund level the Council records expenditures for capital purchases and bank fees. The Council records revenue when depreciation is charged to the programs as rent and equipment usage fees and when interest is earned on funds not immediately needed for operations. At the end of the fiscal year the net effect of those transactions represent a change to the fund balance.

This information contained in this report is useful in that it shows rates of expenditure by line item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as Audit/Accounting are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget. During the month of June, with Chair and Budget Committee Chair consent we made minor line item changes for: Audit/Accounting, Equipment Maintenance, Supplies, Training, and Insurance.

Overall expenditures show a slower rate than time (71% vs 100%). This is due to amounts included in this budget for consultants that are expected to carry forward into the next fiscal year and expenditures budgeted in connection with the office move that have not yet been expensed but are anticipated to be spent later in this fiscal year. The expenditure rate for Salaries/Benefits lags time due, in part, to vacancies in staff that will be filled in the coming months.

Variances in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.

DATE: August 23, 2018
AGENDA ITEM: 2a
SUBJECT: WFRC FY18 Activities and Accomplishments
PREPARED BY: Andrew Gruber

BACKGROUND:

In August 2017, the Wasatch Front Regional Council adopted goals and priorities for FY'18 that provided direction to staff regarding areas of focus for the upcoming year. The FY'18 Activities & Accomplishments Report provides an overview of how WFRC met those goals.

WFRC Executive Director Andrew Gruber will present on the work outlined in the Activities & Accomplishments Report.

The FY18 Activities and Accomplishments report is included in the packet materials. Hard copies will also be provided at the Council meeting on August 23.

RECOMMENDATION: This item is for information only.

CONTACT PERSON: Andrew Gruber, agruber@wfr.org; 801-824-0055



Activities and Accomplishments Report

FISCAL YEAR 2018



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Executive Summary

Transportation planning in the region is a cooperative effort of local and state agencies. As the designated Metropolitan Planning Organization (MPO) for the Wasatch Front, the Wasatch Front Regional Council (WFRC) is responsible for coordinating this transportation planning process. WFRC achieved several important milestones this past year and accomplished the goals and priorities adopted by the Council.

Collaboratively develop long- and short- range plans and programs, and assist local communities to implement those plans.

WFRC has a strong track record of collaboratively developing long- and short-range plans and programs with its transportation partners, local governments, and stakeholders. Additionally, the organization works hand-in-hand with local communities to successfully implement those plans and programs, resulting in a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

In fiscal year 2018, the Wasatch Choice 2050 (WC2050) Vision, a vision for the future of the Wasatch Front region, was endorsed by the Council.

Together with locally developed land use planning and zoning, the Regional Transportation Plan (RTP) and the Comprehensive Economic Development Strategy (CEDS) are built under the overarching WC2050 Vision. In fiscal year 2018, significant development of the RTP and CEDS occurred.

In an effort to advance the 2019-2050 RTP, WFRC used innovative performance-based planning and analytical models to develop three scenarios that explored different approaches to transportation and land use investments in fiscal year 2017. Performance measurement helps tie transportation investments to agreed-upon goals and objectives. **Through this performance-based approach, WFRC seeks to ensure taxpayer dollars are used efficiently to achieve desired outcomes for the region.**

WFRC, in coordination with the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Mountainland Association of Governments (MAG), Cache MPO, and Dixie MPO, adopted a state-wide, joint performance-based planning Memorandum of Agreement (MOA), as required by the Fixing America's Surface Transportation (FAST) Act. The MOA outlines provisions for cooperatively developing and sharing transportation performance data, the selection of performance targets, the reporting of performance targets, and asset management data.

In fiscal year 2018, stakeholders evaluated each of the three scenarios and compared their performance using measures developed based on the previously adopted WC2050 goals. **Select elements, including transportation projects, strategic centers, and job areas from each of the scenarios were combined into a Draft Vision.**



FISCAL YEAR 2018 GOALS



Goal Number One

Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.



Goal Number Two

Support transportation and related land use and economic development policy-making and projects.



Goal Number Three

Strive for organizational excellence.

To achieve the previously adopted regional goals, **WFRC developed the following four key strategies** which represent the overarching themes in the WC2050 Vision.

- **Provide transportation choices.**
- **Support housing options.**
- **Preserve open space.**
- **Link economic development with transportation and housing decisions.**

In an effort to review and continue to refine the Draft Vision and 2019-2050 RTP, **WFRC went to great lengths to gather community input.** Staff created an online visualization tool, in both [English](#) and [Spanish](#) formats. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed projects, land use, and economic development areas. WFRC held ten hands-on Vision workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff. The agency also hosted a community organization workshop with over 20 organizations within Box Elder, Davis, Salt Lake, and Weber counties that represent minority populations, low-income persons, persons with disabilities, unions, and seniors to solicit public comment regarding their transportation needs.

In April of 2018, the Technical Advisory Committee (TAC) to the Regional Growth Committee (RGC) approved a motion for the RGC to recommend the endorsement of the WC2050 Vision to the Council. Subsequently, the RGC considered the WC2050 Vision and recommended Council approval. In May of 2018, the Council endorsed the Vision, which allowed the staff to move into the phasing component of the planning process.

Utah's transportation agencies are working together to develop the 2019-2050 [Utah's Unified Transportation Plan](#), which identifies needed investments in roadway, transit, and active transportation infrastructure to stay ahead of future growth, as well as maintain existing infrastructure. This will be the fourth iteration of the plan, with each agency using shared growth projections, time horizons, and financial assumptions to assemble complementary and seamlessly integrated regional transportation plans. This significant interagency collaboration helps to ensure taxpayer dollars are used efficiently to meet Utah's priority transportation needs.

Totalling more than \$4 billion in vital transportation funding, the Draft 2019-2024 Transportation Improvement Program (TIP) identifies investments in roadway, transit, and active transportation infrastructure needed in the Salt Lake-West Valley and the Ogden-Layton urbanized areas. Throughout the year, **WFRC worked in close collaboration with UDOT, UTA, and cities and counties across the Wasatch Front to develop the TIP, and ultimately help the region meet current transportation needs while simultaneously addressing critical future priorities.** Again, WFRC leveraged a variety of innovative communication tools to augment the opportunity for comment, and the public responded.

In fiscal year 2018, the **Wasatch Front Economic Development District (WFEDD) continued to further regional economic development activities through the coordination of longer-term planning activities, collaboration and partnerships, and the development of the 2019-2024 CEDS.** The CEDS analyzes the region's economic conditions; outlines strengths, weaknesses, opportunities, and challenges; and highlights activities that promote economic vitality. It is part of the region's broader WC2050 Vision for growth and development, and helps link economic development with both transportation and housing decisions.

The Transportation and Land Use Connection (TLC) team continued to work with their partners, Salt Lake County, UDOT, and UTA, to enhance available funding and adopt an updated mission statement and set of goals. The program provides technical assistance to local communities to help them develop implementable local



projects that are well coordinated with land use and transportation infrastructure, plan for growth, and achieve their goals. This approach is consistent with the WC2050 Vision, and ultimately helps residents throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities. **Over the past five years, the TLC program has worked with communities on 65 projects, including 13 communities in fiscal year 2018.**

Support transportation and related land use and economic development policy-making and projects.

In fiscal year 2018, WFRC continued to support transportation and related land use and economic development policy-making and projects. Working directly with the Transportation Governance and Funding Task Force, **WFRC was integrally involved in providing expert advice and information to state legislators as they considered methods to provide optimal governance, funding, and policy for transportation investments.** As a result, [Senate Bill \(SB\) 136: Transportation Governance Amendments](#) passed during the 2018 Legislative Session. The bill is a significant, positive step forward for the future of Utah, as it provides for the efficient use of limited resources, as well as a systematic approach to transportation planning that considers both land use and economic development throughout the state.

In May of 2018, **the Salt Lake Chamber awarded WFRC with the Partner of the Year Award** for demonstrating leadership and partnership, and working proactively with the private sector to advance key business priorities. WFRC works closely with the Salt Lake Chamber and other private-sector organizations and businesses, in addition to its public-sector partners and members.

Throughout fiscal year 2018, **WFRC was significantly involved in the planning of, as well as executing day-of activities for, major successful events, including the WC2050 + Mayor’s Metro Solutions event.** This combined event brought together hundreds of stakeholders from across the region to discuss how to increase access to jobs and educational opportunities through the development of the WC2050 Vision.

Additionally, and in partnership with numerous agencies, cities, and counties, **WFRC hosted two simultaneous group bike rides and a family-friendly event to celebrate the completion of the Golden Spoke network.** Governor Gary R. Herbert, along with several local and regional leaders, officially recognized the completion of the [Golden Spoke](#), which consists of over 100 miles of safe, separated, and connected multi-use trails at the community celebration event.

WFRC managed the development of and launched a new, easily navigable, responsive, and accessible [website](#) to provide technical subject-matter expertise to local governments and other stakeholders.

Strive for organizational excellence.

Utilizing legal and other expertise to ensure full compliance, use of best practices, transparency, and prudent use of taxpayer money, WFRC updated its [Personnel Policy](#) and its [Accounting and Administrative Policy](#).

Finally, in an effort to continue to strive for organizational excellence, WFRC made significant progress to move its office to a more central and easily accessible location that is served by multiple modes of transportation. The agency ultimately **signed a lease agreement with the Cicero Group for office space in The Gateway**, located in downtown Salt Lake City.

The staff at WFRC appreciate the opportunity to work with its members, collaborate with its partners, assist local communities, and ultimately contribute to a high-quality of life for residents living throughout the Wasatch Front region. **Thank you!**

MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.

 **Convener**

We facilitate collaboration with our communities and partners.

 **Technical Expert**

We are trusted subject-matter experts.

 **Planner**

We proactively plan for the future of our region.

 **Implementer**

We put visions and plans into action.



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Goal Number One

Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.

Work with members, partners, and stakeholders to develop the WC2050 Vision to integrate regional transportation, land use, and economic development.

Wasatch Choice has been a shared regional vision for the Wasatch Front region for over a decade. Building on community values through an extensive public input process, Wasatch Choice establishes a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances Utahns' overall quality of life.

WC2050 updates the existing regional vision and extends its outlook from 2040 to 2050. It better articulates how to make the Vision a reality through recommended implementation strategies. The Vision builds on the dynamic changes happening in local communities throughout the region.

The population along the Wasatch Front will increase significantly in the coming decades. WFRC's work to collaboratively bring local communities, transportation agencies, stakeholder groups, and the public together to proactively plan for the future is vitally important today and for future generations.

In an effort to achieve the regional goals previously adopted in 2016, **WFRC developed the following four key strategies** which represent the overarching themes in the WC2050 Vision.

- **Provide transportation choices:** Help us have real options in how we choose to get around and increase the number of easily reached destinations.
- **Support housing options:** Support housing types and locations that we can both afford and work best for our lives.
- **Preserve open space:** Preserve sufficient and easily accessible open lands that provide us recreational opportunities.
- **Link economic development with transportation and housing decisions:** Create a synergy between these three key building blocks. Enable shorter and less expensive travel to afford us more time and money. Efficiently utilize infrastructure to save taxpayer dollars. Provide housing options and increase housing affordability. Improve the air we breathe by reducing auto emissions.

Over the past year, WFRC worked diligently to provide subject-matter expertise regarding transportation, land use, and economic development on behalf of local communities in the development of the WC2050 Vision. In an effort to assist communities in their communication efforts with their constituencies, WFRC created original content tailored for a city/county newsletter, mayor's message, website, mass email, and social media posts. This information was then distributed to the communications leads for each city and county in WFRC's region, relevant organizations, and chambers of commerce for dissemination





via their respective communication outlets. Utilizing the existing means through which cities, counties, and organizations already communicate with their residents, members, and businesses helped to significantly amplify WFRC's ability to reach more stakeholders and solicit feedback.

Continue to develop the 2019-2050 RTP.

The WC2050 Vision is the future of our area's transportation, land use, and economic development, and is an essential step in the overall planning process and the foundation of the 2019-2050 RTP.

WFRC develops the RTP for the Salt Lake City-West Valley City and Ogden-Layton urbanized areas. The RTP is a fiscally-constrained plan for roadway, transit, and active transportation facility improvements over the next 20-30 years. Developed every four years, the RTP seeks to stay ahead of future growth through proactive planning that integrates multiple transportation modes and enhances the capacity of the overall transportation system. WFRC coordinates closely with UDOT, UTA, cities, and counties to understand the needs of transportation partners and communities.

In fiscal year 2017, WFRC used performance-based planning and analytical models to develop three scenarios that explored different approaches to transportation and land use investments. Each of the three land use and transportation scenarios were designed as viable alternatives to address anticipated growth in population, employment, and travel demand. WFRC reviewed these three scenarios with stakeholders in a variety of outreach efforts, including a series of ten local workshops.

In fiscal year 2018, WFRC, in coordination with its transportation partners, local communities, and stakeholders, analyzed and evaluated each of the three scenarios and compared their performance using measures developed based on the WC2050 goals. Select elements, including transportation projects, strategic centers, and job areas from each of the scenarios, were combined into a Draft Preferred Scenario or Draft Vision. Once projects are selected, they will be prioritized based on when the project is needed and when funding can reasonably be assumed for payment.

WFRC, in coordination with its transportation partners, local communities, and stakeholders, analyzed and evaluated each of the three scenarios and compared their performance using measures developed based on the WC2050 goals. Select elements, including transportation projects, strategic centers, and job areas from each of the scenarios, were combined into a Draft Vision.

WFRC is known nationally as a leader in long-range planning for many reasons, including a robust data-informed approach used to identify where billions of dollars in transportation investments should be spent. The analytics group (modeling, forecasting, and information services) at WFRC continued their track record of ground-breaking work this past year.

In fiscal year 2018, WFRC entered into an innovative multi-agency modeling agreement with MAG and UDOT, and in partnership with UTA, to create a shared joint-agency modeling staff position and funding for contracting with expert advisors. Housed within WFRC's analytics group, the new staff member provides coordination and technical leadership toward ensuring that Utah's regional and statewide travel demand models are developed and maintained with the maximum

potential for integration. Modeling policy and technical advisory committees were also operationalized as stipulated in the multi-agency agreement.

The Travel Demand Model (TDM), used for the 2019-2050 RTP, was recalibrated with significant updates to the model inputs and logic. Additionally, WFRC established 2015 as the base year for the Real Estate Market Model (REMM), which forecasts land use and distribution of households and jobs for the transportation analysis zone (neighborhood-level) geographies in WFRC’s region. Updated REMM base year data includes GIS data of local general plan, zoning, and other existing land use constraints; current Department of Workforce Services employment locations categorized by job sector; and land parcel valuations and existing building characteristics.

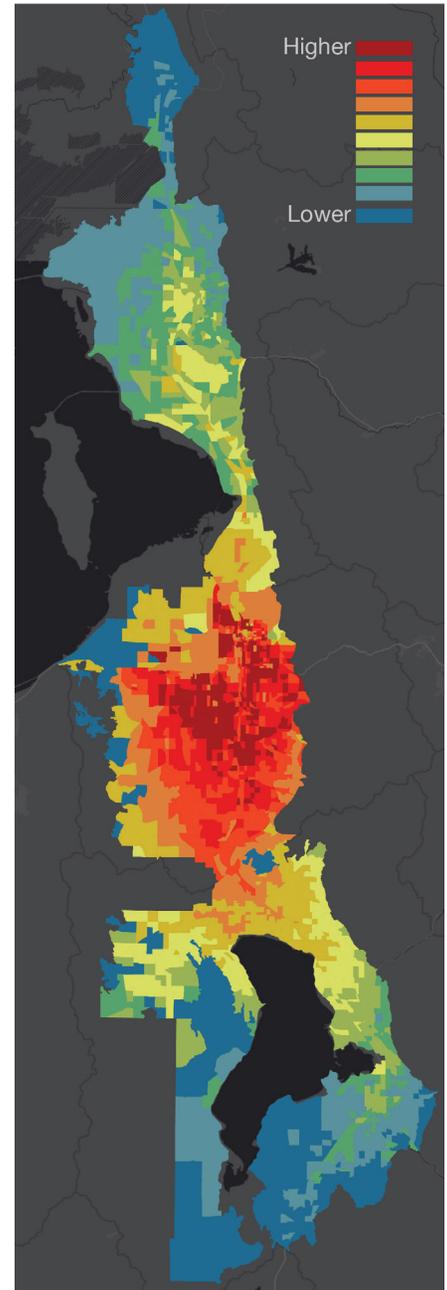
Future land use and socio-economic forecasts for the spatial distribution of population and employment were created for the region through 2050. The resulting output was a key input into the RTP’s travel demand model and the RTP project prioritization process. Travel demand logic was enhanced in the regional model and WFRC directly and indirectly supported travel forecasts to analyze numerous infrastructure projects and policy proposals. The REMM and TDM forecasting tools are currently undergoing internal review and will be prepared for local jurisdiction review in the summer of 2018.

While the analytic team’s output is crucial to the RTP technical process, WFRC considers stakeholder feedback as an important input as well. WFRC staff devoted significant time toward meeting with regional stakeholders and transportation groups this past year. Additional information regarding the various stakeholders and groups, may be found in the [Goal Number Two](#) section.

WFRC held ten hands-on WC2050 Vision workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff. The focus of the workshops was to review and continue to refine the WC2050 Draft Vision and 2019-2050 RTP, by gathering local community input. WFRC also asked attendees to affirm their interest in discussing any changes to the Vision as compared to the adopted general plans over the next few years. This provided each of the transportation agencies some assurance that the Vision benefits from a sincere local desire for implementation. Representatives from WFRC, UDOT, UTA, and Envision Utah were on hand to answer any questions.

WFRC held ten hands-on WC2050 Vision workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff. The focus of the workshops was to review and continue to refine the WC2050 Draft Vision and 2019-2050 RTP, by gathering local community input.

WFRC also hosted a community organization workshop with over 20 organizations within Box Elder, Davis, Salt Lake, and Weber counties that represent minority populations, low-income persons, persons with disabilities, unions, and seniors to solicit public comment regarding their transportation needs. The purpose of the workshop was to build upon and continue efforts to receive input from diverse groups across the region to refine the WC2050 Draft Vision and 2019-2050 RTP. Again, representatives from WFRC, UDOT, UTA, and Envision Utah were on hand to answer any questions.



Developed by the analytics group, the workplace accessibility map shows job-household travel proximity, using 2030 automobile commute times.





Transportation partners, key stakeholders, and local elected officials and staff provide input at the WC2050 Vision workshops.

WFRC was significantly involved in the planning of the WC2050 + Mayor's Metro Solutions event, which brought together stakeholders from across the region to discuss how to increase access to jobs and educational opportunities through the development of the WC2050 Vision. Additional information regarding the event may be found in the [Goal Number Two](#) section.

WFRC was significantly involved in the planning of the WC2050 + Mayor's Metro Solutions event, which brought together stakeholders from across the region to discuss how to increase access to jobs and educational opportunities through the development of the WC2050 Vision.

The WC2050 + Mayor's Metro Solutions event, held in January, kicked off the formal comment period for the WC2050 Draft Vision and 2019-2050 RTP, which ran through March. In addition to placing public notices in local newspapers, distributing emails to interested people and organizations, and posting information on the website, WFRC generated organic and sponsored social media ads, complete with corresponding graphics, to notify the public of the opportunity to comment via an online engagement tool, in both English and Spanish formats. The English advertisements linked to an engagement tool in English, while the Spanish advertisements linked to an engagement tool in Spanish. The paid social media ads, professionally translated into Spanish, engaged one out of every 200 Spanish-speaking users, and significantly increased the number of views of the Spanish engagement tool.

WFRC is constantly considering innovative ways to engage stakeholders in the planning process. In an effort to refine the WC2050 Draft Vision and successfully obtain stakeholder input, WFRC created its second online visualization tool, in both [English](#) and [Spanish](#) formats. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed transportation projects, land use, and economic development areas. Made available during the eight-week public comment period, this tool facilitated unprecedented public engagement, and was covered by major media outlets, including Building Salt Lake, Deseret News, Good4Utah, and The Salt Lake

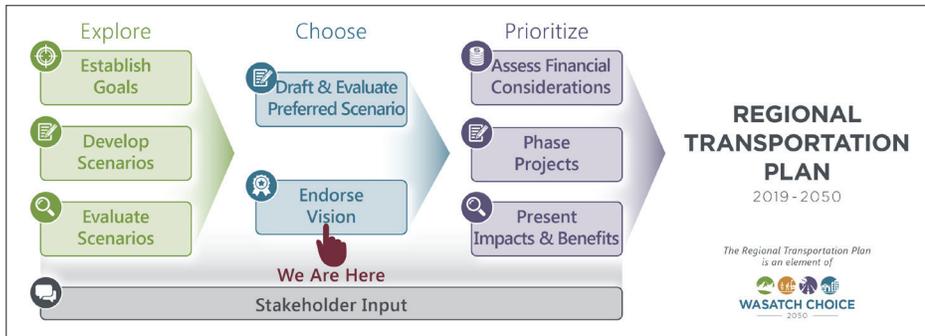
Tribune. Additional information regarding the visualization tool may be found in the [Goal Number Two](#) section.

WFRC, in close coordination with UDOT and UTA, reviewed input received from the Vision workshops, extensive stakeholder and outreach meetings, and visualization tool, as well as model outputs from the TDM and REMM. After meeting with the RGC’s TACs to review a first draft, the Draft Vision was further refined through iterative internal and external review processes utilizing the feedback received, as well as various forms of data.

Endorse the preferred transportation/land use scenario for 2050.

In April of 2018, RGC TAC members approved a motion for the RGC to recommend the endorsement of the WC2050 Vision to the Council. In May of 2018, the RGC considered the WC2050 Vision and recommended approval by the Council. Later that month, the Council endorsed the WC2050 Vision, which allowed the staff to move into the phasing component of the planning process.

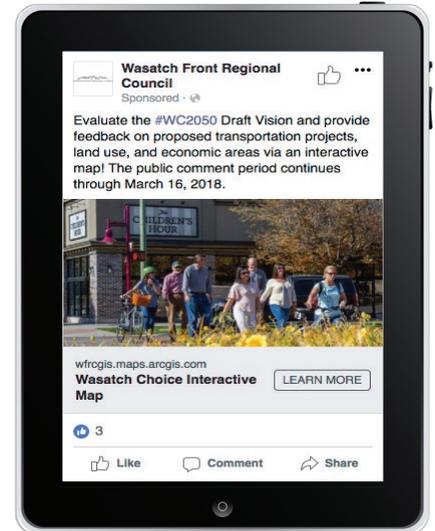
In May of 2018, the RGC considered the WC2050 Vision and recommended approval by the Council. Later that month, the Council endorsed the WC2050 Vision, which allowed the staff to move into the phasing component of the planning process.



The Council endorsed the WC2050 Vision as part of the RTP process.

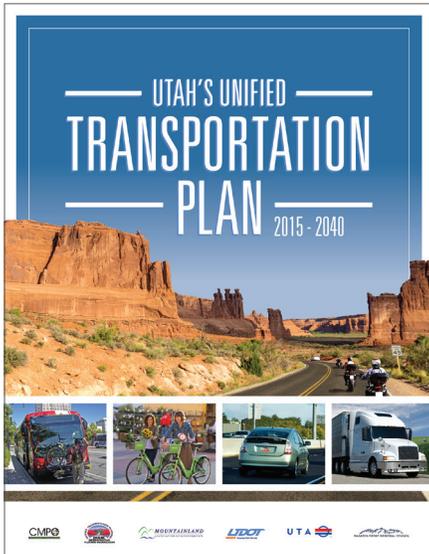
Initiate the prioritization of road, transit, and active transportation projects by phase and financial constraints.

During the last half of fiscal year 2018, WFRC reviewed the ten Wasatch Choice goals with transportation partners and local communities to identify relevant performance measures that should be used to evaluate the individual highway, transit, and active transportation projects in terms of need. Scoring methodologies to evaluate and phase individual projects were developed, thoroughly reviewed, and agreed upon by partner agencies and local community planners, and the phasing criteria was set. WFRC compiled a GIS (geographic information systems) database of relevant map-based data to support the evaluation, and coded automated GIS analyses necessary to complete project scoring. Projects for each mode were scored based on a 100-point scale and phased according to need. Initial review of the phased needs has been coordinated with WFRC’s transportation partners. The next steps include review of the projects with the local communities at a TAC meeting in the summer of 2018. Financial constraints will then be applied and phases will be adjusted, based on projected revenue for each mode, in fiscal year 2019.



Organic and sponsored social media ads notified English- and Spanish-speaking users of the opportunity to comment on the WC2050 Draft Vision via an online engagement tool, offered in both English and Spanish formats.





Utah's transportation agencies are working together to develop the 2019-2050 version of the Utah's Unified Transportation plan.

WFRC, MAG, UDOT, and UTA, in coordination with the Cache MPO and Dixie MPO, have partnered to update of the 2015-2040 Utah's Unified Transportation Plan Financial Model, with consultant assistance. This work will refresh the financial model for the 2019-2050 RTP and 2019-2050 Utah's Unified Transportation Plan, and include revised financial assumptions, growth rates, revenue sources, and costs.

Additionally, and working closely with UTA and MAG, WFRC is updating the Transit Financial Plan (TFP), UTA's financial model which projects all future costs and revenues from new transit projects. The updated model will better meet the needs of the MPOs and be integrated into Utah's Unified Transportation Plan Financial Model for the 2019-2050 RTP.

Collaborate with UDOT, UTA, MAG, and Utah's other MPOs to continue to develop the 2019-2050 Utah's Unified Transportation Plan.

Utah's transportation agencies know that planning and implementing transportation improvements cannot happen in a vacuum. Proper planning requires not only coordination, but also collaboration. [Utah's Unified Transportation Plan](#), the first-of-its-kind nationally, is founded upon principles of good stewardship. The plan identifies investments in road, transit, and active transportation infrastructure that are needed across Utah to stay ahead of future growth and take care of infrastructure investments already made. Utah's Unified Transportation Plan does not presume that resources are unlimited. Instead, it carefully prioritizes the most critical construction and maintenance needs, providing a blueprint for continuing a track record of sound leadership and prudent investment.

The state's transportation agencies are working together to develop the 2019-2050 Utah's Unified Transportation Plan. This will be the fourth iteration of the plan, with each agency using shared growth projections, time horizons, and financial assumptions to assemble complementary regional transportation plans that integrate seamlessly. The transportation agencies have created subcommittees dedicated to addressing specific elements, including active transportation, communications, finance, GIS, performance measurement, and safety. Periodic meetings by the Policy and Coordinating Committee were held to determine progress. The 2019-2050 Utah's Unified Transportation Plan is on schedule to be completed by the fall of 2019. This significant interagency collaboration helps to ensure taxpayer dollars are being used efficiently to meet Utah's priority transportation needs.

The state's transportation agencies are working together to develop the 2019-2050 Utah's Unified Transportation Plan. This will be the fourth iteration of the plan, with each agency using shared growth projections, time horizons, and financial assumptions to assemble complementary regional transportation plans that integrate seamlessly.

Develop the 2019-2024 TIP.

Totaling more than \$4 billion in vital transportation funding, the Draft 2019-2024 TIP identifies investments in roadway, transit, and active transportation infrastructure needed in the Salt Lake-West Valley and the Ogden-Layton urbanized areas. The Draft 2019-2024 TIP helps the region meet current transportation needs while simultaneously addressing critical future priorities. It is updated every year and identifies projects funded with federal, state, and local resources for the next six years. Major capacity projects in the TIP are selected

from the RTP. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, and cities and counties across the Wasatch Front to develop the Draft 2019-2024 TIP.

With over \$4 billion in transportation infrastructure priorities identified in the TIP, it is important to engage the public meaningfully. WFRC leveraged a variety of innovative communication tools to augment the opportunity for comment, and the public responded.

With over \$4 billion in transportation infrastructure priorities identified in the TIP, it is important to engage the public meaningfully.

A formal public review and comment period was held for the Draft 2019-2024 TIP and Proposed 2015-2040 RTP Amendment #6 from the end of June through the 4th of August of 2018. WFRC placed public notices in local newspapers, in English and Spanish formats, as well as distributed emails to interested people and groups; posted information on the WFRC website; and generated social media posts, regularly shared by both UDOT and UTA, to notify the public of the opportunity to comment.

Working with UDOT and UTA, WFRC obtained GIS data for the Draft TIP 2019-2024 projects and created an online interactive map in both [English](#) and [Spanish](#) formats that allowed members of the public to easily access project information and comment directly on the map. Made available during the five-week public comment period and covered by multiple major newspapers in the region, this tool facilitated successful public engagement. All comments submitted to WFRC for consideration will be carefully reviewed prior to the adoption of the 2019-2024 TIP. Additional information regarding the interactive maps may be found in the [Goal Number Two](#) section.



Screenshot of the TIP interactive map, which allowed users to easily access project information and provide comments.

DELE FORMA AL FUTURO





OBTENGA MÁS INFORMACIÓN SOBRE LOS PLANES DE INVERSIÓN EN TRANSPORTE PARA SU COMUNIDAD Y REGIÓN.

Deje sus comentarios hasta el 4 de agosto en wfrc.org/TIP20192024ES.

The Spanish version of a mini-flyer distributed to the public via in-person open houses and social media posts. The mini-flyer provided a QR code/link to an online interactive map (translated into Spanish), where users could learn more and provide comments.





Val John Halford, Senior Transportation Planner, WFRC; Bob Pelly, STIP Coordinator, UDOT; and Ben Wuthrich, TIP Coordinator, WFRC; speak with a gentleman at the TIP open house in Ogden.



Ben Wuthrich, TIP Coordinator, WFRC, speaks with a gentleman at the TIP open house in Salt Lake City.

In addition to utilizing online and traditional media, WFRC sponsored two in-person public open houses for the Draft 2019-2024 TIP and Proposed 2015-2040 RTP Amendment #6 in July of 2018. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects and proposed amendment via the open houses held at the Ogden Intermodal Center and the Salt Lake Central Station. These two locations were strategically selected to meet with people while they were using various forms of transportation to travel.

Allocate funding to priority road, transit, and active transportation projects.

During the fall and winter of 2017, WFRC solicited projects and corresponding data for funding through WFRC’s Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Program, and the Transportation Alternatives Program (TAP). In the spring of 2018, the Transportation Coordinating Committee (Trans Com) and the TACs reviewed the projects and developed recommendations.

As part of the selection process, WFRC scored projects based on approved technical criteria, an on-site field review of each project, and other professional measurements and considerations. The field review enabled staff from WFRC, Federal Highway Administration (FHWA), UDOT, UTA, and local governments to meet with each project sponsor on-site to review the project concept, ask questions, and identify possible concerns or alternative solutions. Once the Council approved the projects, WFRC, in close collaboration with UDOT and UTA, prepared the Draft 2019-2024 TIP for public review and comment.

Provide funding and technical support to local communities through WFRC programs, including the STP, CMAQ, and TAP.

A top priority for WFRC is to support local communities in the region. WFRC provides tens of millions of dollars directly to cities and counties to help meet their needs. The STP provides funding that may be used for any federal-aid highway, public road bridge, and transit capital projects, as well as intracity and intercity bus terminals and facilities. The annual apportionments for the STP funds are projected to be approximately \$20,020,000 in the Salt Lake-West Valley and \$10,780,000 in the Ogden-Layton urbanized areas through the year 2024. Due to the adjustments brought about by FAST Act, the new transportation authorization bill, and project cost savings, there is an estimated \$30,758,000 in the Salt Lake-West Valley and \$17,437,000 in the Ogden-Layton urbanized areas available for programming in 2024. These funds have been allocated to projects selected through the process previously described.

The CMAQ program funds projects that improve air quality, including public transportation, bicycle or pedestrian facilities, ridesharing, traffic signal coordination, etc. In fiscal year 2018, WFRC funded \$8.4 million worth of projects through the CMAQ program and a robust technical process that considered the air quality cost/benefit of each project. Applications for a total of \$34.7 million were submitted, highlighting a substantial need for transportation investment that improves the region’s air quality.

The TAP funds active transportation and non-motorized forms of transportation, including sidewalks, trails, bike lanes, etc. WFRC staff worked closely with local communities to understand their active transportation-related priorities. As a result, WFRC funded future projects such as a new sidewalk near an elementary school and Weber State University in Ogden and a relocated sidewalk and pedestrian crossing in Cottonwood Heights to improve safety.



Develop community and economic development plans and strategies.

The WFEDD operates under the auspice of the WFRC and received federal designation as an economic development district from the US Department of Commerce’s Economic Development Administration (EDA) in August of 2014.

The WFEDD continues to implement three key strategies into short- and long-range initiatives including the WC2050 Vision, RTP, and CEDS. The three key strategies include the following.

- Support of Utah’s economic clusters
- Fiscal sustainability
- Access to opportunities

In fiscal year 2018, the WFEDD worked with internal staff to ensure clusters are considered in the development of performance measures and phasing criteria throughout WFRC’s programs. Additionally, the WFEDD continued to promote the importance of centered development, and ultimately fiscal sustainability. The WFEDD garnered the support of the region to include access to opportunities as a regional goal, and therefore is currently working to understand how this strategy can be measured and integrated into the long-range modeling tools.

Update the regional CEDS.

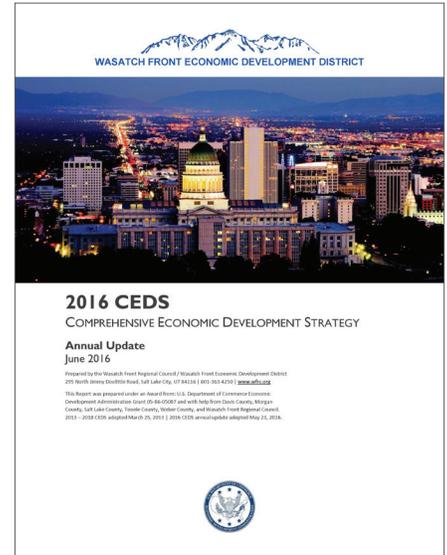
The WFEDD furthers regional economic development activities through coordination of longer-term planning activities, collaboration and partnerships, and the development and implementation of the Wasatch Front region’s CEDS. The CEDS analyzes the region’s economic conditions; outlines strengths, weaknesses, opportunities, and challenges; and highlights activities that promote economic vitality. It is revised every five-years, as required by the US EDA. Additionally, the CEDS is part of the region’s broader WC2050 Vision for growth and development and helps link economic development with transportation and housing decisions.

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WFRC hired a consultant to develop the five-year CEDS. In an effort to better understand the region’s economic development goals and needs, as well as update the CEDS, an online survey was developed and distributed to numerous relevant participants. Anticipated completion of the CEDS is in fall of 2018.

Provide funding and technical support to local communities through WFRC programs, including the TLC Program, Community Development Block Grant, and WFEDD.

In fiscal year 2018, the **TLC program** worked with their funding partners, Salt Lake County, UDOT, and UTA, to enhance available funding and adopt an updated mission statement and set of goals. The program provides technical assistance to local communities to help them achieve their goals and plan for growth. TLC helps communities implement changes to the built environment for a well-functioning transportation system that provides choices to residents to drive, take transit, bike, or walk. The TLC program’s approach is consistent with the Wasatch Choice Vision and the program helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.



The WFEDD hired a consultant to develop the 2019-2024 version of the CEDS.



MISSION STATEMENT

The Transportation and Land Use Connection supports local governments in their planning efforts, implementing the Wasatch Choice Vision.

GOALS

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunity.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.

TLC program’s approach is consistent with the Wasatch Choice Vision and the program helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

The TLC team has worked diligently with their partners to identify additional funding for local communities through the program. The direct impacts of the program efforts to tie transportation, housing, and economic development together are becoming visible on the ground. In fiscal year 2018, over \$1.27 million in funds were requested, which demonstrates the need for and success of the program. Over the past five years, the TLC program has worked with communities on 65 projects. This year, the TLC program funded projects in 13 communities, and included small area and station area plans, transportation/active transportation master plans and studies, general plan updates, and regional visions. TLC staff is currently updating Perry City’s general plans and writing North Salt Lake’s form-based zoning for their town center. The program will soon begin working with Plain City on a transportation and trails master plan.

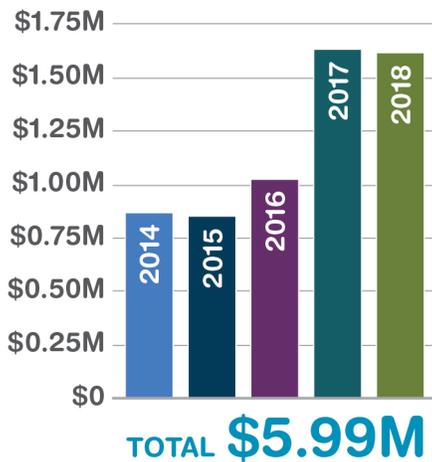
In coordination with the State of Utah’s Housing and Community Development Division, WFRC administers the Community Development Block Grant (CDBG) Small Cities Program for Tooele, Weber, and Morgan counties. The purpose of the program is to assist in the development of viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income. Funding for the program is provided by the US Department of Housing and Urban Development (HUD).

During fiscal year 2018, **WFRC completed the annual update of the region’s Consolidated Plan.** To accomplish this task, staff worked closely with member jurisdictions to gain feedback and ensure a better understanding of local needs for the plan update.

Additionally, CDBG staff provided administrative assistance to the region’s Regional Review Committee (RRC) to help confirm projects are eligible and meet regional goals and objectives, update the region’s rating and ranking criteria and goals, and ensure project funding levels are consistent with the region’s appropriation. CDBG staff also worked closely with the RRC and other associations of government to develop proposals for a new allocation method in fiscal year 2019.

The WFEDD undertakes a regional approach to economic development that aligns with the Wasatch Choice Vision, and is supported by its member counties, including Davis, Morgan, Salt Lake, Tooele, and Weber. The WFEDD’s mission is to support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans. The WFEDD implements its mission through the following six regional economic goals.

- Attract businesses that offer higher wages.
- Retain and expand existing Utah businesses.
- Build on and improve the region’s growth centers.
- Encourage entrepreneurship and innovation.
- Increase economic development capacity.
- Maintain and improve our high-quality of life.



Cities, counties, and transportation agencies are partnering together to fund implementation-focused planning efforts through the TLC program. The cumulative amount of investment in fiscal years 2014 through 2018 is shown.



This year, the **WFEDD primarily focused on information sharing, but also participated in project development** and ultimately one entity sought inclusion in the CEDS. Morgan County seeks to develop a mixed-use development in Mountain Green. The Village at Trappers Loop development will bring hotels, retail space, professional office space, and grocery stores, as well as commercial and warehouse office space. It will also bring in new single- and multi-family housing. The incremental assessed value of the development is \$128 million dollars and will increase employment by 66 percent, bringing 996 jobs to the county.

Utilize a performance-based approach for WFRC plans and programs, including measures, targets, and reporting, based on the adopted WC2050 goals.

Through a performance-based approach, WFRC seeks to ensure taxpayer dollars are used efficiently to achieve desired outcomes for the region. Performance measurement helps tie transportation investments to agreed-upon goals and objectives.

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In 2015, with consultant assistance, a team consisting of Utah’s MPOs, UDOT, and UTA developed a joint working set of statewide multi-modal transportation measures. These joint measures and their associated goals are used to forecast, track, target, and communicate key aspects of the transportation system. These statewide measures provide the basis for performance measures WFRC uses throughout its programs.

To ensure integration of these performance measures and federal legislation, WFRC refined the WC2050 and 2019-2050 RTP goals and performance measures. The updated RTP goals have informed plan development and provided the basis for measuring and quantifying how effective the 2019-2050 RTP will improve the region’s quality of life. The goals and performance measures address accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity.

WFRC, in coordination with UDOT, UTA, MAG, Cache MPO, and Dixie MPO, adopted a state-wide, joint performance-based planning agreement, as required by the FAST Act. This MOA is the first in the nation to be completed as a single, unified MOA between state transportation agencies. The MOA outlines provisions for cooperatively developing and sharing transportation performance data, the selection of performance targets, the reporting of performance targets, and asset management data.



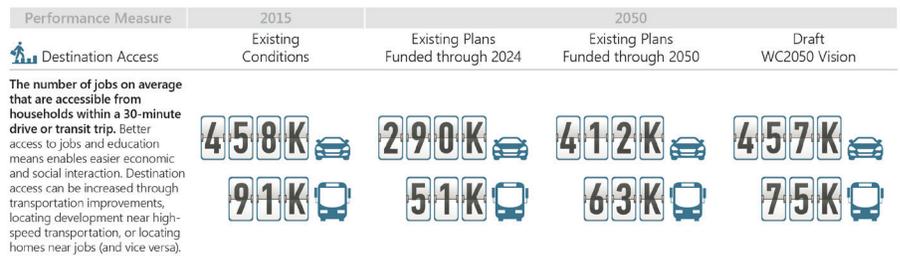
The Village at Trappers Loop development will increase employment by 66 percent, bringing 996 jobs to Morgan County.

WC2050 GOALS

-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment, including water, agricultural, and other natural resources
-  Ample parks, open spaces, and recreational opportunities



In fiscal year 2018, WFRC’s long-range planning and analytics groups worked collaboratively to establish analysis and automation methods to make the performance measure process more efficient. Inputs used to develop the criteria included the TDM, REMM, land use and socioeconomic data, and geographic boundaries. WFRC made a significant effort to operationalize access to opportunity measures to better link transportation, land use, and economic development. A performance-based planning system was defined and implemented to phase the Draft 2019-2050 RTP.



A sample of the performance measure infographics developed to gauge how effective the WC2050 Vision meets the regional goals. Each infographic compared existing conditions to three future scenarios, including the WC2050 Vision.

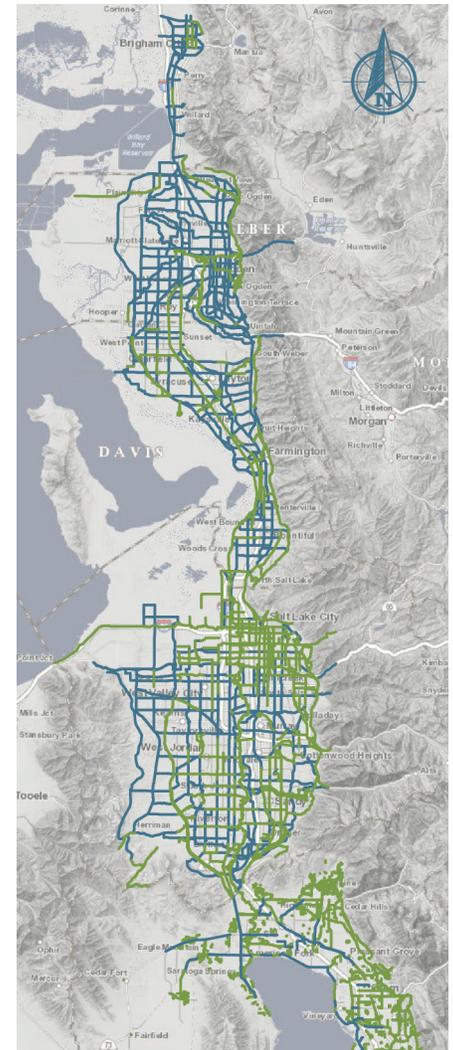
Continuously improve technical capabilities, including integrate bicycle forecasting into modeling; explore and plan for disruptive technologies, including shared, electric, and autonomous vehicles; refresh the Wasatch Choice Toolbox of best practices and performance evaluation tools; and launch the new easily navigable WFRC website with access to enhanced maps and data.

In an effort to continuously improve technical capabilities, additional energy within the current RTP process has been focused on active transportation facilities and projects. To support this heightened emphasis, WFRC completed a GIS dataset of regionally-significant existing and planned on-street bicycle and off-street bicycle/pedestrian facilities. For the first time, this dataset conforms to the GIS road centerlines standard set by the state GIS office, Automated Geographic Reference Center (AGRC). The newly refined bicycle/pedestrian GIS layers will provide a foundation for the planned active transportation utilization model for the region that is expected to be developed in fiscal year 2019.

Disruptive technologies, including shared, connected, electric, and autonomous vehicles, have been explored in the WC2050 process as well as recent planning projects, such as the Wasatch Front Central Corridor Study. Within the WC2050, scenarios have been tested to show how disruptive technologies might affect transportation system effectiveness and land development patterns. The analytics group worked to understand how to address uncertainty within WFRC’s models and technical processes. If the future is uncertain, with regard to both autonomous vehicles and other technological shifts, WFRC will seek to inform its members and partners regarding the implications of various ways in which the future might unfold. The dialogue regarding the impact of disruptive technologies will be a key component during the final year of the WC2050 effort and will be a central element of the upcoming planning cycle.

As part of its efforts to continuously improve, WFRC managed the development of a new, easily navigable, responsive, and accessible website to provide technical subject-matter expertise, including enhanced maps and data, to local governments and other stakeholders. Since the launch of the new website, internal discussions have occurred regarding hosting a “Local Tools and Resources” page, which will act as a centralized location to access to partner tools, as well as a refreshed Wasatch Choice Toolbox. Anticipated completion of the website page is in early fiscal year 2019. Additional information regarding the new website may be found in the [Goal Number Two](#) section.

As part of its efforts to continuously improve, WFRC managed the development of a new, easily navigable, responsive, and accessible website to provide technical subject-matter expertise, including enhanced maps and data, to local governments and other stakeholders.



Regional priority bicycle network map, showing the existing (green) and proposed (blue) routes.

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Goal Number Two

Support transportation and related land use and economic development policy-making and projects.

Provide subject-matter expertise to federal, state, and local officials regarding transportation funding and policies, including the Transportation Governance and Funding Task Force and Utah Life Elevated 2020. Promote outcomes that are consistent with our organizational mission, e.g., planning and funding for multi-modal solutions, ensuring collaboration, maintaining strong local and regional voice in decision-making.

WFRC members and staff made significant contributions this year to support transportation funding and policies at the federal, state, and local levels. Specifically, WFRC made formal presentations regarding transportation to the legislative caucuses for Davis, Salt Lake, and Weber counties, standing transportation committees in the Senate and House, as well as the Transportation Interim Committee and Legislative Task Force on Transportation Governance and Funding. Additionally, WFRC met with members and staff of Utah's congressional delegation, regarding transportation issues and opportunities, the Wasatch Front region's long-range plan and Utah's Unified Transportation Plan, local and federal transportation policy, and other critical transportation needs and issues.

Working directly with the Transportation Governance and Funding Task Force (Task Force), WFRC was integrally involved in providing expert advice and information to state legislators as they considered methods to provide optimal governance, funding, and policy for transportation investments. Additionally, WFRC provided guidance regarding consideration of other factors when making transportation funding decisions, such as land use and economic development.

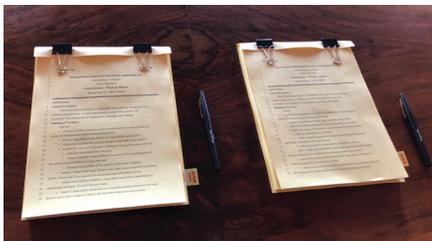
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As an active participant, WFRC helped to draft a comprehensive and forward-thinking piece of legislation that achieved the recommendations set forth by the Task Force. As a result, [SB 136: Transportation Governance Amendments](#) passed during the 2018 Legislative Session. SB 136, co-sponsored by Senator Wayne Harper and Representative Mike Schultz, is a significant, positive step forward for the future of the Wasatch Front region and state. Utah is growing and changing, and with that comes the need to efficiently use resources to provide transportation choices for our communities. SB 136 provides for the efficient use of limited resources, as well as a systematic approach to transportation planning that considers both land use and economic development throughout the state.





LaNiece Davenport, Government Relations Manager, WFRC; Bret Millburn, Commissioner, Davis County and WFRC Vice Chair; and Andrew Gruber, Executive Director, WFRC; attend the ceremonial signing of SB 136 Transportation and Governance Amendments. Photo courtesy of the [Utah Transportation Coalition](#).



SB 136 Transportation and Governance Amendments, prior to Governor Gary R. Herbert's signature. Photo courtesy of the [Utah Transportation Coalition](#).

Following the Task Force meetings, a group of partners, including WFRC, MAG, ULCT, and UAC, developed a statement of transportation legislative priorities and preferences. In early January, the list was provided to Senator Wayne Harper and Representative Mike Schultz. In an effort to assess how the actual outcomes of the session tracked, WFRC reviewed the statement of transportation legislative priorities and preferences, and is extremely pleased that SB 136 very closely matches the priorities expressed. The resulting legislation will positively impact our communities and state for generations to come.

WFRC was very active in the implementation of many of SB 136's provisions, including the following.

- **Local option sales tax:** WFRC drafted and promulgated fact sheets for each city in Salt Lake County regarding the "4th Quarter" local option, as well as for Davis, Tooele, and Weber counties, regarding their available "quarters." The fact sheets were used by staff to better understand the sales taxes, including what they are, how they can be used, who can impose them, what the expected revenues are, etc. WFRC created a local option sales tax imposition chart for each county in the region to help staff understand which "quarters" have been imposed, which could still be imposed, deadlines, etc. WFRC also developed potential revenue estimates for each of the cities and counties within the region. This information was used by local governments to better understand the approximate amount of money that would be received by imposing the "quarters." WFRC worked with its partners to draft city resolutions and county ordinances, allowing for a more uniform approach and use of best practices. Additionally, WFRC developed and provided demographic information, including the most recent population figures, to cities who could use the information to better understand imposition protocols. The information was disseminated via the new governmental affairs website page, email outreach to the majority of local governments, and at in-person meetings. Finally, WFRC was invited to many city and county council meetings to answer questions and provide information, and quickly became known as the "experts" regarding the local option sales taxes.
- **UTA governance:** WFRC participated in the UTA Board of Trustees selection process and worked closely with its northern counties, including Box Elder, Davis, and Weber, to create an open and transparent process that met state and local goals and objectives. WFRC's executive director was asked to participate in the interview process for the northern counties, as well as Salt Lake County, due to his perspective on and experience with regional planning, long-range needs, multi-modalism, and connections with many key players and partners throughout the region and state. WFRC also participated in the UTA Advisory Board member appointment process, offered feedback regarding the process, and will continue to remain engaged throughout.
- **Transportation reinvestment zones (TRZ):** WFRC hired a consultant to better understand the newly created TRZs and how they may be similar to or distinct from current funding and investment opportunities, such as community reinvestment areas. WFRC led an engagement process that included Senator Wayne Harper, local community and economic development professionals, and other interested persons to better understand and vet a white paper created by Zions Bank Public Finance.
- **Integration of land use and economic development in transportation planning and programming:** WFRC worked with UDOT and other partners to better understand how economic development and land use can be considered in transportation decision making, from planning to

the programming of funds, and including project prioritization criteria and performance measures.

During the legislative session, WFRC worked on numerous key bills that related or had a nexus to transportation. This work included preparing analyses, offering testimony, sharing information with members, and drafting amendments. WFRC's government relations manager updated the [bill tracker](#) weekly, as well as distributed legislative emails to WFRC's partners during and after the session. Additionally, WFRC hosted weekly legislative update meetings to provide the opportunity for members and partners to ask questions and share information. Finally, WFRC staff created a [governmental affairs](#) website page to continue to provide and promote information sharing. During the interim, WFRC will continue to participate, present, and provide information to the transportation and related legislative committee meetings.

In addition to supporting legislative decision-making, **WFRC was engaged by Governor Gary Herbert's administration on Utah Life Elevated 2020.** This statewide initiative is working to improve the quality of life for all Utahns through achieving measurable objectives by 2020. WFRC worked specifically on the goal of "thriving communities" to promote a pattern of well-planned and dispersed regional centers with a vibrant mix of jobs and affordable market-driven housing choices. This includes increasing access to opportunities for employment, education, and recreation, and developing 1,000-miles of new family-friendly trails and bicycle paths.

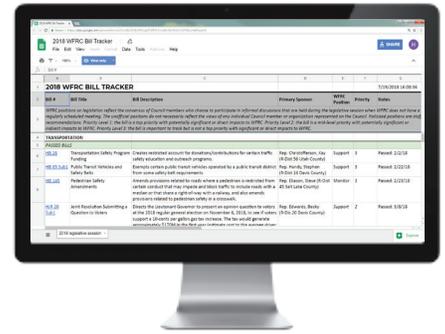
In May of 2018, the Salt Lake Chamber awarded WFRC with the 38-15-1 Partner of the Year Award. This award is given to organizations who demonstrate leadership and partnership, and work proactively with the private sector to advance key business priorities. 38-15-1 represents the necessary votes in the 75-member Utah House of Representatives, 29-member Utah State Senate, and support of the Governor of Utah required to enact legislation.

WFRC works closely with the Salt Lake Chamber and other private-sector organizations and businesses, in addition to its public-sector partners and members, to promote good mobility, clean air, a strong economy, and a high-quality of life, now and for generations to come.

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Participate in regionally significant transportation-related projects and studies including the Central Wasatch Commission, Point of the Mountain Development Commission, Box Elder Transit Analysis, First/Last Mile TIGER Grant, Ogden-Weber State University and Davis-Salt Lake City Bus Rapid Transit, and others.

WFRC participates in regionally significant projects and studies to assist in the identification, definition, and resolution of community challenges of mutual interest and concern in transportation, land use, economic development, and other regional topics. Upon completion, the recommendations from these studies are often incorporated into RTPs, TIPs, and city general plans, as well as act as a resource for the development of final plans for major transportation projects.



Screenshot of WFRC's bill tracker, updated by WFRC staff weekly.



On behalf of WFRC, Bret Millburn, Commissioner, Davis County and WFRC Vice Chair; LaNiece Davenport, Government Relations Manager, WFRC; Andrew Gruber, Executive Director, WFRC; and Mike Caldwell, Mayor, Ogden and WFRC Chair; accept the Salt Lake Chamber's 38-15-1 Partner of the Year Award.





The Central Wasatch Commission will implement the actions outlined in the Mountain Accord, an agreement to build a lasting plan to preserve the Central Wasatch. Infographic courtesy of mountainaccord.com.



The Point of the Mountain area extends from Sandy to Lehi and is well situated to become an economic powerhouse for a growing high-tech economy.

Central Wasatch Commission

During fiscal year 2018, the Central Wasatch Commission (CWC) was formally established and took on the charter to promote the visions, directives, and principles of the [Mountain Accord](#). As a member of the Executive Board, WFRC participated in the transition of the Mountain Accord to the CWC. The CWC is an interlocal agency and a political subdivision of the State of Utah. It will formalize collaboration and streamline decision-making among the multiple jurisdictions with authorities in the central Wasatch Mountains. The CWC's mission is to implement the actions outlined in the Mountain Accord and continue its tradition of public engagement, transparency, and consensus building. The area of focus will be between I-80 and the Salt Lake County line south of Little Cottonwood Canyon.

During the past year, WFRC and partner agencies developed recommendations, including bylaws, draft budget and financial procedures, staffing opportunities, membership, and options for a stakeholder council. Additionally, WFRC participated in two related and ongoing studies, including an alternatives analysis to analyze transportation options connecting the Salt Lake Valley and Park City/Wasatch Back and an environmental dashboard to provide a comprehensive environmental picture of the Central Wasatch Mountains health and monitoring system.

Point of the Mountain Development Commission

The rapidly emerging [Point of the Mountain](#) (PotM) area, located in southern Salt Lake and northern Utah counties, is well situated to become a powerful economic generator with an emphasis on growing a high-tech economy. Central to maximizing opportunities in this area is transformation of the Utah State Prison site in Draper into a catalytic development center. The Utah State Legislature created the PotM Development Commission to identify ways to maximize the development and economic opportunities in this area.

WFRC worked closely with the Envision Utah, the PotM Development Commission's lead consultant agency, as well as UDOT, UTA, MAG, and other stakeholders in a three-phase vision development process. Phase One consisted of small group meetings and public workshops, and documented the findings via a report published in May of 2017. In Phase Two, WFRC worked closely with the PotM team to help shape the illustrative vision, which was adopted in early 2018. The team ultimately developed 12 signature elements. WFRC, UDOT, UTA, and MAG conducted a transportation analysis to analyze components of the vision and identify how the essential elements can be incorporated into future planning efforts. Phase Three includes the evaluation of options to fund and finance necessary infrastructure.

Box Elder Transit Analysis

The scope for the Box Elder Transit Analysis has been approved and kick-off is expected during the first quarter of fiscal year 2019. The analysis will identify short- and long-term transit needs and priorities, and evaluate potential solutions for residents traveling to, from, and between Brigham City, Willard, and Perry; Logan and the Cache Valley; and Ogden and further south through the Wasatch Front.

First/Last Mile TIGER Grant

In 2016, the United States Department of Transportation (USDOT) awarded the region \$20 million through the highly competitive national grant program, Transportation Investment Generating Economic Recovery (TIGER). The [TIGER award](#) provided critical funding for active transportation connections to UTA's commuter and light rail systems, improving transit access in 26 cities and six counties. When fully funded and implemented with committed funds

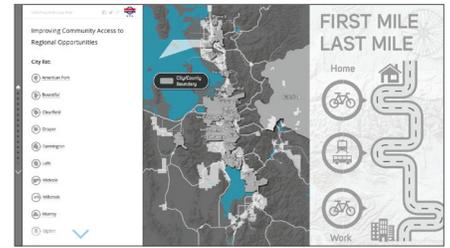
from local communities and transportation partners, the project, [First/Last Mile Connections: Improving Community Access to Regional Opportunities](#), represents \$75.7 million in total investment in active transportation over the five-year grant cycle.

In fiscal year 2018, WFRC worked with UTA to move the grant forward to obtain final signature. UTA met with partner agencies and local communities to complete each of the necessary project level details, including scoping, environmental clearance, cost allocations, funding match commitments, and project design. With the help of partners, a consultant team was selected for project design, engineering, and construction. In the spring of 2018, USDOT approved UTA's process and ultimately signed the final TIGER grant agreement. The signing of the award allows UTA to move forward with local communities and the consultant team to begin construction of the projects in the fall of 2018.

Golden Spoke

In partnership with numerous agencies, cities, and counties, WFRC hosted two simultaneous group bike rides and a family-friendly event to celebrate the completion of the Golden Spoke network. The [Golden Spoke](#) consists of over 100 miles of safe, separated, and connected multi-use trails. Approximately 470 bicyclists, including numerous elected officials, participated in the group rides and/or attended the event. Governor Gary R. Herbert, along with several local and regional leaders, officially recognized the completion of the Golden Spoke network at the community celebration event.

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The [First/Last Mile Connections: Improving Community Access to Regional Opportunities](#) online Story Map shows the various projects, organized by city. Image courtesy of [rideuta.com](#).



The Golden Spoke logo, designed by WFRC staff.



Clockwise from top left: Jeff Silvestrini, Mayor, Millcreek City and Active Transportation Committee Chair; finishes the ride with Andrew Gruber, Executive Director, WFRC; and Mike Caldwell, Mayor, Ogden City and WFRC Chair; event participants peruse the vendors' booths; Scott Hess, Director of Community and Economic Development, and Jory Johner, Director of Long-Range Planning, finish the ride with other event participants; Governor Gary R. Herbert officially recognizes the completion of the Golden Spoke network.



Screenshot of KSL.com's broadcast and article regarding the Golden Spoke event and network.





The Ogden Onboard Study will examine the BRT corridor for future TOD opportunities.

Ogden-Weber State University Bus Rapid Transit

The Ogden-Weber State University Transit Project Study (2015) identified a locally preferred alternative (LPA) for bus rapid transit (BRT) connecting the Ogden Intermodal Center and downtown Ogden with Weber State University. To support transit-oriented development (TOD) along the corridor in which BRT has been identified, the Ogden BRT Corridor/TOD Study (Ogden Onboard) will examine the BRT corridor for future TOD opportunities, which include the following.

- Preserve a mix of equitable housing;
- Enhance access to essential services;
- Create well-designed and welcoming stops and station areas; and
- Provide improved active transportation connections and greater connectivity to the regional transit system.

The study includes a land use and market analysis, with a final product that will provide direction for investment opportunities by outlining strategies for joint development partnerships for long-term economic development along the corridor. The study is led by UTA, in coordination with the City of Ogden, McKay-Dee Hospital, UDOT, Weber County, Weber State University, and WFRC, and expected completion is in December of 2018.

Project stakeholders have entered into an agreement to utilize Proposition One tax funds from Weber County to complete the initial project work for the BRT project. This includes completion of the environmental assessment and final design and engineering (Ogden-Weber State Transit Corridor Environmental Study Report), as well as a request to enter project development for the FTA's Small Starts Grant Program. UTA anticipates submitting the request to FTA in the fall of 2018. Certain project stakeholders have committed funding for the design and construction of the project. WFRC has programmed a combined \$6.5 million in CMAQ and STP funds. The current project shortfall in local match for the project is \$2 million. However, with the passage of SB 136 and the creation of the Transit Transportation Investment Fund (TTIF) account, there are additional opportunities to compete for funding for the project.

Davis-Salt Lake City Bus Rapid Transit

UTA completed the Davis-Salt Lake City Community Connector Study (August 2014), which identified a LPA consisting of BRT from Salt Lake City to the Woods Cross FrontRunner Station. The 12-mile project includes 5.6 miles of dedicated guideway, five center stations, 17 side stations, bicycle/pedestrian improvements, transit signal priority and queue jumping, and enhanced stations with lighting and off-board fare collection.

For next steps, UTA will lead architectural/engineering design work and environmental services for the project and develop a documented categorical exclusion (South Davis-Salt Lake City Community Connector Documented Categorical Exclusion and Advanced Conceptual Engineering). Project stakeholders will include representatives from WFRC, Bountiful, Davis County, North Salt Lake, Salt Lake City, Salt Lake County, and UDOT. The project will lead a public review process, prepare the documented categorical exclusion and required documentation for approvals, maintain records of the decision-making process, and prepare preliminary architecture and engineering of fixed guideways, structures, drainage, utility relocations, stations, street reconstruction, and signals. WFRC will conduct travel demand modeling services required for the project. A scope of work has been developed for the project, and the anticipated kick-off date is in the second half of 2018.

In addition to the aforementioned projects, WFRC participated in the following studies and projects.

- Future of Commuter Rail Study
- Life on State
- Mountain View/5600 West Corridor Environmental Impact Statement
- Parley’s Interchange Environmental Impact Statement
- Real Estate Market Model Improvements
- Redwood Road Multi-modal Transportation Study
- Transit-Oriented Development System Plan
- Unified Plan Financial Model Update
- UTA Core Routes Study
- Wasatch Front Central Corridor Study
- West Davis Corridor Environmental Impact Statement

Assist with the identification and evaluation of transportation-related air quality strategies.

Good air quality is essential to the quality of life. WFRC understands the impact of vehicle emissions and works tirelessly to mitigate those impacts where possible. On staff is an air quality expert who conducts regular analyses to ensure the RTP and its amendments, as well as the TIP, meet air quality standards and comply with the State Implementation Plan (SIP).

WFRC continues to support the Utah Division of Air Quality (DAQ) to develop the section of the SIP that addresses PM2.5 emissions in the Salt Lake non-attainment area. In addition to the detailed vehicle emission estimates that were provided previously (years 2014, 2017, 2019, 2020, 2023, 2024, and 2026), a vehicle emissions inventory for the year 2016 was prepared. The DAQ will use this new information, along with inputs from other pollution sources, to determine if the Salt Lake area can attain the PM2.5 standard.

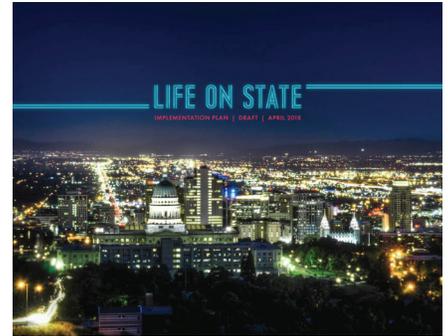
The Interagency Consultation Team (ICT), including representatives from Cache MPO, DAQ, EPA, FHWA, FTA, MAG, UDOT, UTA, and WFRC, held three meetings in fiscal year 2018. The ICT will continue to meet quarterly to consult on air quality issues, such as the revision and approval of the PM10 maintenance plan and the PM2.5 control plan, as well as the review of conformity analysis documents.

WFRC participated in several committees organized by partnering agencies to promote actions to improve air quality, such as U-CAIR and Utah Clean Air Action Team (CAAT). WFRC also collaborated on air quality issues by regularly attending the Utah Air Quality Board meetings.

Communicate the benefits of implementing the WC2050 Vision and Utah’s Unified Transportation Plan.

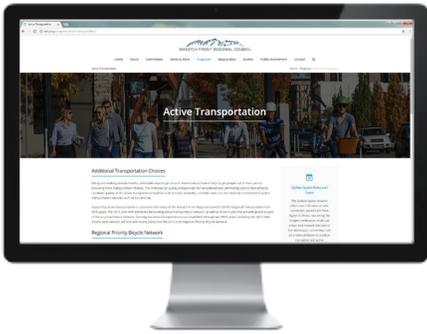
WFRC staff created and shared content regularly to communicate the benefits of investing in Utah’s multi-modal transportation system, as well as implementing the WC2050 Vision and Utah’s Unified Transportation Plan.

As part of its efforts to strengthen outreach via online tools, WFRC managed the development of a new, easily navigable, responsive, and accessible website to provide technical subject-matter expertise to local governments and other stakeholders.

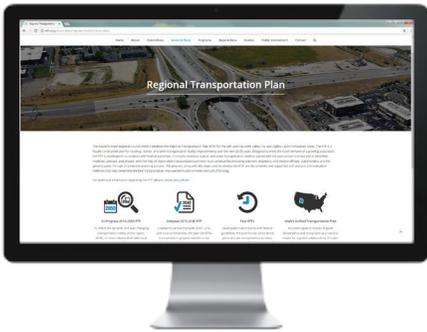


Cover of the Life on State Draft Implementation Plan released in April of 2018.





Screenshot of the new "Active Transportation" website page.



Screenshot of the new "Regional Transportation Plan" website page.



Screenshot of the new "In the News" website page.

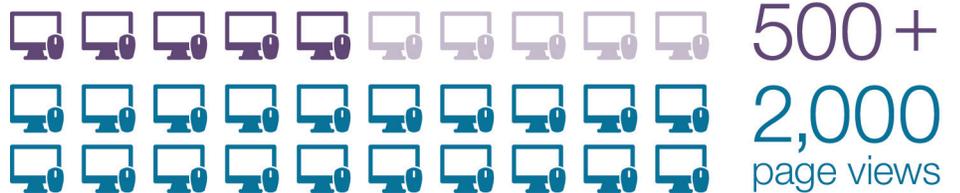
As part of its efforts to strengthen outreach via online tools, WFRC managed the development of a new, easily navigable, responsive, and accessible website to provide technical subject-matter expertise to local governments and other stakeholders.

In fiscal year 2017, WFRC developed a content inventory/audit of the existing website and determined the content of a future website, as well recognized areas for improvement. During a subsequent phase, WFRC researched and evaluated capabilities and functionalities of WordPress themes and plugins, solutions for syncing staged/live websites, and government requirements for accessibility and limited English proficiency.

In fiscal year 2018, WFRC developed the overall layout and created numerous effective visual communication graphics. The next steps included refreshing and/or developing written content for each website page; managing internal and external website testing; and migrating the staged site to live site, as well as the weekly backup of the live site. The new website was launched in December of 2017.

WFRC successfully leveraged online engagement tools, such as public comment layers on an interactive map, to educate the public and to solicit public comment. For example, working with UDOT and UTA, WFRC obtained GIS data for the Draft TIP 2019-2024 projects and created an online interactive map, in both [English](#) and [Spanish](#) formats, showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool. Consequently, the interactive maps had over 1000 page views, and garnered over 180 comments.

Additionally, in an effort to refine the WC2050 Draft Vision and successfully obtain stakeholder input, WFRC created its second online visualization tool, in both [English](#) and [Spanish](#) formats, utilizing the Esri Story Map program. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed projects, land use, and economic development areas. The Spanish version of the tool was viewed over 500 times and the English version was viewed almost 2,000 times during the public comment period. Again, WFRC received hundreds of public comments via the tools, as well as at the Vision workshops.



In addition to online tools, **WFRC utilized social media and email campaigns to efficiently disseminate information to thousands of stakeholders.** Using [Facebook](#), [Twitter](#), [YouTube](#), and Constant Contact, information regarding WFRC’s vision, plans, programs, activities, and events was distributed.

Specifically, in fiscal year 2018, a monthly average of 43 tweets were tweeted, a monthly average of 23,675 impressions were generated, and a total of 202 followers were gained.

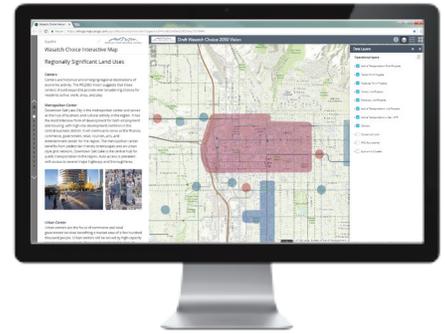
In fiscal year 2018, 21 email campaigns were distributed externally and averaged an open rate of 36 percent. This percentage greatly exceeds the government agency or services industry open rate of 23 percent.

By strategically combining the use of online engagement tools with social media and email campaigns, WFRC effectively communicated the benefits of implementing the WC2050 Vision and Utah's Unified Transportation Plan, as well as diligently sought feedback and collected meaningful input into the development of the WC2050 Draft Vision and Draft 2018-2023 TIP.

While outreach via social media has its benefits, WFRC understands the importance of working with traditional media outlets to disseminate information. Staff worked to ensure adequate media coverage of WFRC and, during fiscal year 2018, **dozens of articles regarding the WC2050 Vision, 2019-2050 RTP, TIP, Task Force, and Golden Spoke Rides and Event, among other topics, appeared in local printed and online newspapers, and several stories were carried on local television channels.** WFRC was also featured nationally in articles published by Mass Transit Magazine, My San Antonio, Reddit, San Francisco Chronicle, and US News and World Report.

WFRC was significantly involved in the planning of major partner events, as well as executing day-of activities, including the WC2050 + Mayor's Metro Solutions event. The combined event brought together stakeholders from across the region to discuss how to increase access to jobs and educational opportunities through the development of the WC2050 Vision. Approximately 400 attendees, including community and business leaders, elected officials, planners, economists, developers, architects, engineers, contractors, and academics, participated in the event.

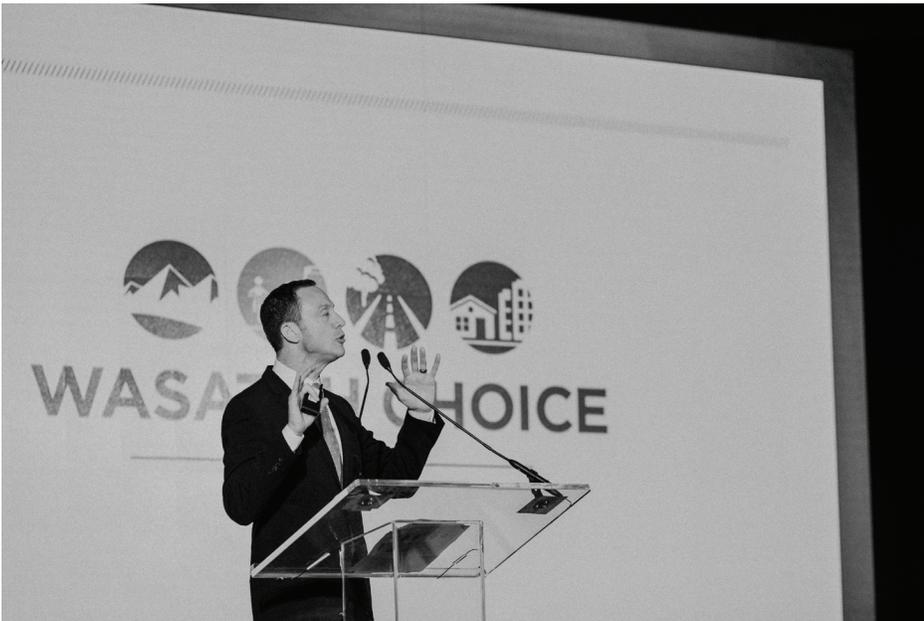
WFRC was significantly involved in the planning of the WC2050 + Mayor's Metro Solutions event. The combined event brought together stakeholders from across the region to discuss how to increase access to jobs and educational opportunities through the development of the Vision.



Screenshot of the WC2050 Draft Vision online visualization tool, which allowed users to evaluate the Draft Vision and provide feedback.



Screenshot of The Salt Lake Tribune's article regarding the WC2050 + Mayor's Metro Solutions event and request for public comment on the Draft Vision.



Andrew Gruber, Executive Director, WFRC, presents the WC2050 Vision at the WC2050 + Mayor's Metro Solutions event.



The WC2050 + Mayor's Metro Solutions event program, created by WFRC staff.



WFRC shared information regarding visions, plans, and programs with hundreds of stakeholders at outreach meetings across the region, including several hosted by the UDOT and UTA. Additionally, WFRC met with several regional stakeholders and transportation groups, including the Utahns for Better Transportation; Property Reserve, Inc.; Farmland Reserve, Inc.; Suburban Land Reserve, Inc.; Salt Lake, Davis, and Weber county chambers of commerce; transportation subcommittees, and The University of Utah Department of City and Metropolitan Planning staff and students. WFRC also met with and presented to local groups, including National Association for the Advancement of Colored People, Salt Lake County Diversity Dinner, Trumpeters Club, Box Elder Planners Association, Salt Lake City Transportation Advisory Committee, American Public Works Association, UTA Transit Academy, Salt Lake County Association of Community Councils, Congress of the New Urbanism, Utah League of Cities and Towns, Utah Association of Counties, Utah Chapter of the American Planning Association, Urban Land Institute, Western Growth Coalition, community action programs, various city councils and planning groups, and secondary school and university classes. Throughout the numerous meetings and presentations, WFRC developed a robust internal process to review, consider, and integrate stakeholder feedback into the WC2050 scenario development process and the Draft 2018-2023 TIP.

WFRC understands the value of annual partner conferences that bring together hundreds of key stakeholders, such as the Utah Chapter of the American Planning Association, Utah League of Cities and Towns, Utah Association of Counties, and UDOT conferences and conventions. With this in mind, WFRC and its partners sponsored an exhibit booth for WC2050 or Utah's Unified Transportation Plan at each conference. The booth included a highly-visible backdrop and utilization of the online interactive maps as a means to interact with conference attendees.

Goal Number Three

Strive for organizational excellence.

Create a work environment that maximizes the job satisfaction, productivity, and retention of an excellent staff.

WFRC is committed to providing a work environment that maximizes the job satisfaction, productivity, and retention of an excellent staff. Staff is encouraged to assist in creating such an environment by contributing to discussion regarding workplace issues, policies, and procedures.

The staff who provide administrative support at WFRC are the lifeblood of the agency. Without them, the important work of WFRC's various committees would not be documented. WFRC has managed this documentation, including meeting agendas and minutes, action items, announcements, etc. for its committees, which include the following.

- Wasatch Front Regional Council
- Active Transportation Committee
- Budget Committee
- Joint Policy Advisory Committee
- Regional Growth Committee
- Regional Growth Committee Technical Advisory Committee
- Transportation Coordinating Committee
- Transportation Coordinating Committee Technical Advisory Committee
- Wasatch Front Economic Development District Strategy Committee

Additionally, WFRC provides administrative assistance and manages similar meeting documentation for external committees, including the following.

- Morgan County-Ogden Valley Rural Planning Organization
- Tooele Valley Rural Planning Organization
- Utah Communications Authority Regional Advisory Committee

The administrative team supports the human resource function. During the year, several learning opportunities were organized regarding issues that included retirement, work/life balance, and health and welfare for the staff. This supported WFRC's goal to attract and retain quality staff members at their highest level of performance.

Review and update personnel policies.

During fiscal year 2018, WFRC updated its [Personnel Policy](#) and its [Accounting and Administrative Policy](#). The work involved compiling existing policies into one document, organizing and formatting the document, and utilizing legal and other expertise to ensure full compliance, use of best practices, transparency, and prudent use of taxpayer money.

Additionally, two new personnel policies were adopted. This included paid leave for Family Medical Leave Act (FMLA) events to supplement WFRC's existing short-term disability insurance benefit, as well as greater flexibility in the use





Employees participate in "Bike-to-Work Day."

of funeral leave to allow employees to substitute some or all of their available funeral leave to attend a family member with a grave illness. These policies reflect WFRC's desire to support the work/life balance of its staff, and ultimately make WFRC a great place to work.

WFRC updated its Accounting and Administrative Policy. The work involved utilizing legal and other expertise to ensure full compliance, use of best practices, transparency, and prudent use of taxpayer money.

Refine employee performance evaluation process by enhancing integration of WFRC mission and roles and annual goals.

The employee performance review is an important tool that helps define and communicate WFRC's organizational goals and its mission and roles to staff members. The factors upon which an employee is evaluated provide a clear direction to productivity and professional development. In addition to reviewing and refining the factors with their supervisors twice per year, WFRC staff have developed personal professional development plans and are encouraged to participate in professional development activities.

Maintain budget stability and use resources prudently and efficiently. Ensure compliance with applicable laws, regulations, and best practices.

For the past 22 years, WFRC has received unqualified audit opinions with no audit adjustments nor deficiencies noted to management. This year was no exception. The quality of WFRC's financial records provide certain assurances to organizations that make funding available for the programs. It is important that WFRC not only has sufficient resources to operate for the current fiscal year, but also a sustainable financial plan for the future. Staff routinely evaluate long-term financial projections that include federal funding levels as defined in the FAST Act and other anticipated funding sources.

New this year is the addition of a compliance administrator. The compliance administrator is an existing staff member who, as part of her responsibilities, ensures that WFRC is in compliance with the requirements of the Federal Audit Clearinghouse, Utah State Auditor's Office, [Utah Public Notice](#) website, Utah Transparency, etc.

Move WFRC offices to a more central, accessible location.

During the past year, WFRC made significant progress to move its office to a more central and easily accessible location. Locating to an area served by multiple modes of transportation is a top priority. WFRC toured nearly 20 potential sites and ultimately signed a lease agreement with the Cicero Group for space in The Gateway, located in downtown Salt Lake City.

WFRC made significant progress to move its office to a more central and easily accessible location.

WFRC initiated the process to hire an architect and construction management general contracting (CMGC) contractor, interviewed numerous candidates, and selected Axis Architects and Layton Construction, respectively, to assist. After a detailed review of space needs with the architect, WFRC finalized the design of



The Utah Public Notice website provides all public notice information in Utah.



Employees partake in a tour of the new office space and its surroundings at The Gateway.

a space plan. Through this process the Budget Committee was fully engaged in the review of WFRC's options. This included careful analysis and evaluation of the costs and locations of potential properties to lease, as well as the sale of WFRC's current building.



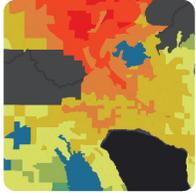
View of the new office space (second floor in foreground) at The Gateway.

The staff at WFRC appreciate the opportunity to work with its members, collaborate with its partners, assist local communities, and ultimately contribute to a high-quality of life for residents living throughout the Wasatch Front region.

Thank you!



WASATCH FRONT REGIONAL COUNCIL



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 @WasatchFrontRegionalCouncil

 @WasatchCouncil

 WFRcvideo



DATE: August 23, 2018
AGENDA ITEM: 2b
SUBJECT: **ACTION:** WFRC FY'19 Goals and Priorities
PREPARED BY: Andrew Gruber

BACKGROUND:

Each year the Wasatch Front Regional Council adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted Mission & Roles, reflection on the agency activities and accomplishments for the previous year, and a collaborative and full discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY'19. The WFRC FY'19 Unified Planning Work Program (UPWP), adopted by the Regional Council at its meeting in May 2018, comprehensively lists all of WFRC's activities. These goals are intended for WFRC as an organization -- what we hope to accomplish in the year ahead. They are not intended to be goals for the condition of the region. The Wasatch Choice 2050 goals, adopted by the Council in October 2016, serve that purpose.

Not surprisingly, the FY'19 goals are similar to the FY'18 goals. This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span multiple years. At the Council meeting on August 23, we will discuss the goals, ask for your feedback and request that the Council votes to approve them.

RECOMMENDATION:

WFRC staff recommends that the Council "make a motion to approve the WFRC FY'19 Goals and Priorities."

CONTACT PERSON:

Andrew Gruber, agruber@wfr.org; 801-824-0055

EXHIBIT: Draft WFRC FY'19 Goals and Priorities

WFRC FISCAL YEAR 2019 ORGANIZATIONAL GOALS

COLLABORATIVELY DEVELOP AND IMPLEMENT WASATCH CHOICE 2050 VISION FOR REGIONAL TRANSPORTATION, LAND USE, AND ECONOMIC DEVELOPMENT

- Adopt the 2019-2050 Regional Transportation Plan (RTP), including the prioritization of road, transit, and active transportation projects by phase, financial constraints, and land use and development assumptions (adopt spring/summer 2019).
- Develop the 2019-2050 Utah's Unified Transportation Plan, in collaboration with transportation agency partners (adopt summer/fall 2019).
- Develop the 2020-2025 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2019).
- Adopt an updated regional Comprehensive Economic Development Strategy (CEDS), working through the Wasatch Front Economic Development District (WFEDD) (adopt spring 2019).
- Implement Wasatch Choice 2050 Vision by providing resources and technical support to communities through programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (approve awards spring/summer 2019).
- Refine the performance-based approach for WFRC plans and programs, including measures, targets, progress monitoring, and reporting, based on the adopted Wasatch Choice 2050 goals.
 - Enhance use of “access to opportunity” as a measure for planning and programming.

ADVANCE TRANSPORTATION, LAND USE AND ECONOMIC DEVELOPMENT POLICY-MAKING AND PROJECTS

- Provide subject-matter expertise to federal, state, and local officials and policymakers regarding transportation funding and policy, as well as related land use and economic development considerations. Promote approaches and outcomes that are consistent with WFRC's organizational mission, e.g., collaboration; multimodal solutions; integration of transportation, land use, and economic development; strong local and regional voice in decision-making. Key subject areas include the following:
 - Impacts of growth on transportation and housing.
 - Implementation of Senate Bill 136.
 - Reauthorization of federal transportation funding and policies.
 - Potential timing and impact of disruptive trends (e.g., demographics, land use, markets) and technologies (e.g. connected, autonomous, shared and electric mobility options).
- Engage and inform stakeholders regarding the challenges and opportunities of growth. Convene communities and partners, provide high-quality data and analysis, collaboratively develop strategies, and support communities with technical and financial resources.
- Participate in transportation-related projects and studies including but not limited to the Point of the Mountain Development Commission, Central Wasatch Commission, Box Elder Transit Analysis, Ogden BRT/TOD, Davis-SLC Bus Rapid Transit, and Northwest Quadrant / Inland Port.
- Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions.

STRIVE FOR ORGANIZATIONAL EXCELLENCE

- Move WFRC offices to a more central, accessible location (fall 2018).
- Create a work environment that maximizes the job satisfaction, productivity, and retention of an excellent staff. Ensure that the employee performance evaluation process provides meaningful, constructive feedback to employees and identifies priority professional development opportunities and expectations.
- Continuously improve the quality, impact, and awareness of WFRC's technical and analytical capabilities, and utilize those capabilities to help our region and communities.
- Maintain budget stability and use resources prudently and efficiently.
- Ensure compliance with applicable laws, regulations, and best practices.

DATE: August 16, 2018
AGENDA ITEM: 2c
SUBJECT: WFRC Funding Opportunities for Local Governments
PREPARED BY: Wayne Bennion

BACKGROUND:

The Wasatch Front Regional Council administers six programs that provide resources for local governments. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Transportation and Land Use Connection (TLC)
- Community Development Block Grant (CDBG)
- Wasatch Front Economic Development District (WFEDD)

A presentation will be given describing these programs to increase awareness of funding and resource opportunities, as well as to encourage efficiency and coordination among the programs for applicants.

RECOMMENDATION:

This is an information item only.

CONTACT PERSON:

Wayne Bennion (801) 363-4230, ext. 1112

DATE: August 16, 2018
AGENDA ITEM: 4a
SUBJECT: Wasatch Choice 2050 Vision and housing affordability
PREPARED BY: Ted Knowlton

At the August 23 Council meeting, we will discuss key actions that WFRC might take to help member communities as they in turn consider how to address Utah's housing affordability gap. This will build on the Regional Growth Committee (RGC) discussion from August 16 where that committee explored questions like:

- What are you experiencing in your community with regard to growth and affordability issues?
- What information would help you and your community's residents as you discuss growth and affordability?

BACKGROUND:

Wasatch Choice 2050 (WC2050), the region's shared vision, seeks to address affordability. One of the ten regional goals of WC2050 is "Housing Choices and Affordable Living Expenses" and one of the four key strategies of WC2050 is "Support Housing Options: support housing types and locations that we can both afford and work best for our lives."

Drilling down, one key policy approach to help housing and transportation affordability is to create more opportunities for development to occur in mixed-use growth centers. This is a significant element of the Wasatch Choice 2050 Vision endorsed by the Council.

Centers provide a mix of neighborhood and housing choices within a community. Coordinating mixed-use development with existing and planned transportation infrastructure gives residents more options to take transit, bike or walk reducing household. Together this outcome reduces the total household costs for housing + transportation.

In addition to individual family benefits, growth in centers has community and regional benefits. Linking housing and transportation gives workers better access to jobs, and businesses better access to potential employees/customers. Centering multi-family and smaller-lot housing efficiently absorbs population growth and thereby helps to preserve the character of existing suburban neighborhoods. In addition, reducing driving by giving people transportation choices means less congestion and better air quality.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ted Knowlton, 801-363-4250 x1201 or ted@wfrc.org

DATE: August 16, 2018
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Amendment #6 to the 2015-2040 Regional Transportation Plan
PREPARED BY: Jory Johner

At the Wasatch Front Regional Council (WFRC) meeting, WFRC staff will present the proposed Amendment Number 6 to the current 2015-2040 Regional Transportation Plan (2015-2040 RTP), along with Draft Air Quality Memorandum 38. This proposed amendment was presented to and discussed at the May 17th Regional Growth Committee (RGC) meeting, and then public comments were solicited from June 30, 2018 to August 4, 2018; no comments were received during the public comment period. No changes have taken place from what RGC reviewed in May. The RGC, at their meeting on August 16, will recommend that the Regional Council approve Amendment 6 on August 23, 2018.

BACKGROUND:

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a Regional Transportation Plan (RTP). WFRC adopted the current 2015-2040 RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of final environmental impact statements, or the rapid development of certain projects may warrant a change to the RTP. A process for amending the RTP has been reviewed by the RGC and was formally adopted by WFRC. This process was last updated in March 2016.

At the August 2017 RGC meeting, the RGC explored additional information to help inform decisions on RTP amendments. A number of technical considerations have been developed to assist RGC members in making a determination on each amendment project. These technical considerations will be part of the review and screening for each project and the results will be presented to the RGC.

Amendment Number 6 includes a total of six requests, one each from UDOT, West Valley City and Kearns, Bluffdale City, Salt Lake City, Hooper City, and Plain City. The UDOT project will utilize Transportation Improvement Funds (TIF), while the other five projects will rely on potentially receiving WFRC-administered Surface Transportation Program (STP) funds, local money, grant revenues, and funding from other partners. Two of the six projects are designed to help improve capacity and all six projects are requested to be placed in Phase 1 of the 2015-2040 RTP.

PROCESS:

The WFRC staff has discussed each of the six amendment requests with their respective sponsors, analyzed the scope of the project, potential technical considerations, and financial implications of these projects and determined that the 2015-2040 RTP is able to maintain its fiscal constraint while accommodating construction of these projects in all Phases. The WFRC staff reviewed the air quality impacts, found in the Draft Air Quality Memorandum 38, to ensure that all applicable air quality conformity requirements are met, and results were provided during the comment period. The technical considerations reviewed include safety, vehicle hours traveled and connectivity, project readiness, support for existing clusters and future Wasatch Choice 2050 Centers, access to opportunity, multimodal considerations, impact or benefits to vulnerable communities, and air quality.

The WFRC staff presented these amendments to the RGC's Salt Lake County PlanTAC and the Ogden-Layton RGC Technical Advisory Committee on April 18, 2018 and to the RGC on May 17, 2018. Presentations were also made to the Salt Lake County Council of Governments (COG) on May 24, 2018 and to the Weber County COG on June 4, 2018. The formal public review and comment period took place from June 30, 2018 to August 4, 2018 and no comments were received.

RECOMMENDATION:

The Regional Growth Committee and the WFRC staff requests that the Wasatch Front Regional Council recommend approval of Amendment Number 6 and Draft Air Quality Memorandum 38.

Suggested motion language: *I make a motion to recommend that the Wasatch Front Regional Council approve Amendment Number 6 to the 2015-2040 RTP and the Amendment's air quality conformity determination as found in Draft Air Quality Memorandum 38.*

CONTACT PERSON:

Jory Johner, 801-363-4250 x1110 or jjohner@wfrc.org

ATTACHMENT:

Amendment Number 6 Project Overviews

Draft Air Quality Memorandum 38

Resolution of the Wasatch Front Regional Council Approving Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040

RTP AMENDMENT NUMBER 6 PROJECT OVERVIEWS

UTAH DEPARTMENT OF TRANSPORTATION

Cost: \$135 Million

1. Widening on I-15

This request is for the widening of one additional lane northbound on I-15 from Bangerter Highway to I-215. This additional lane is needed to ensure the safe movement of autos as they change lanes along I-15. The additional lane is also part of the planned I-15 connector / distributor system. This I-15 improvement project is funded through the Transportation Investment Fund (TIF) and is a new Phase 1 project.

WEST VALLEY CITY AND KEARNS

Cost: \$15 Million

2. Widening of 4700 South

West Valley City is requesting an amendment to the 2015 RTP that would allow for the widening of 4700 South to five lanes from 4000 West to 5600 West. This project allows for capacity improvements for east / west traffic flow. The street profile would include two travel lanes in both directions with a center turn lane, uniform geometrics and horizontal geometry, a four-foot shoulder, and the addition of bicycle lanes. This project is multi-jurisdictional with possible funding provided by STP and local sources. This amendment would move this project from Phase 2 to Phase 1 in the RTP.

BLUFFDALE CITY

Cost: \$6.12 Million

3. Operational Improvements on 14600 South

This project calls for operational improvements on 14600 South from Redwood Road to Porter Rockwell Blvd. The amendment redefines the project from widening to operation improvements and the new construction of a roadway segment near Redwood Road. This major collector connects Redwood Road to I-15 at the 14600 South interchange. In addition to operational improvements, such as a center turn lanes and upgrades to existing roadway geometrics, this project also includes bicycle and pedestrian elements. It will help link communities with recreational trails, such as the Jordan River Parkway. This amendment modifies the scope of a project and moves an unfunded project to Phase 1 with possible funding sources from Salt Lake County corridor preservation money, STP, and local funds.

SALT LAKE CITY

Cost: \$21.3 Million

4. New Construction of 700 South and a new Railroad Bridge

Salt Lake City is requesting an amendment that will allow for the new construction of 700 South from 5600 West to approximately 5300 West. This project also includes an upgrade to the existing Union Pacific railroad bridge on 700 South near 4800 West. The new bridge will improve safety for autos and trains. The realignment of 700 South will move the intersection approximately 400 feet to the north, which will improve sight lines and safety. Funding sources include possible Union Pacific money, Salt Lake City funds, Salt Lake County funds, or other grants. This Phase 1 project is new to the RTP.

HOOPER CITY

Cost: \$3.9 Million

5. Operation Improvements on 5500 West

This proposed amendment calls for operational improvements on 5500 West from 3500 South to 5500 South, along with a functional classification change to a major collector. The widening of a narrow two-lane roadway will include 12-foot lanes, paved shoulders, curb, gutter and sidewalk, and will address current and future traffic and safety concerns in a growing community. Potential funding sources include STP and local money. This is a new Phase 1 RTP project.

PLAIN CITY

Cost: \$7.4 Million

6. Operation Improvements on 2800 North / North Plain City Road

A request to amend the RTP from Plain City is asking for operational improvements on 2800 North and North Plain City Road from 4200 West to SR-126. Also requested is a change in functional classification to a Minor Collector. This project will provide for increased safety with the addition of a shoulder and the reconfiguration of the street cross-section. The project is being developed in close cooperation with Farr West City. Funding for these improvements includes possible STP and local sources. This Phase 1 project is new to the RTP.

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING AMENDMENT 6 TO THE WASATCH FRONT
REGIONAL TRANSPORTATION PLAN: 2015 - 2040**

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake City - West Valley City and Ogden - Layton Urbanized Areas and, as such, has the responsibility for developing Regional Transportation Plans for both Areas, and

WHEREAS, the Wasatch Front Regional Transportation Plan: 2015 - 2040 recommends improvements to the highway, transit, and non-motorized transportation systems through the year 2040 for both the Salt Lake City - West Valley City and Ogden - Layton Urbanized Areas, and

WHEREAS, the Salt Lake City - West Valley City and Ogden - Layton Area Technical Advisory Committees, Salt Lake and Weber County Councils of Governments, and the Regional Growth Committee have been involved in developing and evaluating the proposed amendment to the Wasatch Front Regional Transportation Plan: 2015 - 2040, and

WHEREAS, based on the evaluation of the proposed amendment the Wasatch Front Regional Council desires to adopt *Amendment 6 to the Wasatch Front Regional Transportation Plan: 2015 - 2040*, as shown in the attachment to this resolution, and

WHEREAS, *Amendment 6 to the Wasatch Front Regional Transportation Plan: 2015 - 2040* includes regionally-significant projects, and

WHEREAS, the State Implementation Plan includes goals and objectives for reducing air pollution emissions from mobile sources for the Wasatch Front Urban Area, and

WHEREAS, the new air quality conformity finding has determined that the amended Regional Transportation Plan will continue to conform to the Utah State Air Quality Implementation Plan for the Wasatch Front Urban Region, and

WHEREAS, the Wasatch Front Regional Council has developed a Financial Plan for *Amendment 6 to the Wasatch Front Regional Transportation Plan: 2015 - 2040*, and

WHEREAS, *Amendment 6 to the Wasatch Front Regional Transportation Plan: 2015 - 2040* addresses all pertinent federal requirements for the development of regional transportation plans, and

WHEREAS, public comment was invited on the Wasatch Front Regional Council website, at a Regional Growth Committee meeting, and at the Regional Council meeting,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council:

- (1) Approves *Amendment 6 to the Wasatch Front Regional Transportation Plan: 2015 - 2040*, and
- (2) Finds that *Amendment 6 to the Wasatch Front Regional Transportation Plan: 2015 - 2040* includes a reasonable Financial Plan, and
- (3) Addresses all federal requirements, and
- (4) Finds that the Wasatch Front Regional Transportation Plan: 2015 - 2040 conforms to the State Implementation Plan.

Mayor Michael Caldwell, Chairman
Wasatch Front Regional Council

Andrew S. Gruber, Executive Director
Wasatch Front Regional Council

DATE: August 15, 2018
AGENDA ITEM: 5a
SUBJECT: Report on Board Modifications to the 2018-2023 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2018-2023 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the UDOT Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

Resolution adopting Amendment Eight to the 2018-2023 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2018 - 2023
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2018-2023 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and

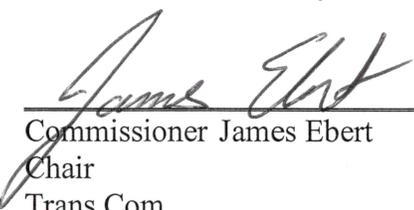
WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2018-2023 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

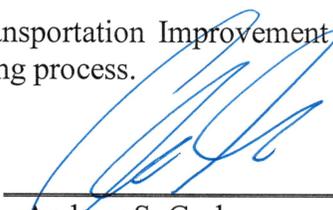
WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on April 19, 2018, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Eight to the 2018-2023 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Commissioner James Ebert
Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: June 14, 2018

2018-2023 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Additional Funding

Ogden / Layton Urbanized 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	SR-110 & SR-107	16526	4500 West (SR-110);Syracuse Rd (SR-127) to 1800 N (SR-37) and 300 North (SR-107); 4500 W (SR-110) to 3000 West	Pavement Preservation - (Orange Book) 1.5" Overlay	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,500,000	\$1,750,000	Additional Funding	\$750,000	2018

This project is currently in design and preparing for final review. The engineer's estimate is showing a shortage of funds due to an increase in material cost. The additional funding will come from cost savings from a project that received a better than expected bid.

Box Elder, Davis, & Weber	UDOT	I-15, I-84, & US-89	16041	I-15 Brigham City Area, I-15 Willard Area, I-15 Kaysville Area, I-84 Weber Canyon Area, and Us-89 Farmington Area	Variable Message Sign (VMS) Installations at various locations	CMAQ_WFRC (Congestion Mitigation/ Air Quality (CMAQ) - WFRC Funding)	\$3,551,000	\$2,951,000			2018
						STP_FLX_ST (STP Flexible (Any Area) Statewide)			Additional Funding	\$600,000	

This project will expand the Advanced Traffic Management System (ATMS) (cameras, variable message signs, road weather information systems, etc.) to minimize traffic congestion and improve safety. During the design of the US-89 at Shepard Lane VMS foundation it was discovered that the section of existing concrete barrier that would protect the new VMS foundation is sub-standard. These funds will replace this barrier with new precast concrete barrier. The additional funding will come from cost savings from another project.

New Project

Ogden / Layton Urbanized Area

Davis	UDOT	I-15	16857	I-15 Centerville Concrete Slab Repair	Replace damaged concrete slabs	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$1,500,000	\$0	New Funding	\$1,500,000	2018
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The existing concrete pavement in this area has various concrete slabs that are broken and need to be replaced. The additional funding will come from cost savings from a project that received a better than expected bid.

Salt Lake/ West Valley Urbanized Area

Salt Lake	Salt Lake County	2550 South	New	2550 South; 5600 West to 8000 West	New Construction (complete the connection)	ST_TIF (Statewide - Transportation Investment Funds) and Local Match	\$2,000,000	\$0	New Funding	\$2,000,000	2018
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The project is to complete 2550 South from 5600 West to 8000 West. Senate Bill 234 designated \$2.0 Million of ST_TIF funds be programmed to this project in addition to the matching funds from the County. The County shall also study a connection of 7200 West between SR-201 and I-80.

Remove Project

Salt Lake	UDOT	4100 South	14355	4100 South Bridge over I-215	Retrofit the pin and hanger assembly on the bridge	STP_Bridge (Surface Transportation Program - Bridge Program)	\$1,000,000	\$1,000,000	Remove Project	\$0	2018
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The primary objective of this project was to retrofit the pin and hanger assembly to allow the bridge to carry legal loads; however, the bridge is in otherwise good condition. The request is to remove this project from the 2019 Bridge Replacement & Rehabilitation Program. The bridge will be posted as load restricted. The road system around 4100 South has adequate redundancy to allow for heavy loads to be rerouted. The \$1.0M will be reprogrammed to other more critical bridge improvement needs. The bridge condition will continue to be monitored through the Bridge Inspection Program and will be programmed for a project at a later date when the bridge condition warrants a more robust rehabilitation, thus utilizing bridge funding more efficiently.

DATE: August 15, 2018
AGENDA ITEM: 5b
SUBJECT: **ACTION:** Board Modifications to the 2018-2023 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2018-2023 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

Trans Com and the WFRC staff recommend that the Regional Council make a motion “to approve the attached resolution to modify the 2018-2023 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBIT:

Resolution adopting Amendment Nine to the 2018-2023 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2018 - 2023
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2018-2023 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2018-2023 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on August 23, 2018, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment Nine to the 2018-2023 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Mike Caldwell, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 23, 2018

2018-2023 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Project Scope Change

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	West Jordan	1300 West	14039	1300 West; 6600 South to 9400 South	<p><u>Was</u> - Operational Improvements to Major Intersections with Minor roadway Improvements</p> <p><u>Proposed</u> - Operational Improvements to include Bike/ Ped and Intersection Improvements</p>	STP_URB_SL (Surface Transportation Program - Salt Lake\ West Valley Urban Area (STP)Program)	\$15,571,300	\$6,000,000	<i>Project Scope Change</i>	No additional Funds Requested at this time	2018-2023 TIP

The original project was to construct a two way left turn lane on 1300 W and right turn lanes at 7000 S, 7800 S, and 8600 S, and construct a "high T" intersection at Winchester Street (6685 S). Since the time of approval several of these intersections have been improved and 1300 West has been identified as a priority north-south bike/ ped route in the Salt Lake Valley. Thus the request to amend the project scope to include "Improve roadway conditions to provide safe and adequate capacity for bicycle and pedestrian transportation along the 1300 West Corridor including operational improvements through intersections"

Salt Lake	Salt Lake City	Various	15927	<p><u>Was</u> - Transit Stop Improvements; City Wide</p> <p><u>Proposed</u> - 1300 East; 1300 South to 2100 South</p>	<p><u>Was</u> - Transit Stop Improvements to Major Bus Stops - City Wide</p> <p><u>Proposed</u> - Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk <i>and</i> Improve Bus Stops on 1300 East</p>	TAP_URB_WFRC (Transportation Alternatives Program - WFRC Area)	\$10,080,000	\$186,000	<i>Project Scope Change</i>	No additional Funds Requested at this time	2018-2023 TIP
			11083			STP_URB_SL (Surface Transportation Program - Salt Lake\ West Valley Urban Area (STP)Program)		\$6,426,097			
						LOCAL_INKIND (Local In Kind (Soft Match))		\$130,000			
						LOCAL_GOVT (Local Government Funds)		\$3,337,903			

The original project was to improve high priority bus stops throughout Salt Lake City. Earlier this year Salt Lake City updated their Transit Master Plan and 1300 East was identified as a Tier 1 route (high transit priority route). The City requests that this project scope be changed to improve the bus stops along 1300 East in conjunction with a reconstruction project programmed to advertise within the year. By combining the two projects the City will be able to improve almost twice the number of bus stops.

DATE: August 15, 2018
AGENDA ITEM: 5c
SUBJECT: **ACTION:** Approve the 2019-2024 Transportation Improvement Program and Air Quality Conformity Finding
PREPARED BY: Ben Wuthrich

BACKGROUND:

In order for transportation projects to move forward, the Wasatch Front Regional Council needs to adopt a 2019-2024 Transportation Improvement Program (TIP) at its August meeting.

The TIP, totaling more than \$4 billion in transportation investments, includes State and local road, transit, and active transportation projects.

A draft 2019-2024 TIP was reviewed by Trans Com in June (as delegated by the Regional Council) and made available for public review. An analysis of the TIP completed by the WFRC staff shows that the 2019-2024 TIP conforms to the state air quality plans. The public comment period extended from June 30 through August 4, 2018. A summary of the comments with respective responses is included.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

RECOMMENDATIONS:

Trans Com and the WFRC staff recommend that the Regional Council make a motion “to adopt the resolution approving the 2019-2024 Transportation Improvement Program (TIP) and the air quality conformity Finding”.

CORRESPONDING EXHIBITS:

Resolution approving the 2019-2024 TIP
Project Listing for the 2019-2024 TIP
Draft 2019-2024 TIP Air Quality Conformity Finding (Memorandum 38a)
Summary of Public Comments and Respective Responses

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING THE 2019 - 2024
TRANSPORTATION IMPROVEMENT PROGRAM**

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, the Transportation Coordinating Committee is a policy advisory committee of the Regional Council, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to approve the 2019-2024 Transportation Improvement Program (TIP), and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the WFRC has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approve the 2019-2024 Transportation Improvement Program,
- (2) Find that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and parts of Box Elder County, and
- (3) Find that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Mike Caldwell, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 23, 2018

DRAFT
**2019-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

**WASATCH FRONT REGIONAL
COUNCIL (WFRC) AREA**

Urban Surface Transportation Program (STP),
Congestion Mitigation/ Air Quality Program (CMAQ),
Transportation Alternatives Program (TAP)

Additional attachments include;

- Glossary of Federal Funding Types
- Other Federal-Aid Funded and State Funded Projects
- Transit Funded Projects
- Air Quality Memo 38a

DRAFT Surface Transportation Program (STP)
2019-2024 Transportation Improvement Program (TIP)

Print Date: 6-Jun-18

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Existing Year	Estimated Funding and Phasing (Fiscal Year)					Concept Development		6/6/2018
					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024		
SALT LAKE/ WEST VALLEY URBAN AREA																			Project Status/ Project Schedule
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	New Construction	2013	\$ 5,234,000	\$ 4,770,000	\$ 4,769,999	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Estimated Project Construction Start Date (07/12/2017)
Salt Lake	Bluffdale	Var	F-LC35 (249)	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	New Construction	2014	\$ 6,474,700	\$ 6,036,363	\$ -	\$ 2,000,000	\$ 4,036,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held on 19 Dec 2017. Project to Construct Jan 2019
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	Intersection Improvements	2009	\$ 4,798,000	\$ 4,232,000	\$ 3,534,747	\$ 697,253	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (04/16/2018)
Salt Lake	Cottonwood Heights		F-2082 (11)11	8565	Highland Drive & I-215 ; I-215 Westbound On-Ramp to La Cresta	Provide a right turn only lane for southbound Highland Dr west onto La Cresta and on-ramp for WB I-215	2010	\$ 1,828,000	\$ 1,661,000	\$ 289,013	\$ 1,371,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planned Construction Start Date 07/09/2018
Salt Lake	Draper		F-R299(138)	10007	1300 East; Pioneer Road (12400 South) to 13200 South	Reconstruct & Widen	2011	\$ 4,141,000	\$ 3,679,000	\$ 3,645,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (11/07/2016) ROW Open
Salt Lake	Draper		F-R299(141)	10011	13800 South; Bangerter Hwy to 300 East	Widen Intersection to Accommodate two through lanes and dual left turn lanes	2011	\$ 4,220,000	\$ 3,776,000	\$ 3,513,400	\$ 10,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Under Construction (06/21/2017)
Salt Lake	Herriman		NEWPROJ()	14937	Herriman Parkway; 6400 West to 6800 West	New Construction - 5-lane facility with shoulders, curb, gutter, and sidewalks	2016	\$ 5,364,600	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	New Project 2016
Salt Lake	Holladay		NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 2,459,100	\$ 2,243,673	\$ -	\$ 310,000	\$ 233,673	\$ 200,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (08/02/2017)
Salt Lake	Holladay		NEWPROJ()	14828	Highland Drive; Arbor Lane to Van Winkle Expressway	Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety	2016	\$ 183,800	\$ 171,357	\$ -	\$ -	\$ -	\$ -	\$ 171,357	\$ -	\$ -	\$ -	\$ -	New Project 2016
Salt Lake	Murray	2102	F-LC35(201)	8108	5900 South; State Street to 700 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2009	\$ 5,100,000	\$ 4,639,000	\$ 4,639,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Contract Completed (11/16/2017)
Salt Lake	Murray		F-LC35(242)	11987	Vine Street; 900 East to 1300 East	Reconstruct with minor widening, also Drainage, Curb, Gutter and Sidewalk	2013	\$ 5,081,000	\$ 4,000,000	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held on 11 Jan 2017. Project to Construct April 2019
Salt Lake	Murray		NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 5,641,700	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	Orientation Meeting held on 11 Jan 2017. Project to be built seprately
Salt Lake	Salt Lake City	LC35	F-LC35(184)	6621	1300 South; 500 West to 700 West	Bridge - Rehabilitation		\$ 11,041,296	\$ 10,293,800	\$ 9,959,666	\$ 334,134	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (10/30/2017) ROW Open
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 6,426,097	\$ 9,323	\$ 4,426,097	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held Feb 1 2017
Salt Lake	Salt Lake City		NEWPROJ()	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ -	\$ 500,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2016
Salt Lake	Salt Lake County	195	F-0195(5)	8114	2300 East (SR-195) Phase I; I-80 to 3900 South	Reconstruct & Widen including Safety Improvements	2009	\$ 11,426,077	\$ 9,825,043	\$ 9,824,997	\$ 46	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Central Review (11/23/2017) Open ROW
Salt Lake	Salt Lake County/ West Valley/ Kearns		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 16,367,300	\$ 11,875,040	\$ 9,323	\$ 790,000	\$ 1,575,717	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	Working On Environmental Document
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 3,409,794	\$ -	\$ 9,794	\$ 1,000,000	\$ 1,000,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Salt Lake	Sandy	LC35	STP-LC35(154)	5282	10600 South; 1200 East to 1750 East	Road - Asphalt Pavement Reconstruction/Widen	2005	\$ 9,161,000	\$ 7,753,000	\$ 5,463,279	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (06/26/2013) Project Closed Date (04/24/2017) Open ROW
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 3,453,000	\$ 3,203,756	\$ -	\$ 410,000	\$ 1,500,000	\$ 1,293,756	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 25 Oct 2017 Working on Environmental Doc

DRAFT Surface Transportation Program (STP)
2019-2024 Transportation Improvement Program (TIP)

Print Date: 6-Jun-18

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Existing Year	Estimated Funding and Phasing (Fiscal Year)					Concept Development		6/6/2018
					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
Salt Lake	Sandy & Draper Cities		NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	2015	\$ 4,680,000	\$ 4,300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,000,000	\$ 3,000,000	\$ -	\$ -	New Project 2015	
Salt Lake	South Jordan	Var	F-LC35 (252)	13116	3200 West; 10431 South to 10600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,396,200	\$ 1,000,000	\$ 111,876	\$ 888,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Completed Environmental Doc and are Working on Design 01/04/17 Planned Construction Start Date (10/31/2018)	
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 9400 South to 11400 South (was 10400 South)	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	\$ 4,200,851	\$ -	\$ 10,000	\$ 328,410	\$ 500,000	\$ 1,931,221	\$ 1,431,221	\$ -	\$ -	Orientation Meeting held 24 April 2017 Working on Environmental Doc	
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 10400 South to 11400 South (was PIN 14832)	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with Project PIN 14040	
Salt Lake	South Salt Lake	2284	F-LC35(203)	8112	300 East; 3300 South to 3900 South	Reconstruct with Drainage Improvements, Curb, Gutter and Sidewalk Improvements	2009	\$ 5,326,000	\$ 8,325,000	\$ 4,094,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (09/27/2016)	
Salt Lake	South Salt Lake		F-R299(140)	10010	300 East (Phase II); Helm Ave to 3900 So	Reconstruct with Drainage Improvements, Curb, Gutter and Sidewalk Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with Phase I	
Salt Lake	South Salt Lake		NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	\$ 5,000,000	\$ -	\$ 10,000	\$ 240,000	\$ 1,750,000	\$ 3,000,000	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Taylorsville		F-0068 (73)52	11082	Redwood Road; 4100 South to 4700 South	Access Management and Safety Improvements	2012	\$ 7,928,000	\$ 7,205,493	\$ 9,323	\$ 7,196,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working On Environmental - Dec 2016	
Salt Lake	Taylorsville	68	Combined	11082	Redwood Road; 4100 South to Bruin Blvd (4445 So.)	Access Management and Safety Improvements	2014	\$ 4,837,000	\$ 4,427,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Taylorsville	SR-68	NEWPROJ()	14829	Redwood Road; 4700 South to 5400 South	Redwood Rd Mobility/ Access Management and Safety Improvements - Phase 4	2016	\$ 4,699,000	\$ 4,298,835	\$ -	\$ -	\$ -	\$ -	\$ 4,298,835	\$ -	\$ -	\$ -		
Salt Lake	UDOT	172	F-0172(22)6	10008	SR-172 at SR-201	Intersection Improvements - Convert existing Structure over SR-201 into a Diverging Diamond Interchange (DDI)	2011	\$ 4,422,000	\$ 4,006,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - 2018	
Salt Lake	UDOT	I-80	NEWPROJ()	14037	I-80 EB to NB Foothill Blvd	Lane widening and reconfiguration to provide acceleration length	2015	\$ 335,200	\$ 265,892	\$ -	\$ 265,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with PIN 10890 (I-80; 1700 East to East Canyone Bridge Rehab) <u>Where is the money?</u>	
Salt Lake	UDOT/ Midvale	89	S-0089(173)316	7001	State Street (US-89); 6400 South to 8000 South	Road - Asphalt Pavement Reconstruction/Widen	2010	\$ 24,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (06/25/2013) Final Voucher (01/30/2017)	
Salt Lake	UDOT/ Taylorsville		F-LC35 (243)	11988	4700 South Separated Right Turn Lane to Southbound I-215	Widen Current Roadway to include freeflow Right-turn Lane	2013	\$ 2,774,000	\$ 2,470,000	\$ 2,470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with I-215 Project PIN (9419)	
Salt Lake	UTA		Newproject-0027()	8599	Transit Oriented Development (TOD) @ 10000 South TRAX Station	Replace 11 acres of surface parking with two parking structures	2010	\$ 13,500,000	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Transferring Funding to FTA Construction to begin Spring 2018	
Salt Lake	UTA		LC35(239)	11984	Salt Lake Central Bus Maintenance Facility	Relocate, Replace, and Expand the Bus Maintenance Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project (Partial Funding)	
Salt Lake	UTA/ U of U		F-LC35 (220)	11098	University of Utah Central Campus Electrified Shuttle Route	New Construction	2012	\$ 838,000	\$ 665,000	\$ 665,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Region Review - Construction Complete (12/14/2017)	
Salt Lake	West Jordan	172	F-0172(20)	8100	5600 West (SR-172); 6300 South to 7000 South	Reconstruct & Widen	2009	\$ 7,413,000	\$ 5,750,000	\$ 5,699,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (02/29/2016) Final Voucher (01/18/2017)	
Salt Lake	West Jordan		F-R299(139)	10009	5600 West; 7800 South to 8600 South	New Construction and Widening	2011	\$ 5,378,000	\$ 4,666,000	\$ 4,682,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Construction - (11/16/2017)	
Salt Lake	West Jordan		F-R299(142)	10012	7000 South - SR-154 (Bangert Hwy) to SR-68 (Redwood Road)	Feasibility Study	2011	\$ 199,000	\$ 183,000	\$ 174,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Date - (04/24/2017) Final Voucher Date - (05/24/2017)	
Salt Lake	West Jordan		NEWPROJ()	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,202,500	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	New Project 2016	

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					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
Salt Lake	West Jordan/ UDOT		NEWPROJ()	14039	1300 West; 6600 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes at 7000 So., 7800 So., 8600 So., and a High-T Intersection at Winchester St.	2015	\$ 11,442,800	\$ 6,000,000	\$ -	\$ 10,000	\$ 240,000	\$ 1,250,000	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	Held Pre - Orientation Meeting Next meeting scheduled for April
Salt Lake	West Valley / Salt Lake County		NEWPROJ()	13962	7200 West; 3880 South to 3910 South	Canal Bridge Reconstruction	2015	\$ 1,062,200	\$ 990,289	\$ 990,289	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out - (10/04/2017)
Salt Lake	West Valley City		Newproject-004()	8557	6200 South; 6100 West to SR-111	New Construction	2010	\$ 6,655,000	\$ 5,463,000	\$ 5,329,341	\$ 133,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Contract Complete - (10/25/2017)
Salt Lake	West Valley City	Var	F-LC35 (253)	14831	4100 South; Bangarter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	\$ 11,227,683	\$ 1,025,530	\$ 468,816	\$ 4,233,337	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	Planned Construction Start Date 01/30/2019
Salt Lake	West Valley City	Var	F-LC35 (253)		4100 South; Bangarter Highway to 4400 West (13117)	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 4,346,900		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 2016 26 Sept
Salt Lake	West Valley City		NEWPROJ()		4100 South; 4400 West to 4800 West (14033)	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,165,200		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 2016 26 Sept
Salt Lake	WFRC	Var	F-R299(50)	7223	Project Planning Support - Salt Lake County	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 2,803,000	\$ 585,000	\$ 585,000	\$ 585,000	\$ 585,000	\$ 585,000	\$ -	\$ -	\$ -	On Going
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 260,000	\$ 1,320,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	Selected Projects (Program Underway)
Salt Lake	Cottonwood Heights	Var	NEWPROJ()	15907	Creek Road & Highland Drive Intersection	8072 South to 8340 South	2017	\$ 2,771,100	\$ 2,403,497	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,403,497	\$ -	New Project 2017
Salt Lake	Magna	Var	NEWPROJ()	15912	2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	\$ 2,000,900	\$ 1,203,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,203,189	\$ -	New Project 2017
Salt Lake	Millcreek	Var	NEWPROJ()	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ 4,358,700	\$ 3,783,866	\$ -	\$ -	\$ -	\$ -	\$ 1,783,866	\$ 2,000,000	\$ -	\$ -	\$ -	New Project 2017
Salt Lake	Riverton	Var	NEWPROJ()	15913	4150 West; 12600 South to 13400 South	Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	2017	\$ 17,712,800	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000	\$ -	New Project 2017
Salt Lake	Salt Lake City	Var	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrain improvements	2017	\$ 3,901,300	\$ 3,548,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,548,613	\$ -	New Project 2017
Salt Lake	Sandy	Var	NEWPROJ()	15909	Sego Lily Drive (10000 South) Intersection	Sego Lily Drive & State Street	2017	\$ 1,591,000	\$ 1,143,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,143,054	\$ -	New Project 2017
Salt Lake	South Jordan	Var	NEWPROJ()	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	2017	\$ 953,200	\$ 777,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 777,788	\$ -	New Project 2017
Salt Lake	South Jordan	Var	NEWPROJ()	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	2017	\$ 1,840,900	\$ 1,632,271	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,632,271	\$ -	New Project 2017
Salt Lake	Taylorsville	Var	NEWPROJ()		I-215 Frontage Road; 4100 South to 4700 South	New Construction of Frontage Road and connectors to 2700 West	2017	\$ 8,845,569	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	New Project 2017
Salt Lake	UTA	Var	NEWPROJ()	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2017	\$ 4,073,900	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	New Project 2017
Salt Lake	West Jordan	Var	NEWPROJ()		8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 700,000	New Project 2017
Salt Lake	Sandy	SR-209	NEWPROJ()		Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000	New Project 2018
Salt Lake	West Jordan		NEWPROJ()		7000 South; 1300 West to Bangarter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	New Project 2018

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					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
Salt Lake	Draper		NEWPROJ()		1300 East; Wayne's World to Nashi Lane	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 3,600,000	\$ 3,270,000	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	3,270,000	New Project 2018
Salt Lake	Salt Lake City		NEWPROJ()		1300 East/ Richmond; 2100 South to Southern City Boundary	Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder	2018	\$ 4,975,600	\$ 4,300,000	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	4,300,000	New Project 2018
Salt Lake	South Salt Lake		NEWPROJ()		700 West; 3300 South to Carlisle Street (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 6,571,575	\$ 4,000,000	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	4,000,000	New Project 2018
Salt Lake	Bluffdale		NEWPROJ()		14600 South & Redwood Road	Construct New High-T Intersection	2018	\$ 600,000	\$ 550,000	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	550,000	New Project 2018
Salt Lake	West Jordan		NEWPROJ()		7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	\$ 1,499,977	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	1,499,977	New Project 2018
Salt Lake	Magna		NEWPROJ()		8000 West; 2600 South to 3100 South	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	2018	\$ 1,346,700	\$ 1,255,528	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	1,255,528	New Project 2018
Salt Lake	Bluffdale		NEWPROJ()		14600 South Railroad Bridge	Engineering study of alternatives to replace/improve existing one-lane railroad crossing	2018	\$ 128,600	\$ 119,894	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	119,894	New Project 2018
Salt Lake	Millcreek		NEWPROJ()		3900 South; 2300 East to Wasatch Blvd	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 8,652,500	\$ 4,000,000	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	4,000,000	New Project 2018
Salt Lake	Taylorsville		NEWPROJ()		1780 BRT Connector Road; Bruin Blvd to 4700 South	New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ 1,002,800	\$ 655,220	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	655,220	New Project 2018
Salt Lake	UTA		NEWPROJ()		University of Utah Hospital Stop Expansion	Extend the bus bays to allow more buses to serve the area simultaneously	2018	\$ 399,400	\$ 372,361	\$ -	- \$	- \$	- \$	- \$	- \$	- \$	- \$	372,361	New Project 2018

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					Location/ Limits					Concept/ Type of Improvement	2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
OGDEN/ LAYTON URBAN AREA																		
Box Elder	Brigham City		F-LC03(18)	11991	1100 West & SR-91	2013	\$ 3,631,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	AC - Exchange Program - Close Out (09/25/2017)
Davis	Clearfield/ Syracuse		NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	2016	\$ 4,668,700	\$ 4,352,629	\$ -	\$ -	\$ -	\$ 2,176,315	\$ 2,176,315	\$ -	\$ -	\$ -	\$ -	New Project 2016
Weber	Harrisville		F-R199(133)	11091	Washington Blvd & Larsen Lane	2012	\$ 669,000	\$ 534,000	\$ -	\$ -	\$ -	\$ 534,000	\$ -	\$ -	\$ -	\$ -	\$ -	Coordination of Funding and Schedule - Dec 2016
Weber	Harrisville		F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	2013	\$ 3,748,000	\$ 3,000,000	\$ -	\$ 400,000	\$ -	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	Coordination of Funding and Schedule - Dec 2016
Weber	Hooper		NEWPROJ()	14045	4700 West; 4800 South to 5100 South	2015	\$ 2,915,200	\$ 2,717,841	\$ -	\$ 10,000	\$ 290,000	\$ 600,000	\$ 1,817,841	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 12 December 2017
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	2014	\$ 3,271,900	\$ 3,050,392	\$ 3,050,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	AC - Exchange Program - Active
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	2016	\$ 3,500,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	New Project 2016
Weber	North Ogden	2019	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	2016	\$ 5,370,300	\$ 3,600,000	\$ -	\$ -	\$ 2,350,000	\$ 1,125,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	Project Scheduled for FY2019
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	2014	\$ 1,938,300	\$ 1,778,176	\$ 1,778,176	\$ 385	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Physically Complete (12/02/2017) Open ROW
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	2016	\$ 6,477,200	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	New Project 2016
Box Elder	Perry		NEWPROJ()	14841	1200 West; 3600 South to Willard City Boundary	2016	\$ 2,915,200	\$ 2,717,841	\$ -	\$ -	\$ -	\$ -	\$ 1,091,584	\$ 1,091,584	\$ -	\$ -	\$ -	New Project 2016
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	6568	Skyline Drive; 1100 West to 4300 North (Pleasant View)	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ 3,424,177	\$ -	\$ -	\$ -	\$ -	Preliminary Engineering - Completing Environmental Document
Weber	South Ogden	3354	F-R199(70) Exch to \$6,374,999.35	8141	40th Street; Washington Blvd. to Gramercy Avenue	2009	\$ 7,562,000	\$ 7,500,000	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	AC - Exchange Program - Working on Environmental Document
Davis	Sunset	2018	F-LC11 (53)	11996	800 North; Main St (SR-126) to 450 West	2013	\$ 2,547,000	\$ 2,258,000	\$ -	\$ 2,258,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 29 January 2015 Working on Environmental
Davis	Syracuse City	2019	NEWPROJ()	14043	Bluff Road; 550 West (on Gentile) to 1000 West	2015	\$ 4,282,100	\$ 3,000,000	\$ 10,000	\$ 350,000	\$ 550,000	\$ 600,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 15 June 2017 Working on Environmental Doc
Davis	UDOT	37	F-0037(40)	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	2007	\$ 31,148,000	\$ 2,695,231	\$ 2,200,000	\$ -	\$ 495,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Approved Environmental Document - PE
Davis	UDOT	I-15	F-115-7(301)313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	2013	\$ 121,000,000	\$ 22,830,999	\$ 22,830,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Physically Complete (11/18/2016) Open ROW and/or Utilities
Weber	UDOT/ West Haven & Roy	108	New	13123	Midland Drive (SR-108); 4800 South to 4275 South	2014	\$ 20,588,000	\$ 3,200,000	\$ -	\$ -	\$ 700,000	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - 2018
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	New Project 2015
Weber	Washington Terrace	LC57	Newproject-006()	8559	Adams Avenue; City Limits to US-89	2010	\$ 5,290,000	\$ 4,964,287	\$ 4,730,764	\$ 233,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Substantially Complete (09/17/2015) Open ROW and/or Utilities

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					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
Weber	West Haven	37	F-LC57(22)	10016	4000 South (SR-37); 3500 West to 3900 West	Reconstruct/ Widen	2011	\$ 3,870,000	\$ 3,551,000	\$ 3,551,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with PIN 13037 (SR-37; 5100 West to SR-108) Under Construction
Weber	West Haven	2018	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 3,870,700	\$ 2,500,000	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	Coordination Meeting w Hooper & Weber Co (WACOG funds) (28 April 2015) Orientation Mtg for Fed Portion	
Davis	West Point/ Clearfield	2018	F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,500,000	\$ 10,000	\$ 2,490,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held January 29 (28 April 2015) City would like to wait until Jan 2018 to start	
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, 7223	Planning - Urban Transportation	2003	\$ 2,780,360	\$ 2,592,130	\$ 1,962,130	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ -	On Going	
Var	WFRC	Var	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 740,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	Active (01/22/2014)	
Davis	Woods Cross	2018	NEWPROJ()	14042	1500 South Phase 3; 1350 West to 1100 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 3,003,400	\$ 2,753,641	\$ 543,531	\$ 2,360,109	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Design, Planned Construction Start Date (10/25/2017)	
Davis	Clinton/ West Point		NEWPROJ()	15899	800 North; 2000 West to 3000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 4,567,100	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	New Project 2017	
Weber	Marriott-Slaterville		NEWPROJ()	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 5,605,300	\$ 3,762,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,762,110	\$ -	New Project 2017	
Davis	Ogden/ UTA		NEWPROJ()	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	Ogden-WSU BRT Project Design	2017	\$ 5,000,000	\$ 1,500,000	\$ -	\$ -	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	Project Coordination with Other Funding	
Weber	Plain City		NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,900,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,900,758	\$ -	New Project 2017	
Weber	Farmington City	SR-106	NEWPROJ()		Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	\$ 1,986,400	\$ 1,851,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,851,921	New Project 2018	
Weber	Ogden/ UTA	BRT	NEWPROJ()		Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	New Project 2018	
Weber	Kaysville/ Farmington		NEWPROJ()		WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	New Project 2018	
Weber	South Ogden		NEWPROJ()		40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 4,745,200	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	New Project 2018	
Weber	North Salt Lake		NEWPROJ()		Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,312,200	\$ 1,223,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,223,364	New Project 2018	
Weber	Brigham City		NEWPROJ()		1200 West Box Elder Creek Bridge; 550 South to 650 North	Widen Existing Bridge to accomodate the widening of 1200 West	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,582,113	New Project 2018	
Weber	UTA		NEWPROJ()		UTA Locomotive Rebuild	Rebuild 7 locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400,000	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 950,000	New Project 2018	

DRAFT Surface Transportation Program (STP)
2019-2024 Transportation Improvement Program (TIP)

Print Date: 6-Jun-18

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Existing Year	Estimated Funding and Phasing (Fiscal Year)					Concept Development		6/6/2018
					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
OGDEN/ LAYTON LOCAL PROJECT'S EXCHANGED																			
Davis	North Salt Lake	LC11	F-LC11(45)	10013	1100 North Street; Redwood Road to 110 East	Reconstruct/ Widen	2011	\$ 5,512,000	\$ 2,512,000	\$ 1,828,396								Closed Out (11/24/2015)	
Weber	Ogden City	LC57	F-LC57(21)	10014	Harrison Blvd. (South); 7th Street to 2nd Street	Reconstruct/ Widen	2011	\$ 6,446,000	\$ 4,500,000	\$ 7,807								Preliminary Engineering	
Weber	Ogden		New	11995	Harrison Blvd./ 2nd Street/ Sheridan Drive	Intersection Realignment/ Improvements	2013	\$ 3,118,000	\$ 2,500,000	\$ -								Preliminary Engineering	
Davis	West Point	LC11	F-LC11(47)	10017	3000 West; 300 North to 1300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2011	\$ 3,709,000	\$ 3,341,000	\$ 814,525								Environmental Complete	
Davis	Syracuse		New	11090	3000 West; 700 South to Bluff Road	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2012	\$ 4,079,000	\$ 3,699,000	\$ 1,351,340								Preliminary Engineering	
Weber	Hooper		New	11992	4300 West; 6000 South (Hooper) to 2300 North (Clinton)	New Construction	2012	\$ 3,860,000	\$ 3,495,000	\$ 1,485,375								Combined with Clinton - Right of Way Complete	
Davis	Clinton		New	11992	3000 West; 1400 North to 2300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2013	\$ 3,492,000	\$ 2,784,000	\$ 1,183,200								Combined with Hooper - Preliminary Engineering	

DRAFT - Congestion Mitigation/ Air Quality Program (CMAQ)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Existing Year	Estimated CMAQ Funds and Phasing (Fiscal Year)				Concept Development		6/6/2018	
				PIN	Location/ Limits						Concept/ Type of Improvement	2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
SALT LAKE/ WEST VALLEY URBAN AREA																			
CMAQ - PM_{2.5}																			
Salt Lake	Cottonwood Heights		Newproject-0028()	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,600,000	\$ 1,486,000	\$ 107,908	\$ -	\$ 1,486,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 7 July 2015
Salt Lake	Holladay		F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 2,438,000	\$ 2,174,000	\$ 157,867	\$ 349,613	\$ 1,824,388	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design Currentlt
Salt Lake	Holladay		F-LC35 (210)	8555	6200 South & 2300 East Intersection	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with PIN 8555
Salt Lake	Sandy		F-LC35(232)	12001	1300 East Buttercup Pedestrian Bridge	Pedestrian Bridge New Construction/ Intersection Improvements	2013	\$ 3,116,000	\$ 2,000,000	\$ 208,923	\$ 2,826,769	\$ 50,316	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (11/13/2017) Open ROW
Salt Lake	Sandy		New Project	14941	450 West/9000 South U-Turn; 8775 South to 8871 South	Adding a U-turn on the North Leg of the Intersection for an alternative for West Bound left turn movement	2016	\$ 1,386,600	\$ 1,292,727	\$ 93,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,292,727	\$ -	\$ -	New Project 2016
Salt Lake	UDOT		F-R299(162)	11096	I-215 Ramp Meters - I-215 between 6200 South and State Street	Construct & Implement Ramp Meters	2012	\$ 3,813,000	\$ 924,000	\$ 726	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Withdrawn
Salt Lake	UDOT		F-LC35(245)	11998	Little Cottonwood Canyon Intersection - Snowbird Entry 1	Intersection Improvements	2013	\$ 953,000	\$ 350,000	\$ 26,142	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed - Final Voucher (07/12/2017)
Salt Lake	West Jordan		F-LC35(217)	11094	7800 South & 1300 West	Intersection Improvements	2012	\$ 847,000	\$ 450,000	\$ 33,403	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Construction Start Date (10/08/2017)
Salt Lake	West Jordan		F-LC35(218)	11095	9000 South & 4000 West	Intersection Improvements	2012	\$ 1,000,000	\$ 750,000	\$ 55,188	\$ 167,814	\$ 582,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Salt Lake	West Jordan	LC35	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	\$ 321,785	\$ 300,000	\$ 22,511	\$ 83,907	\$ 216,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (12/13/2017)
Salt Lake	Bluffdale	140	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	\$ 669,700	\$ 624,361	\$ 45,339	\$ -	\$ 10,000	\$ -	\$ 614,361	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Salt Lake	Cottonwood Heights		New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 2,655,000	\$ 2,655,000	\$ 192,796	\$ -	\$ 270,000	\$ 740,000	\$ 1,645,000	\$ -	\$ -	\$ -	\$ -	Orientation Meeting 29 January 2018
Salt Lake	Cottonwood Heights	Var	New	13128	Park and Ride Smart Boards	Construct "Live Parking Availability" Signs for Select Canyon Park-n-Ride Lots	2014	\$ 706,900	\$ 659,043	\$ 47,857	\$ -	\$ 10,000	\$ 349,043	\$ 300,000	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Salt Lake	Riverton		New Project	14051	12600 South Bicycle Lanes; Bangarter Highway to Mountain View Corridor	Widen 12600 South to include 5-foot Bike lanes on either side	2015	\$ 2,712,600	\$ 1,750,000	\$ 127,078	\$ -	\$ 10,000	\$ 240,000	\$ 500,000	\$ 1,000,000	\$ -	\$ -	\$ -	Orientation Meeting 13 December 2016
Salt Lake	Riverton	Var	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,000	\$ -	\$ -	New Project 2016
Salt Lake	Salt Lake City	Var	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 1,700,000	#VALUE!	\$ 18,154	\$ -	\$ 30,000	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	Salt Lake City	Var	F-LC35(235)	NEW	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 1,700,000	#VALUE!	\$ 23,528	\$ -	\$ -	\$ 324,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	Salt Lake City	Var	F-LC35(235)	NEW	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	#VALUE!	\$ 43,608	\$ -	\$ -	\$ -	\$ -	\$ 600,530	\$ -	\$ -	\$ -	On Going Program
Salt Lake	Salt Lake City	Var	F-LC35(235)	NEW	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2017	\$ 1,700,000	#VALUE!	\$ 21,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	On Going Program

DRAFT - Congestion Mitigation/ Air Quality Program (CMAQ)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Existing Year	Estimated CMAQ Funds and Phasing (Fiscal Year)				Concept Development		6/6/2018	
				PIN	Location/ Limits						Concept/ Type of Improvement	2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
SALT LAKE/ WEST VALLEY URBAN AREA																			
Salt Lake	Salt Lake City	Var	New Project	14939	Bonneville Bike Trail	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 447,000	\$ -	\$ -	New Project 2016
Salt Lake	Salt Lake City & UTA	Var	F-LC35(254)	13125	Sugar House Streetcar Double Track; 500 East to 600 East	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ -	\$ -	\$ 500,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	Project Amended and Combined with County Funding
Salt Lake	Salt Lake City & UTA	Var	New Project	14047	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ -	\$ -	\$ 250,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	Project Amended and Combined with County Funding
Salt Lake	Salt Lake County & UTA	Var	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	\$ 1,784,700	\$ 1,663,876	\$ 120,824	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,163,876	\$ -	\$ -	\$ -	New Project 2014
Salt Lake	UDOT	Var	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ 6,077,760	\$ 671,045	\$ 3,163,240	\$ 4,177,760	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UDOT	Var	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 54,177	\$ 202,077	\$ 272,000	\$ 136,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UDOT	154	F-LC35(258)	13129	10400 South & Bangert Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$ 915,200	\$ 863,124	\$ 62,677	\$ -	\$ -	\$ 863,124	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2014
Salt Lake	UDOT		F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ -	\$ -	\$ 431,562	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2014
Salt Lake	UDOT	201	New Project	14048	Variable Message Sign (VMS); SR-201 WB, Between I-15 & I-215	Design, Install and Integrate f full size Variable Message Sign for Westbound Traffic	2015	\$ 569,200	\$ 530,665	\$ 38,535	\$ -	\$ -	\$ -	\$ 230,665	\$ 300,000	\$ -	\$ -	\$ -	New Project 2015
Salt Lake	UDOT	Var	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangert Hwy	2015	\$ 1,072,800	\$ 1,000,171	\$ 72,629	\$ -	\$ -	\$ -	\$ -	\$ 1,000,171	\$ -	\$ -	\$ -	New Project 2015
Salt Lake	UDOT, Murray, Midvale, Sandy	Var	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South	Construct Bike lanes along roadway	2016	\$ 3,510,100	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	New Project 2016
Salt Lake	UTA	Var	CM-9999()	2351	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 2,970,226	\$ 2,642,502	\$ 327,724	\$ 1,870,599	\$ 637,466	\$ 318,733	\$ 318,733	\$ 318,733	\$ 318,733	\$ 318,733	\$ 326,305	On Going Program
Salt Lake	UTA		F-R299(143)	10019	Key North Temple Project 500 West; from North Temple to 300 North	Multimodal connections to FrontRunner, TRAX, Bus, Bicycle, and Pedestrian	2011	\$ 3,064,000	\$ 1,400,000	\$ 193,885	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (12/20/2016)
Salt Lake	UTA	Var	F-LC35(256)	13127	Depot District Service Center (DDSC); 669 West 200 South	Construct the CNG Facilities of the DDSC	2014	\$ 57,000,000	\$ 950,000	\$ 68,985	\$ -	\$ -	\$ 500,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	New Project 2014
Salt Lake	UTA		New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ -	\$ -	\$ 250,000	\$ 550,000	\$ 2,000,000	\$ -	\$ -	\$ -	New Project 2015
Salt Lake	UTA	Var	New Project	14049	Bus Route Service Expansion Subsidy	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	2015	\$ 1,400,000	\$ 1,280,048	\$ 92,952	\$ -	\$ 750,000	\$ -	\$ 150,000	\$ 380,048	\$ -	\$ -	\$ -	FTA Transfer
Salt Lake	UTA	Var	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 1,500,000	\$ 108,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	New Project 2016
Salt Lake	UTA	Var	CM-9999()	Tran SEC.	ITS/APTS Deployment in S L	Air Quality - FTA Fund Transfer	1999	\$ 12,000,000	\$ 500,000	\$ 60,998	\$ 340,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UTA	Var	CM-9999()	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	\$ 1,855,411	\$ 1,453,400	\$ 188,439	\$ 1,141,600	\$ -	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ 72,400	On Going Program
Salt Lake	UTA\UDOT	172	F-0172(18)	7650	5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South	ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)	2010	\$ 5,000,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	Scoping

DRAFT - Congestion Mitigation/ Air Quality Program (CMAQ)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Existing Year	Estimated CMAQ Funds and Phasing (Fiscal Year)				Concept Development		6/6/2018	
				PIN	Location/ Limits						Concept/ Type of Improvement	2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
SALT LAKE/ WEST VALLEY URBAN AREA																			
Salt Lake	UTAH/ Local Governments	Var	F_R299(102)	7947	Salt Lake County Area Signal Detection Upgrade	Traffic Signal Control Software & Update Signal Hardware (Controllers, etc)	2009	\$ 5,485,000	\$ 2,779,250	\$ 286,247	\$ 2,975,000	\$ 5,657	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Phased/ Underway - Awarded
Salt Lake				14910		Improve and add Signal Detection and Coordination	2009	\$ -	\$ 2,500,000	\$ 239,550	\$ 2,337,594	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	Var	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$ 1,842,400	\$ 1,694,362	\$ 123,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,694,362	\$ -	New Project 2017
Salt Lake	Salt Lake City	Var	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$ 1,000,000	\$ 930,000	\$ 67,533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 930,000	\$ -	New Project 2017
Salt Lake	Salt Lake County	Var	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ -	New Project 2017	
Salt Lake	UTA	Var	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ -	\$ 600,000	\$ 572,834	\$ -	\$ -	\$ -	\$ -	\$ 932,300	New Project 2017/ 2018
Salt Lake	Salt Lake City	Var	New Project		Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$ 637,027	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	On Going Program
Salt Lake	Murray/ UDOT		New Project		State Street (US-89) and Vine Street Intersection	Intersection Improvements	2018	\$ 311,500	\$ 290,411	\$ 21,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,411	New Project 2018
Salt Lake	Murray/ UDOT		New Project		State Street (US-89) and 5300 South Intersection	Intersection Improvements	2018	\$ 525,000	\$ 489,458	\$ 35,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 489,458	New Project 2018
Salt Lake	Bluffdale		New Project		14600 South: Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$ 77,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,064,687	New Project 2018
Salt Lake	Holladay		New Project		Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$ 2,597,900	\$ 1,200,000	\$ 87,139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	New Project 2018

DRAFT - Congestion Mitigation/ Air Quality Program (CMAQ)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Existing Year	Estimated CMAQ Funds and Phasing (Fiscal Year)				Concept Development		6/6/2018	
				PIN	Location/ Limits						Concept/ Type of Improvement	2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
OGDEN/ LAYTON URBAN AREA																			
CMAQ - PM _{2.5}																			
Davis	UDOT		F-I15-7(309)318	11092	650 North & I-15 Interchange/ Intersections	Intersection Improvements	2012	\$ 4,636,000	\$ 2,840,000	\$ 133,614	\$ 2,839,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (12/31/2016) - Awarded
Davis	UDOT		F-R199(160)	12004	I-15 - 200 North Kaysville NB On-Ramp Ramp Meters	Install Ramp Meters on NB On-Ramp	2013	\$ 250,000	\$ 224,000	\$ 133,614	\$ 214,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Combined to PIN (11275) - I-15; SR-273 to Layton Parkway NB
Weber	UDOT		F-R199(160)	14845	Advance Signal Detection	Install and Integrate Advance Signal Detection in Ogden	2016	\$ 525,000	\$ 489,458	\$ 35,543	\$ -	\$ -	\$ -	\$ -	\$ 489,458	\$ -	\$ -	New Project	
Weber	UDOT	39	CM-0039(12)6	4400	Wall Ave 12th Street, Ogden	Intersection - Improvements P.E.	2003	\$ 8,700,000	\$ 4,125,000	\$ 299,456	\$ 4,123,826	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (12/24/2014)
Davis	Bountiful		F_LC11(55)	12002	400 North & 500 South Intersection	400 North 500 West Dedicated Right Turn Lane Construction	2013	\$ 1,300,000	\$ 1,200,000	\$ 133,614	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with I-15 Operational Improvement Project - Construct Spring 2015
Davis	Centerville	106	F-0106(11)3	7194	Main Street (SR-106) & Parrish Lane	Intersection Improvements	2008	\$ 660,000	\$ 1,207,876	\$ 87,190	\$ 1,200,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (05/12/2014)
Davis	Centerville		F-LC57(28)	12003	Frontage Road Bike Lanes; 638 North to 2200 North (Lund Lane)	Construct Bike Lanes along Westside of Frontage Road	2013	\$ 1,215,000	\$ 970,000	\$ 133,614	\$ 107,215	\$ 862,786	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Doc. - City is also replacing Culverts prior to project implementation
Davis	Clearfield		New Project	14053	Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freepoint Center	New Construction - Pedestrian/ Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ -	\$ 10,000	\$ 240,000	\$ 500,000	\$ 900,000	\$ -	\$ -	\$ -	Project Amended -- Schedule Orientation Meeting
Davis	Clinton	108	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 550,616	\$ 39,984	\$ -	\$ -	\$ -	\$ -	\$ 550,616	\$ -	\$ -	New Project 2016	
Weber	Ogden	LC11	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 484,686	\$ 451,873	\$ 32,813	\$ -	\$ -	\$ -	\$ -	\$ 451,873	\$ 150,000	\$ -	New Project 2016	
Box Elder	Perry		New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	\$ 695,000	\$ 477,338	\$ 34,662	\$ -	\$ -	\$ -	\$ -	\$ 477,338	\$ -	\$ -	New Project 2016	
Weber	Riverdale	60	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 500,000	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	New Project 2016	
Weber	UDOT	Var	CM-9999()	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$ 8,282,116	\$ 7,721,417	\$ 560,699	\$ 869,678	\$ 4,921,417	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	On Going Program	
Weber	UDOT	Var	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 256,000	\$ 14,523	\$ 64,000	\$ 128,000	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Davis	UDOT	68		10944	500 South; I-15 to 200 West	Intersection Improvements	2010	\$ 5,363,081	\$ 5,000,000	\$ 363,081	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with I-15 Operational Improvement Project - Construct Spring 2015
Weber	UDOT	97	F-0097(9)	13132	SR-97 (5600 South); Hill Field Air Force Base to 2050 West	Intersection/ Operational Improvements	2014	\$ 3,037,700	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	New Project 2014	
Davis	UDOT	89	F-0089(394)	13133	US-89 VMS; Just North of Shepard Lane	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ -	\$ -	\$ -	\$ 431,562	\$ -	\$ -	\$ -	New Project 2014	
Davis	UDOT		New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$ 332,900	\$ 310,363	\$ 22,537	\$ -	\$ -	\$ 160,363	\$ 150,000	\$ -	\$ -	\$ -	New Project 2015	
Davis	UDOT/ North Salt Lake	68	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Combined to I-215 Bridge and Redwood Road Improvements	
Davis	UTA	89	F-LC11(48)	10021	Fruit Heights/ Kaysville 400/200 North Park n Ride Lot	Expand Park n Ride Lot	2011	\$ 1,498,000	\$ 1,233,000	\$ 89,536	\$ -	\$ -	\$ 1,233,000	\$ -	\$ -	\$ -	\$ -	Project Phasing/ Time	

DRAFT - Congestion Mitigation/ Air Quality Program (CMAQ)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Existing Year	Estimated CMAQ Funds and Phasing (Fiscal Year)				Concept Development		6/6/2018	
				PIN	Location/ Limits						Concept/ Type of Improvement	2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
OGDEN/ LAYTON URBAN AREA																			
Weber	UTA	LC11	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116,900	\$ 1,000,000	\$ 72,616	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	New Project 2016	
Weber	UTA	Var	CM-9999()	Tran SEC.	ITS/APTS Deployment in Weber Co	Air Quality - FTA Fund Transfer	1999	\$ 923,522	\$ 861,000	\$ 62,522	\$ 240,000	\$ -	\$ 861,000	\$ -	\$ -	\$ -	\$ -	On Going Program	
Weber	UTA	Var	CM-9999()	Tran SEC.	Lease Vans in Weber Co	Air Quality - FTA Fund Transfer	1994	\$ 835,782	\$ 779,200	\$ 56,582	\$ 504,400	\$ 118,800	\$ 118,800	\$ 118,800	\$ 118,800	\$ 304,000	\$ -	\$ -	On Going Program
Weber	UTA	Var	CM-9999()	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 1,435,444	\$ 1,338,264	\$ 97,180	\$ 823,050	\$ 314,260	\$ 157,130	\$ 157,130	\$ 157,130	\$ 157,130	\$ 157,130	\$ 161,754	On Going Program
Weber	UTA	Var	CM-9999()	Tran. SEC.	Ski Bus Service from Downtown Ogden to Ogden Valley	Purchase Canyon Service Buses	2013	\$ 1,027,000	\$ 2,383,000	\$ 89,536	\$ -	\$ 950,000	\$ 958,000	\$ 475,000	\$ -	\$ 430,000	\$ -	\$ -	UTA will AC the Ski Buses
Weber	West Haven	LC11	STP-LC11(25)	12166 13139	River Parkway Trail; D&RGW Rail to 1800 So, Weber	Air Quality - Bike Ped Facility	2003	\$ 1,500,000	\$ 136,009	\$ 9,140	\$ 125,861	\$ 10,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Davis	Centerville	Var	New Project	15917	Parrish Lane (SR-105) 400 West Intersection	Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,780,040	\$ -	New Project 2017
Davis	UTA	Var	New Project	15915	Davis County Ski Route Buses	Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort.	2017	\$ 1,020,000	\$ 912,830	\$ 66,286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912,830	\$ -	New Project 2017
Weber	South Ogden/ UDOT		New Project		US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	New Project 2018
Weber	Ogden		New Project		Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$ 595,302	\$ 555,000	\$ 40,302	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 555,000	New Project 2018
Weber	Ogden/ UDOT		New Project		Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$ 2,700,000	\$ 1,500,000	\$ 108,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	New Project 2018

DRAFT -Transportation Alternatives Program (TAP)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated TAP Funds and Phasing (Fiscal Year)					Concept Development		6/6/2018
					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule
SALT LAKE/ WEST VALLEY URBAN AREA																		
Salt Lake	Cottonwood Heights		F-LC35(264)	13137	HAWK Pedestrian Crossing on Fort	Install a High Intensity Activated Crosswalk	2014	\$ 206,800	\$ 192,800	\$ 162,412	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out Final Voucher (12/11/25017)	
Salt Lake	Draper		New Project	14946	Corner Canyon Creek/ East Jordan Canal Trail; Smith Fields Park (300 E & 13400 S) to Willow Creek Trail (900 East & 12800 South) & Stokes Ave (700 East & 13540 South)	Construct a 10 foot wide multi-use non-motorized paved trail with adjacent soft surface path.	2016	\$ 630,500	\$ 587,815	\$ 10,000	\$ 577,815	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Herriman		New Project	14943	13400 South, 5600 West, and Herriman Parkway	Increase Safety & Encourage Bicycle and Pedestrian Safety on Herriman Mahor Corridor Bike Lanes	2016	\$ 100,000	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Riverton		New Project	14945	Midas Creek Trail; Mountain View to 4000 West	Construct the west section of the Midas Creek Trail to connect the trail through 13800 South	2016	\$ 212,285	\$ 182,285	\$ 23,308	\$ 158,978	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting 13 December 2016	
Salt Lake	Salt Lake		New Project	14952	Beck Street Bicycle Design; Chicago St (1820 North) to South end of the existing shared use path on the Beck Street Frontage Road	Design a dual direction physically separated bicycle facility to replace existing bicycle lanes	2016	\$ 55,400	\$ 51,649	\$ -	\$ 51,649	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Salt Lake City		F-LC35(262)	13135	Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 2,001,200	\$ 176,111	\$ 176,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (11/10/2016)	
Salt Lake	Salt Lake City		F-LC35(265)	13138	Salt Lake City; North Temple Complete Street & Bike Connection - Plan/ Study	Develop a corridor plan for a complete street and seperated family friendly bikeway on North Temple through the heart of downtown Salt Lake	2014	\$ 50,000	\$ 37,500	\$ 37,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Study Underway	
Salt Lake	Salt Lake City		F-LC35(265)	14054	1300 South Bypass; 200 East to 500 West	Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX	2015	\$ 458,000	\$ 324,000	\$ -	\$ 324,000	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Doc and Preliminary Design	
Salt Lake	Salt Lake City		F-LC35(265)	14055	Bike Share Expansion	Construct Additional Bike Docking Stations/ Purchase Additional Bikes	2015	\$ 2,293,700	\$ 350,000	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (12/20/2016)	
Salt Lake	Salt Lake County		New Project	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	2016	\$ 822,008	\$ 387,927	\$ 67,592	\$ 320,336	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting 30 November 2016	
Salt Lake	Salt Lake County		New Project	14948	3300 South; 3018 East to 3040 East	Complete a 120 Foot Gap in the sidewalk along the south side of 3300 South	2016	\$ 190,200	\$ 186,000	\$ 10,000	\$ 176,000	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Final Design	
Salt Lake	Sandy City		F-LC35(261)	13134	Dry Cree Trail; 10200 South to 10000 South (544 feet)	Constructs a Bicycle/ Pedestrian Facility	2014	\$ 77,300	\$ 72,067	\$ 72,067	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (10/19/2017)	
Salt Lake	South Jordan		New Project	14950	Daybreak Parkway & Lake Run Intersection	Improve Pedestrian/ Bicycle Crossing facilities (Safe Routes to School Project)	2016	\$ 269,400	\$ 251,162	\$ 10,000	\$ 241,162	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Doc and Preliminary Design	
Salt Lake	Taylorsville		New Project	14949	Taylorsville Regional Trail; 5140 South to 5400 South	Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215.	2016	\$ 310,500	\$ 268,502	\$ 75,563	\$ 192,939	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	UTA/ Salt Lake		New Project	14951	Downtown SLC Crosswalks; (900 South & 200 West) and (200 South & 600 West)	Make all the Crosswalks Pedestrian Activated Push-button Signals	2016	\$ 200,000	\$ 186,460	\$ 18,646	\$ 167,814	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	West Jordan		New Project	14947	7800 South Jordan River Pedestrian Bridge at 1100 West	Construct New Pedestrian Bridge over the Jordan River	2016	\$ 347,700	\$ 324,161	\$ 32,416	\$ 291,745	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	

DRAFT -Transportation Alternatives Program (TAP)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Existing Year	Estimated TAP Funds and Phasing (Fiscal Year)					Concept Development		6/6/2018
					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
OGDEN/ LAYTON URBAN AREA																			
Davis	Clinton		New Project	14854	D&RGW Trail Street Crossings at 1300 North and 2300 North	Construct Improvements to Stop midblock crossing and require trail users to cross at the intrsection crosswalks	2016	\$ 111,100	\$ 103,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	Farmington		New Project	14851	200 West and 125 South	Pedestrian Crossing Signal Installation	2016	\$ 148,000	\$ 137,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	Kaysville		New Project	14826	200 North & D&RGW Rail Trail Crossing	Install Bike/ Ped Crossing Signal (HAWK Signal)	2016	\$ 175,200	\$ 116,724	\$ 116,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Davis	North Salt Lake		F-LC11(58)	12013	Center Street Trail; Redwood Road to Legacy Parkway	New Construction of Trail from Foothills east to the Legacy Parkway Trail	2013	\$ 236,000	\$ 192,000	\$ 192,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Coordinate with Center Street Reconstruction w/ Minor Widening Project
Weber	Ogden		New Project	14057	Grant Promenade; 22nd Street to 2250 Street	Reconstruct Grant Avenue to include Bike Lanes and mid-block Pedestrian Crossings	2015	\$ 444,000	\$ 348,000	\$ -	\$ 348,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	\$ 69,200	\$ 65,000	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	South Ogden		New Project	14852	Jefferson Avenue; Madison to 4400 South	Construct Sidewalk (Safe Routes to School Project)	2016	\$ 343,800	\$ 320,525	\$ 41,954	\$ 278,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	South Ogden, Washington Terrace, Riverdale		New Project	14856	Three City Alternative Planning Study	Develop a bike and Pedestrian Alternative Transportation Plan to connect the three communities	2016	\$ 96,535	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	West Haven		F-LC57(33)	12166	River Parkway Trail; 1800 South to City Cemetery	New Construction of Bike/ Ped Trail	2014	\$ 1,280,465	\$ 966,311	\$ 107,533	\$ 858,778	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Davis	West Point		F-LC11(57)	12012	200 South Trail; 2000 West to 4000 West	New Construction of Trail from Emigrant Trail to the D&RGW Rail/ Trail	2013	\$ 431,000	\$ 367,000	\$ 367,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (06/21/2016)
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	Davis & Weber County		New Project	15924	Davis and Weber County Bicycle Counters	Project will place automatic counters at strategic locations around Davis and Weber Counties to begin collecting vital user data.	2017	\$ 500,000	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Davis	North Salt Lake		New Project	15922	Orchard Drive Sidewalk; 183 South to 83 South	Construct sidewalk along the eastside of Orchard Drive	2017	\$ 301,400	\$ 271,672	\$ -	\$ -	\$ 271,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Davis	UTA		New Project	15923	Update Bike Cars on FrontRunner	Construct new bike racks on 6 of UTA's 16 FrontRunner bike cars.		\$ 116,900	\$ 95,000	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Weber	Plain City		New Project		1975 North; 3600 West to 3525 West	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 360,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Davis	Farmington		New Project		State Street and 400 West	Relocate and Signalize Pedestrian Crossing	2018	\$ 250,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Davis	Farmington		New Project		326 West Park Lane	Construct missing sidewalk	2018	\$ 76,200	\$ 71,041	\$ -	\$ -	\$ -	\$ 71,041	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018

DRAFT -Transportation Alternatives Program (TAP)
2019-2024 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Existing Year	Estimated TAP Funds and Phasing (Fiscal Year)					Concept Development		6/6/2018
					Location/ Limits	Concept/ Type of Improvement					2018	2019	2020	2021	2022	2023	2024	Project Status/ Project Schedule	
Funding Swapped with UDOT TAP funds on West Haven 'River Parkway Trail; 1800 South to City Cemetery'																			
OGDEN/ LAYTON URBAN AREA											Federal Funds	Match	Total						
Davis	Clinton		New Project	14854	D&RGW Trail Street Crossings at 1300 North and 2300 North	Construct Improvements to Stop midblock crossing and require trail users to cross at the intrsection crosswalks	2016	\$ 111,100	\$ 103,579	\$ -	\$ 103,579	\$ 7,522	\$ 111,101	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Davis	Farmington		New Project	14851	200 West and 125 South	Pedestrian Crossing Signal Installation	2016	\$ 148,000	\$ 137,732	\$ -	\$ 137,732	\$ 10,002	\$ 147,734	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ -	\$ 375,000	\$ 27,231	\$ 402,231	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	

Other Federal Highway Administration Funds ePM Tables For –

**Box Elder County
Davis County
Morgan County
Salt Lake County
Tooele County
Weber County
Including Statewide Programs**

National Highway Performance (NHPP)
Interstate Maintenance (IM)
National Highway System (NHS)
Bridge On - State System
Any Area Statewide Bridge Replacement
Off System – Local
Off System – Optional
Minimum Guarantee
Highway Safety Improvement
Safety Any Area
Rail/ Highway Crossing – Hazard Elimination
Recreational Trails Program
Safe Routes to School
Economic Recovery
TIGER Discretionary Funds
Other Federal Funds



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BRD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Y	F
BR_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Y	F
BR_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Y	F
BYWAYS	SCENIC BYWAYS	FLH	80.00	Y	F
CMAQ_BOX_ELD	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE)	CMAQ	93.23	Y	F
CMAQ_CACHE1	CMAQ CACHE @ 100%	CMAQ	100.00	Y	F
CMAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
CMAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
CMAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOOEL)	CMAQ	93.23	Y	F
CMAQ_TOOELE1	CMAQ TOOELE @ 100 %	CMAQ	100.00	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
CMAQ_WFRC_1	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	100.00	Y	F
EM_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
EM_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00	Y	F
EM_2006_112	EARMARK - SECTION 112 (2006)	EARMARK	100.00	Y	F
EM_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
EM_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
EM_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00	Y	F
EM_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00	Y	F
EM_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00	Y	F
EM_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
EM_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
EM_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F
EM_RN29	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F
EM_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
EM_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F
EM_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
EM_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
ENH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EQ_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
ER_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
ER_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
FA_MISC_100%	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
FA_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Y	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F
FTA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	Y	F
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Y	F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Y	F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
HSIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
HSIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
HSIP_HRRR@1	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00	Y	F
HSIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	Y	F
ITS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	F
LHIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Y	F
LOCAL_GOV	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
L_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Y	O
L_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Y	O
L_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Y	O
L_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Y	O
L_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Y	O
L_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Y	L
L_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Y	L
MAG_EXCHANGE	STATE/ FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Y	F
NHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Y	F
NHPP_EXEMPT	NAT'L PERFORM PROG - EXEMPT	NHPP	93.23	Y	F
NHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Y	F
NHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Y	F
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Y	F
NRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	O
OTHER_STATE	OTHER STATE AGENCY	STATE	0.00	Y	S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	Y	F
R/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Y	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Y	F
SPR_R	STATEWIDE PLANNING & RESEARCH (RESEARCH)	SPR	80.00	Y	F
SPR_R_100%	SPR POOLED FUND 100%	SPR	100.00	Y	F
SR2S_INFR	SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE	SAFETY	100.00	Y	F
SR2S_OPT	SAFE ROUTES TO SCHOOLS - EITHER	SAFETY	100.00	Y	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Y	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Y	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Y	F
STP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F
STP_FLX_100%	STP_ FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STP_FLX_CMPO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F
STP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F
STP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
STP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
STP_HIF_O/L	HIGHWAY INFRASTRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Y	F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23	Y	F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	93.23	Y	F
STP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
STP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
STP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
STP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00	Y	S
ST_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
ST_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
ST_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
ST_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	N	S
ST_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S
ST_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
ST_CORR_CEVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Y	S
ST_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Y	S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Y	S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Y	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Y	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Y	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Y	S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Y	S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Y	S
ST_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Y	S
ST_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Y	S
ST_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00	Y	S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Y	S
ST_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Y	S
ST_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
ST_MOTOR_CAR	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Y	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Y	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Y	S



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Y	F
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S
ST_SAFETY_ED	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00	Y	S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00	Y	S
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00	Y	S
ST_SIB_LG	SIB FUNDS FOR LOCAL GOVERNMENT	STATE	0.00	Y	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y	S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00	Y	S
ST_SIGNL_M&O	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00	Y	S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SPOT_SFTY	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00	Y	S
ST_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	TAP	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRAM - JHC	TAP	93.23	Y	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Y	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23	Y	F
TAP_URB_WFRC	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Y	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	TAP	100.00	Y	F
TIGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Y	F
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Y	F
TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Y	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOELE CO	MISC	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review

STIP 2019-2024

Report Run on: Jun 05, 2018, 07:02 P.M.

epm345_stip_report (Rev 1165)

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other		
Box Elder County Projects														
BOX EL	15677	STIP	F-0089(456)423	89	423	9	US-89; SR-126 to Perry		High Volume					
		To Be Adv Dt:					US-89; MP 423.31 - 432.52							
Project Type:	Pavement Reconstruction						2nd Concepts:							
	NHPP_NHS		\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000	\$18,646,000	\$1,354,000	\$0		
BOX EL	15637	Scoping	F-0102(13)15	102	15		SR-102; MP 15.33 - 15.55		Intersection Modification					
		To Be Adv Dt:	08/20/18				SR-102; MP 15.34 - 15.55							
Project Type:	Roadway						2nd Concepts:							
	CMAQ_BOX_ELD		\$190,000	\$457,200	\$0	\$0	\$0	\$0	\$647,200	\$603,385	\$0	\$43,815		
BOX EL	11476	Undr Const	S-0240(2)0	240			I-15; Honeyville Interchange, F-24		Replacement and Rehabilitation - Structure					
		Adv Dt:	04/29/17				SR-240; MP .04 - .17							
Project Type:	Structures						2nd Concepts:							
	NHPP_BR		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	ST_BRIDGE		\$0	\$4,331,678	\$0	\$0	\$0	\$0	\$4,331,678	\$0	\$4,331,678	\$0		
	ST_GF_BRIDGE		\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0		
	Total		\$0	\$5,031,678	\$0	\$0	\$0	\$0	\$5,031,678	\$0	\$5,031,678	\$0		
BOX EL	14777	Scoping	F-LC03(24)	MULT			Iowa String Bridges - 003025D & 003021C		Off-System Bridge					
		To Be Adv Dt:	11/13/18				Cnty:FA-1104; MP 1.19 - 1.19 & Cnty:FA-1104; MP 4.43 - 4.43 & Route 1104 (6800 West / Iowa String Road) at 2880 North and 150 North							
Project Type:	Joint Highway Committee						2nd Concepts:							
	STP_BR		\$260,000	\$1,346,000	\$0	\$0	\$0	\$0	\$1,606,000	\$1,497,274	\$0	\$108,726		
BOX EL	13932	Scoping	F-LC03(22)	OTHER			750 North 200 West, Willard City		Intersection Modification					
		Will Not Adv					750 North 200 West, Willard City, Utah							
Project Type:	Roadway						2nd Concepts:							
	CMAQ_BOX_ELD		\$0	\$91,172	\$0	\$0	\$0	\$0	\$91,172	\$85,000	\$0	\$6,172		
BOX EL	14841	STIP	F-LC03(25)	OTHER			1200 West; 3600 S. to S. Perry Boundry Extension		TIF - Transportation Investment Fund					
		To Be Adv Dt:					1200 West; 3600 South to Southern Perry Boundary							
Project Type:	Capacity						2nd Concepts: New Capacity							
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,406,700	\$2,406,700	\$2,243,766	\$0	\$162,934		
BOX EL	14848	STIP	F-LC03(26)	OTHER			1200 W; 2250 S. to 775 W., Bike Trail, Perry		Pedestrian/Bike facility					
		To Be Adv Dt:					1200 West, 2250 South to 775 West							
Project Type:	Roadway						2nd Concepts:							
	CMAQ_BOX_ELD		\$0	\$0	\$0	\$0	\$0	\$695,000	\$695,000	\$647,949	\$0	\$47,052		
BOX EL	13930	Undr Const	F-LC03(20)				Brigham City - Alternative Fuel Vehicle		Local/MPO/Other Agency Pass-Through					
		Will Not Adv					Brigham City							
Project Type:	Other						2nd Concepts:							
	CMAQ_BOX_ELD		\$105,000	\$0	\$0	\$0	\$0	\$0	\$105,000	\$97,892	\$0	\$7,109		



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review

STIP 2019-2024

Report Run on: Jun 05, 2018, 07:02 P.M.

epm345_stip_report (Rev 1165)

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			
	Fund		Prior		2019		2020	2021	2022	CD	Total	Fed Aid	State	Other
Davis County Projects														
DAVIS	12656	STIP Will Not Adv	F-115-7(325)327	15	327	2	I-15; NB Aux Lane Rest Area to 200 N., Kaysville I-15; MP 326.61 - 328.35				Adding a lane/shoulder			
Project Type: Roadway														
	NHPP_IM			\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DAVIS	13823	Undr Const Adv Dt: 04/22/17	S-115-7(329)332	15	332		Layton I-15 Crossing I-15; MP 332.10 - 332.20 & Layton I-15 Crossing				TIF - Transportation Investment Fund			
Project Type: Capacity														
	L_BETTERMENT			\$0	\$669,850		\$0	\$0	\$0	\$0	\$669,850	\$0	\$0	\$669,850
	ST_TIF			\$24,490,000	\$0		\$0	\$0	\$0	\$0	\$24,490,000	\$0	\$24,490,000	\$0
			Total	\$24,490,000	\$669,850		\$0	\$0	\$0	\$0	\$25,159,850	\$0	\$24,490,000	\$669,850
DAVIS	15022	Scoping Will Not Adv	S-0037(13)	37		2	SR-37; Corridor Preservation SR-37; MP .00 - 2.00				Corridor Preservation			
Project Type: Other														
	ST_CORR_PRES			\$2,646,215	\$0		\$0	\$0	\$0	\$0	\$2,646,215	\$0	\$2,646,215	\$0
DAVIS	6552	Scoping Will Not Adv	F-0037(4)0	37		2	1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study SR-37; MP .00 - 2.00							
Project Type: Railroad Related														
	STP_URB_O/L			\$1,828,582	\$531,174		\$0	\$0	\$0	\$0	\$2,359,755	\$2,200,000	\$159,755	\$0
	ST_CONCPT_D1			\$16,583	\$16,583		\$0	\$0	\$0	\$0	\$33,165	\$0	\$33,165	\$0
			Total	\$1,845,164	\$547,756		\$0	\$0	\$0	\$0	\$2,392,920	\$2,200,000	\$192,921	\$0
DAVIS	13363	Undr Const Will Not Adv	S-R199(190)	68	66		FY2015 Region One TAP, North Salt Lake SR-68; MP 65.62 - 65.82				Trails			
Project Type: Enhancement														
	LOCAL_GOVT			\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MATCH			\$34,250	\$0		\$0	\$0	\$0	\$0	\$34,250	\$0	\$0	\$34,250
	ST_PVMT			\$98,750	\$0		\$0	\$0	\$0	\$0	\$98,750	\$0	\$98,750	\$0
			Total	\$133,000	\$0		\$0	\$0	\$0	\$0	\$133,000	\$0	\$98,750	\$34,250
DAVIS	13480	Scoping Will Not Adv	S-R199(198)	89	399		US-89; Nicholls Rd Grade Separation, Frontage Rds. US-89; MP 398.60 - 398.80 & US-89; Mutton Hollow to Oak Hills, East and West side Frontage Roads				New Capacity			
Project Type: Capacity														
	ST_CONCPT_D1			\$52,128	\$52,128		\$0	\$0	\$0	\$0	\$104,257	\$0	\$104,257	\$0
	ST_TIF			\$0	\$2,000,000		\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
			Total	\$52,128	\$2,052,128		\$0	\$0	\$0	\$0	\$2,104,257	\$0	\$2,104,257	\$0
DAVIS	10021	Scoping Will Not Adv	F-LC11(48)	89	400		Fruit Heights / Kaysville 400/200 North US-89; MP 399.70 - 399.80				UTA/Transit			
Project Type: Other														
	CMAQ_WFRC			\$0	\$1,322,536		\$0	\$0	\$0	\$0	\$1,322,536	\$1,233,000	\$0	\$89,536



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	Fund		Prior		2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Davis County Projects													
DAVIS	13120	STIP	F-LC11(59)	89	399	Nicholls Road / US-89 Grade Separation US-89; MP 398.50 - 398.90				PE			
		To Be Adv Dt: 09/06/16											
Project Type:		Roadway		2nd Concepts:									
	STP_URB_O/L		\$0		\$0	\$0	\$0	\$0	\$1,081,100	\$1,081,100	\$1,007,910	\$0	\$73,190
DAVIS	15917	STIP	F-0105(8)1	105	1	Parrish Lane (SR105) 400 West Intersec Centerville SR-105; MP .78 - .78				Intersection Improvements			
Project Type:		Traffic and Safety		2nd Concepts:									
	CMAQ_WFRC		\$0		\$0	\$0	\$0	\$0	\$1,909,300	\$1,909,300	\$1,780,040	\$0	\$129,260
DAVIS	11477	Undr Const	S-0108(33)4	108	4	2 SR-108; SR-127 to SR-107 SR-108; MP 4.00 - 6.19				Widen Existing Facility			
		Adv Dt: 12/15/16											
Project Type:		Capacity		2nd Concepts:									
	L_BETTERMENT		\$0		\$1,956,394	\$0	\$0	\$0	\$0	\$1,956,394	\$0	\$0	\$1,956,394
	ST_CONCPT_D1		\$0		\$13,396	\$0	\$0	\$0	\$0	\$13,396	\$0	\$13,396	\$0
	ST_TIF		\$38,959,000		\$11,041,000	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$50,000,000	\$0
	ST_TIF_SB229		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$38,959,000		\$13,010,790	\$0	\$0	\$0	\$0	\$51,969,790	\$0	\$50,013,396	\$1,956,394
DAVIS	15680	STIP	S-0108(36)6	108	6	2 SR-108; 300 North to 1800 North SR-108; MP 6.00 - 7.51				Widen Existing Facility			
Project Type:		Capacity		2nd Concepts:									
	ST_TIF		\$0		\$0	\$4,000,000	\$7,000,000	\$49,000,000	\$60,000,000	\$0	\$60,000,000	\$0	\$0
DAVIS	14851	Scoping	S-LC11(70)	227		200 W. & 125 S., Ped. Crossing Signal, Farmington SR-227; MP .30 - .32				Pedestrian/Bike facility			
		Will Not Adv											
Project Type:		Roadway		2nd Concepts:									
	ST_PVMT_TAP		\$0		\$137,732	\$0	\$0	\$0	\$0	\$137,732	\$0	\$137,732	\$0
	TAP_URB_WFRC		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$0		\$137,732	\$0	\$0	\$0	\$0	\$137,732	\$0	\$137,732	\$0
DAVIS	15922	STIP	F-1380(2)1	1380		Orchard Dr. Sidewalk; 83 So to 183 So. South Side Cnty:FA-1380; MP .08 - .43				Pedestrian/Bicycle Safety			
Project Type:		Traffic and Safety		2nd Concepts:									
	LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$10,000
	TAP_URB_WFRC		\$0		\$0	\$0	\$0	\$0	\$291,400	\$291,400	\$271,672	\$0	\$19,728
Total			\$0		\$0	\$0	\$0	\$0	\$301,400	\$301,400	\$271,672	\$0	\$29,728
DAVIS	14042	Undr Const	F-LC11(65)	1410	1	1500 South Phase 3; 1350 West to 1100 West Cnty:FA-1410; MP .57 - .95 & 1500 South Phase 3; 1350 West to 1100 West				Reconstruct & Widening			
		Adv Dt: 02/03/18											
Project Type:		Roadway		2nd Concepts:									
	R/H_HZ_ELM90		\$20,000		\$0	\$0	\$0	\$0	\$0	\$20,000	\$18,000	\$0	\$2,000
	STP_URB_O/L		\$2,953,570		\$150,030	\$0	\$0	\$0	\$0	\$3,103,600	\$2,893,486	\$0	\$210,114
Total			\$2,973,570		\$150,030	\$0	\$0	\$0	\$0	\$3,123,600	\$2,911,486	\$0	\$212,114



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Davis County Projects													
DAVIS	14854	Scoping Will Not Adv	S-LC11(71)	MULT	D&RGW Trail Crossings; 1300 N. & 2300 N., Clinton D&RGW at 1300 N. and 2300 N.				Pedestrian/Bike facility				
Project Type: Roadway 2nd Concepts:													
		ST_PVMT_TAP		\$0	\$103,579	\$0	\$0	\$0	\$0	\$103,579	\$0	\$103,579	\$0
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$103,579	\$0	\$0	\$0	\$0	\$103,579	\$0	\$103,579	\$0
DAVIS	7176	Scoping Will Not Adv	S-0067(14)0	OTHER	West Davis Corridor EIS West Davis Corridor				Document EA/EIS				
Project Type: Environmental 2nd Concepts:													
		ST_GF_CHN		\$0	\$9,500,000	\$0	\$0	\$0	\$0	\$9,500,000	\$0	\$9,500,000	\$0
		ST_TIF		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		ST_TIF_SB229		\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
		Total		\$2,000,000	\$14,500,000	\$0	\$0	\$0	\$0	\$16,500,000	\$0	\$16,500,000	\$0
DAVIS	7318	Active Will Not Adv	S-R199(50)	OTHER	West Davis Corridor Preservation West Davis Corridor								
Project Type: Not Applicable 2nd Concepts:													
		L_CORR_DAVIS		\$0	\$15,615,452	\$0	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$15,615,452
		L_CORR_MATCH		\$0	\$2,844,501	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$2,844,501
		Total		\$0	\$18,459,953	\$0	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$18,459,953
DAVIS	13121	Undr Const Will Not Adv	S-LC11(60)	OTHER	200 North & Angel Street Intersection 200 North and Angel Street, Kaysville				Intersection Modification				
Project Type: Roadway 2nd Concepts:													
		L_PASS_MATCH		\$0	\$287,148	\$0	\$0	\$0	\$0	\$287,148	\$0	\$0	\$287,148
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$0	\$2,584,334	\$0	\$0	\$0	\$0	\$2,584,334	\$0	\$2,584,334	\$0
		Total		\$0	\$2,871,482	\$0	\$0	\$0	\$0	\$2,871,482	\$0	\$2,584,334	\$287,148
DAVIS	14844	STIP To Be Adv Dt:	F-LC11(69)	OTHER	Gordon Ave.; 1600 E. to US-89, PE & ROW, Layton Gordon Ave.; 1600 E. to US-89				PE				
Project Type: Roadway 2nd Concepts:													
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$3,263,050	\$0	\$236,950
DAVIS	14849	Scoping To Be Adv Dt: 04/29/22	F-LC11(73)	OTHER	2000 West & 1300 North Intersection, Clinton 2000 West & 1300 North, Clinton				Intersection Modification				
Project Type: Roadway 2nd Concepts:													
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$590,600	\$590,600	\$550,616	\$39,984	\$0



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				Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Davis County Projects													
DAVIS	11996	Scoping	F-LC11(53)										
		To Be Adv Dt:	05/10/19										
		800 North; Main St (SR-126) to 450 West											
		800 North; Main St (SR-126) to 450 West											
		Project Type: Roadway											
				2nd Concepts:									
		STP_URB_O/L		\$0	\$2,411,241	\$0	\$0	\$0	\$0	\$2,411,241	\$2,248,000	\$0	\$163,241
		ST_CONCEPT_D1		\$3,513	\$0	\$0	\$0	\$0	\$0	\$3,513	\$0	\$3,513	\$0
		ST_CONT_PG		\$0	\$10,726	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
		Total		\$3,513	\$2,421,967	\$0	\$0	\$0	\$0	\$2,425,480	\$2,248,000	\$14,239	\$163,241
DAVIS	11997	Scoping	F-LC11(54)										
		To Be Adv Dt:	09/22/20										
		300 North; 1000 West to 2000 West											
		300 North; 1000 West to 2000 West											
		Project Type: Roadway											
				2nd Concepts:									
		STP_URB_O/L		\$0	\$2,670,814	\$0	\$0	\$0	\$0	\$2,670,814	\$2,490,000	\$0	\$180,814
		ST_CONCEPT_D1		\$1,886	\$1,886	\$0	\$0	\$0	\$0	\$3,772	\$0	\$3,772	\$0
		ST_CONT_PG		\$0	\$10,726	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
		Total		\$1,886	\$2,683,426	\$0	\$0	\$0	\$0	\$2,685,312	\$2,490,000	\$14,498	\$180,814
DAVIS	14043	Active	F-LC11(63)										
		To Be Adv Dt:	10/28/19										
		Bluff Road; 550 West (on Gentile) to 1000 West											
		Bluff Road; 550 West (on Gentile) to 1000 West											
		Project Type: Roadway											
				2nd Concepts:									
		STP_URB_O/L		\$386,142	\$589,939	\$643,570	\$1,608,924	\$0	\$0	\$3,228,575	\$3,010,000	\$0	\$218,575
DAVIS	14044	STIP	F-LC11(64)										
		To Be Adv Dt:											
		Layton FrontRunner Station Parking											
		Layton FrontRunner Station Parking											
		Project Type: Other											
				2nd Concepts:									
		STP_URB_O/L		\$0	\$1,083,342	\$1,061,890	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
DAVIS	14053	STIP	F-LC11(67)										
		To Be Adv Dt:											
		TOD Ped/ Bike Bridge; FrontRunner Sta. to Freeport											
		Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center											
		Project Type: Traffic and Safety											
				2nd Concepts:									
		CMAQ_WFRC		\$0	\$268,154	\$536,308	\$0	\$0	\$965,354	\$1,769,816	\$1,649,999	\$0	\$119,817



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				Prior	2019	2020	2021		2022	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	11203	Undr Const	S-0068(95)41		68	41	1	SR-68; Bangerter Hwy to 12600 S SR-68; MP 40.82 - 42.31	Widen Existing Facility				
		Adv Dt: 03/28/17											
Project Type:		Capacity		2nd Concepts: Widen Existing Facility									
	L_BETTERMENT		\$0	\$704,655	\$0	\$0	\$0	\$0	\$0	\$704,655	\$0	\$0	\$704,655
	ST_CONCPT_D2		\$0	\$8,404	\$0	\$0	\$0	\$0	\$0	\$8,404	\$0	\$8,404	\$0
	ST_SIGNALS		\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
	ST_TIF		\$46,697,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$46,700,000	\$0	\$46,700,000	\$0
Total			\$46,847,000	\$716,060	\$0	\$0	\$0	\$0	\$0	\$47,563,060	\$0	\$46,858,404	\$704,655
SALT L	11082	Scoping	F-0068(73)52		68	52	1	Redwood Road; 4100 South to 4700 South SR-68; MP 52.31 - 53.31	Intersection Improvements				
		To Be Adv Dt: 04/22/19											
Project Type:		Traffic and Safety		2nd Concepts:									
	STP_URB_SL		\$10,000	\$7,718,727	\$0	\$0	\$0	\$0	\$0	\$7,728,727	\$7,205,492	\$0	\$523,235
SALT L	14829	Scoping	F-LC35(292)		68	52	1	Redwood Rd. Mobility/Access Management SR-68; MP 51.81 - 52.32	Operations/Maintenance				
		To Be Adv Dt: 07/06/21											
Project Type:		Traffic Management		2nd Concepts:									
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$400,165	\$400,165	\$0	\$0	\$400,165	
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$4,298,835	\$4,298,835	\$4,298,835	\$0	\$0	
Total			\$0	\$0	\$0	\$0	\$0	\$4,699,000	\$4,699,000	\$4,298,835	\$0	\$400,165	
SALT L	14942	Scoping	F-LC35(303)		71	10	6	SR-71 (700 E/ 900 E); Van Winkle to 90th South SR-71; MP 10.19 - 15.72	Pedestrian/Bicycle Safety				
		To Be Adv Dt: 06/01/20											
Project Type:		Traffic and Safety		2nd Concepts:									
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	\$1,305,220	\$0	\$94,780	
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$2,110,100	\$2,110,100	\$0	\$0	\$2,110,100	
Total			\$0	\$0	\$0	\$0	\$0	\$3,510,100	\$3,510,100	\$1,305,220	\$0	\$2,204,880	
SALT L	15688	STIP	F-I80-3(193)125		80	125	3	I-80; 1300 East to End of PCC I-80; MP 124.96 - 127.57	High Volume				
		To Be Adv Dt:											
Project Type:		Pavement Reconstruction		2nd Concepts:									
	NHPP_IM		\$0	\$0	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000	\$37,672,000	\$2,328,000	\$0
SALT L	16771	Scoping	S-I80-3(199)118		80	118		Sound Barrier I-80 at Glendale Ave. I-80; MP 118.06 - 118.41	New Wall				
		To Be Adv Dt: 01/04/19											
Project Type:		Structures		2nd Concepts:									
	ST_TF_HB2		\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$1,700,000	\$0	\$1,700,000	\$0
SALT L	12561	Undr Const	F-0089(375)364		89	364	1	US-89, 11400 South to 10600 South US-89; MP 363.77 - 364.79	Choke Point				
		Adv Dt: 10/07/17											
Project Type:		Capacity		2nd Concepts:									
	L_BETTERMENT		\$0	\$114,583	\$0	\$0	\$0	\$0	\$0	\$114,583	\$0	\$0	\$114,583
	NHPP_NHS		\$9,572,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,572,000	\$8,923,976	\$648,024	\$0
	NHS		\$33,082	\$0	\$0	\$0	\$0	\$0	\$0	\$33,082	\$30,842	\$2,240	\$0
Total			\$9,605,082	\$114,583	\$0	\$0	\$0	\$0	\$0	\$9,719,665	\$8,954,818	\$650,264	\$114,583



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				Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	15909	Scoping	F-0089(460)366	89	366	Sego Lily Dr (10000 S) & State St, Intersec, Sandy US-89; MP 365.53 - 365.53				Intersection Modification			
		To Be Adv Dt: 08/30/21											
Project Type:		Roadway		2nd Concepts:									
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$364,942	\$364,942	\$0	\$0	\$364,942
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$1,226,058	\$1,226,058	\$1,143,054	\$0	\$83,004
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$1,591,000	\$1,591,000	\$1,143,054	\$0	\$447,946
SALT L	12565	Undr Const	F-0111(27)10	111	10	SR-111; SR-201 to 3500 South SR-111; MP 10.12 - 10.60				Choke Point			
		Adv Dt: 03/18/17											
Project Type:		Capacity		2nd Concepts:									
	STP_FLX_ST		\$5,406,428	\$420,000	\$0	\$0	\$0	\$0	\$0	\$5,826,428	\$5,431,979	\$394,449	\$0
SALT L	13585	Undr Const	F-0151(77)2	151	2	2 SR-151; 10600 S.; Redwood Road to Gateway SR-151; MP 1.89 - 4.03				Choke Point			
		Adv Dt: 05/20/17											
Project Type:		Capacity		2nd Concepts:									
	NHPP_BR		\$88,000	\$0	\$0	\$0	\$0	\$0	\$0	\$88,000	\$82,042	\$5,958	\$0
	NHPP_NHS		\$15,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$13,984,500	\$1,015,500	\$0
	ST_ATMS		\$0	\$77,000	\$0	\$0	\$0	\$0	\$0	\$77,000	\$0	\$77,000	\$0
Total			\$15,088,000	\$77,000	\$0	\$0	\$0	\$0	\$0	\$15,165,000	\$14,066,542	\$1,098,458	\$0
SALT L	8166	Active	S-0154(58)3	154	12	BANGERTER HWY CORRIDOR PRESERVATION SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION							
		Will Not Adv											
Project Type:		Not Applicable		2nd Concepts:									
	ST_CORR_PRES		\$0	\$4,835,600	\$0	\$0	\$0	\$0	\$0	\$4,835,600	\$0	\$4,835,600	\$0
SALT L	14415	Scoping	S-0154(84)14	154	14	1 Bangert Hwy @ 6200 South SR-154; MP 14.39 - 15.34				Upgrade Existing At-Grade Intersection			
		To Be Adv Dt: 09/13/18											
Project Type:		Capacity		2nd Concepts:									
	ST_TIF		\$10,062,000	\$27,516,000	\$26,422,000	\$0	\$0	\$0	\$0	\$64,000,000	\$0	\$64,000,000	\$0
SALT L	14416	Scoping	S-0154(85)9	154	9	1 Bangert Highway @ 10400 South SR-154; MP 9.11 - 10.04				Upgrade Existing At-Grade Intersection			
		To Be Adv Dt: 04/29/22											
Project Type:		Capacity		2nd Concepts:									
	ST_TIF		\$586,000	\$414,000	\$0	\$0	\$8,000,000	\$37,000,000	\$46,000,000	\$0	\$46,000,000	\$0	
SALT L	14417	Scoping	S-0154(86)6	154	6	1 Bangert Highway @12600 South SR-154; MP 6.20 - 7.23				Upgrade Existing At-Grade Intersection			
		To Be Adv Dt: 04/29/22											
Project Type:		Capacity		2nd Concepts:									
	ST_TIF		\$0	\$0	\$0	\$0	\$1,000,000	\$48,000,000	\$49,000,000	\$0	\$49,000,000	\$0	
SALT L	14785	Undr Const	S-0154(82)16	154	16	Bangert Hwy. @ 5400 S. Aqueduct Relocation SR-154; MP 15.84 - 16.09				Upgrade Existing At-Grade Intersection			
		Adv Dt: 08/06/16											
Project Type:		Capacity		2nd Concepts: New Capacity									
	ST_TIF		\$0	\$5,219,557	\$0	\$0	\$0	\$0	\$0	\$5,219,557	\$0	\$5,219,557	\$0



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Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2019, 2020, 2021, 2022, CD, Total, Fed Aid, State, Other. Includes sections for Salt Lake County Projects with details on Scoping, Project Type, and financial breakdowns.



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Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description			
				Fund	Prior	2019	2020		2021	2022	CD	Total
Salt Lake County Projects												
SALT L	13578	Awarded	F-0209(42)8	209	8	1	SR-209; 90th S- State St. to 700 E.	Choke Point				
		Adv Dt: 04/07/18				SR-209; MP 7.80 - 8.80						
Project Type:		Capacity				2nd Concepts:						
		L_BETTERMENT	\$57,000	\$0	\$0	\$0	\$0	\$0	\$57,000	\$0	\$0	\$57,000
		STP_FLX_ST	\$13,296,001	\$3,999	\$0	\$0	\$0	\$0	\$13,300,000	\$12,399,590	\$900,410	\$0
		ST_ATMS_AM	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		Total	\$13,353,001	\$253,999	\$0	\$0	\$0	\$0	\$13,607,000	\$12,399,590	\$1,150,410	\$57,000
SALT L	14412	Scoping	S-0209(35)10	209	10	2	SR-209 (9000 South); Redwood Rd. to I-15	Widen Existing Facility				
		To Be Adv Dt: 11/06/20				SR-209; MP 9.68 - 11.69						
Project Type:		Capacity				2nd Concepts:		Widen Existing Facility				
		ST_TIF	\$2,000,000	\$0	\$1,020,000	\$1,870,000	\$23,410,000	\$5,700,000	\$34,000,000	\$0	\$34,000,000	\$0
SALT L	15998	Undr Const	F-0209(45)8	209	8	1	SR-209; 90th., State St. to 700 E (Canal Wrk early	Choke Point				
		Adv Dt: 01/13/18				SR-209; MP 7.80 - 8.80						
Project Type:		Capacity				2nd Concepts:						
		STP_FLX_ST	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
SALT L	14941	Scoping	F-LC35(302)	209	11		Sandy - 450 W / 9000 So U-Turn; 8775 So to 8871 So	Operations/Maintenance				
		To Be Adv Dt: 02/02/21				SR-209; MP 11.42 - 11.42						
Project Type:		Traffic Management				2nd Concepts:						
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$1,292,727	\$1,292,727	\$1,292,727	\$0	\$0	\$0
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$93,873	\$93,873	\$0	\$0	\$0	\$93,873
		Total	\$0	\$0	\$0	\$0	\$0	\$1,386,600	\$1,386,600	\$1,292,727	\$0	\$93,873
SALT L	16092	Scoping	S-R299(281)	210	11		Little Cottonwood Canyon (EIS)	Document EA/EIS				
		Will Not Adv				SR-210; MP .00 - 10.75						
Project Type:		Environmental				2nd Concepts:						
		ST_GF_HB3	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_TIF	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
		Total	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$0	\$5,500,000	\$0
SALT L	15687	STIP	F-I215(191)2	215	2	2	I-215; 3300 South to 4500 South	High Volume				
		To Be Adv Dt:				I-215; MP 1.75 - 3.71						
Project Type:		Pavement Reconstruction				2nd Concepts:						
		NHPP_IM	\$0	\$0	\$35,000,000	\$0	\$0	\$0	\$35,000,000	\$32,963,000	\$2,037,000	\$0
SALT L	15689	Scoping	F-I215(192)19	215	19	4	I-215; SR-201 to North Temple	High Volume				
		To Be Adv Dt: 08/03/21				I-215; MP 19.29 - 22.80						
Project Type:		Pavement Reconstruction				2nd Concepts:						
		NHPP_NHS	\$0	\$0	\$0	\$0	\$0	\$70,000,000	\$70,000,000	\$65,261,000	\$4,739,000	\$0



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Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description					
				Prior	2019	2020	2021		2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects														
SALT L	16822	STIP	S-R299(298)		215			I-215; 3900 South Interchange FROM 3900 SOUTH TO I-215N; MP .00 - .09	Upgrade Existing Interchange					
		To Be Adv Dt:												
Project Type:		Capacity		2nd Concepts:										
	ST_TIF			\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
SALT L	14938	Scoping	F-LC35(299)		282	1		University of Utah Intermodal Center SR-282; MP .80 - .80 & South Campus near the Central Campus TRAX Station	Transportation Alternatives					
		To Be Adv Dt: 01/26/22												
Project Type:		Traffic Management		2nd Concepts:										
	CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$0	
	UTA_FUNDS			\$0	\$0	\$0	\$0	\$0	\$2,573,900	\$2,573,900	\$0	\$0	\$2,573,900	
Total				\$0	\$0	\$0	\$0	\$0	\$4,073,900	\$4,073,900	\$1,500,000	\$0	\$2,573,900	
SALT L	16832	Active Will Not Adv	F-ST99(524)		317	1		E-Ticketing Pilot SR-317; MP .66 - .74	Concept Development					
Project Type:		Studies		2nd Concepts:										
	FA_STIC_2018			\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	
	ST_MATCH			\$0	\$12,500	\$0	\$0	\$0	\$0	\$12,500	\$0	\$12,500	\$0	
Total				\$0	\$62,500	\$0	\$0	\$0	\$0	\$62,500	\$50,000	\$12,500	\$0	
SALT L	16833	Active Will Not Adv	F-ST99(525)		317			D2M2 (Demand Driven Mobility Management) SR-317; MP .15 - .19	Concept Development					
Project Type:		Studies		2nd Concepts:										
	FA_STIC_2018			\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	
	ST_MATCH			\$0	\$12,500	\$0	\$0	\$0	\$0	\$12,500	\$0	\$12,500	\$0	
Total				\$0	\$62,500	\$0	\$0	\$0	\$0	\$62,500	\$50,000	\$12,500	\$0	
SALT L	14051	Scoping	F-LC35(284)		2030	10	1	12600 South Bicycle Lanes; Bangert Hwy. to MVC 12600 South Bicycle Lanes; Bangert Highway to Mountain View Corridor	Transportation Alternatives					
		To Be Adv Dt: 09/29/20												
Project Type:		Traffic Management		2nd Concepts:										
	CMAQ_WFRC			\$0	\$268,154	\$1,072,616	\$0	\$0	\$536,308	\$1,877,078	\$1,750,000	\$0	\$127,078	
SALT L	14940	Scoping	F-LC35(301)		2035	6	1	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W Cnty:FA-2035; MP 6.00 - 6.51	Pedestrian/Bicycle Safety					
		To Be Adv Dt: 08/18/21												
Project Type:		Traffic and Safety		2nd Concepts:										
	CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$280,000	\$0	\$0	
	LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$210,900	\$210,900	\$0	\$0	\$210,900	
Total				\$0	\$0	\$0	\$0	\$0	\$490,900	\$490,900	\$280,000	\$0	\$210,900	
SALT L	14830	Scoping	F-LC35(293)		2036		1	7800 S. Widening Cnty:FA-2036; MP .00 - 1.05	TIF - Transportation Investment Fund					
		To Be Adv Dt: 06/01/20												
Project Type:		Capacity		2nd Concepts: Widen Existing Facility										
	LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$3,158,600	\$3,158,600	\$0	\$0	\$3,158,600	
	STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$2,400,000	\$0	\$0	
Total				\$0	\$0	\$0	\$0	\$0	\$5,558,600	\$5,558,600	\$2,400,000	\$0	\$3,158,600	



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				Prior	2019	2020	2021		2022	CD	Total	Fed Aid	State
Salt Lake County Projects													
SALT L	15910	Scoping	F-2040(1)7		2040	7	1	2700 West; 10000 S to 10200 S, Recon - So Jordan Cnty:FA-2040; MP 6.65 - 7.16	Reconstruct & Widening				
		To Be Adv Dt: 08/17/22											
Project Type:			Pavement Reconstruction				2nd Concepts:						
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$118,932	\$118,932	\$0	\$0	\$118,932
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$834,268	\$834,268	\$777,788	\$0	\$56,480
		Total		\$0	\$0	\$0	\$0	\$0	\$953,200	\$953,200	\$777,788	\$0	\$175,412
SALT L	15135	Scoping	S-R299(242)		2075	2		Bluffdale Reimbursement for Porter Rockwell Cnty:FA-2075; MP 2.38 - 2.62	TIF - Transportation Investment Fund				
		Will Not Adv											
Project Type:			Capacity				2nd Concepts: TIF - Transportation Investment Fund						
		ST_TIF		\$1,650,000	\$0	\$6,909,379	\$0	\$0	\$0	\$8,559,379	\$0	\$8,559,379	\$0
SALT L	15908	Scoping	F-2076(2)4		2076	4	1	1300 East; 2100 S to Highland Dr, Reconstruct, SLC Cnty:FA-2076; MP 3.55 - 4.59	Reconstruct no widening				
		To Be Adv Dt: 09/22/21											
Project Type:			Roadway				2nd Concepts:						
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$95,000	\$95,000	\$0	\$0	\$95,000
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$3,806,300	\$3,806,300	\$3,548,613	\$0	\$257,687
		Total		\$0	\$0	\$0	\$0	\$0	\$3,901,300	\$3,901,300	\$3,548,613	\$0	\$352,687
SALT L	15907	Scoping	F-2082(12)11		2082	11		Creek Rd & Highland Dr Interse, Cottonwood Heights Cnty:FA-2082; MP 10.60 - 10.60	Intersection Modification				
		To Be Adv Dt: 06/01/21											
Project Type:			Roadway				2nd Concepts:						
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$193,070	\$193,070	\$0	\$0	\$193,070
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$2,578,030	\$2,578,030	\$2,403,497	\$0	\$174,533
		Total		\$0	\$0	\$0	\$0	\$0	\$2,771,100	\$2,771,100	\$2,403,497	\$0	\$367,603
SALT L	11987	Scoping	F-LC35(242)		2102	2	1	Vine Street; 900 East to 1300 East Cnty:FA-2102; MP 2.34 - 2.97 & Vine Street; 900 East to 1300 East	Reconstruct & Widening				
		To Be Adv Dt: 12/03/18											
Project Type:			Roadway				2nd Concepts:						
		STP_URB_SL		\$690,000	\$3,600,464	\$0	\$0	\$0	\$0	\$4,290,464	\$4,000,000	\$0	\$290,464
SALT L	14923	Scoping	F-LC35(296)		2102	3	1	Vine Str; 1300 E to Van Winkle - Recon & Widen Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway	Reconstruct & Widening				
		To Be Adv Dt: 01/17/20											
Project Type:			Roadway				2nd Concepts:						
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$1,141,700	\$1,141,700	\$0	\$0	\$1,141,700
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000	\$4,500,000	\$0	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$5,641,700	\$5,641,700	\$4,500,000	\$0	\$1,141,700
SALT L	14947	Scoping	F-LC35(308)		2105	1		7800 So Jordan River Pedestrian Bridge at 1100 W Cnty:FA-2105; MP .93 - .93	Pedestrian/Bicycle Safety				
		To Be Adv Dt: 03/25/19											
Project Type:			Traffic and Safety				2nd Concepts:						
		LOCAL_GOV		\$0	\$23,539	\$0	\$0	\$0	\$0	\$23,539	\$0	\$0	\$23,539
		TAP_URB_WFRC		\$0	\$324,161	\$0	\$0	\$0	\$0	\$324,161	\$324,161	\$0	\$0
		Total		\$0	\$347,700	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539



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	Fund		Prior		2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects													
SALT L	10009	Undr Const	F-R299(139)		2123	1	5600 West; 7800 South to 8600 South Cnty:FA-2123; MP .00 - 1.00 & 5600 West from 7800 South to 8600 South				New Construction		
		Adv Dt: 09/16/17											
Project Type:		Roadway		2nd Concepts:									
	LOCAL_GOV		\$574,000		\$0	\$0	\$0	\$0	\$0	\$574,000	\$0	\$0	\$574,000
	STP_URB_SL		\$5,022,984		\$0	\$0	\$0	\$0	\$0	\$5,022,984	\$4,682,928	\$0	\$552
		Total	\$5,596,984		\$0	\$0	\$0	\$0	\$0	\$5,596,984	\$4,682,928	\$0	\$574,552
SALT L	14951	Active	F-LC35(312)		2148	5	SLC TRAX Crosswalks 900 S & 200 W to 200 S & 600 W Cnty:FA-2148; MP 5.46 - 6.82				Transportation Alternatives		
		To Be Adv Dt: 10/03/18											
Project Type:		Traffic Management		2nd Concepts:									
	LOCAL_GOV		\$0		\$13,540	\$0	\$0	\$0	\$0	\$13,540	\$0	\$0	\$13,540
	TAP_URB_WFRC		\$18,646		\$167,814	\$0	\$0	\$0	\$0	\$186,460	\$186,460	\$0	\$0
		Total	\$18,646		\$181,354	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$0	\$13,540
SALT L	14776	Active	F-2154(1)2		2154	2	6400 West UT&SL Canal Bridge Replacement - 035025F Cnty:FA-2154; MP 2.31 - 2.31 & 6400 West 3975 South				Off-System Bridge		
		To Be Adv Dt: 07/20/18											
Project Type:		Joint Highway Committee		2nd Concepts:									
	STP_BR		\$428,000		\$558,000	\$0	\$0	\$0	\$0	\$986,000	\$919,248	\$0	\$66,752
SALT L	14355	Scoping	F-LC35(289)		2172	7	4100 South over I-215 Bridge Rehab, C-629 Cnty:FA-2172; MP 7.16 - 7.49				Rehabilitation or Replacement		
		To Be Adv Dt: 07/29/20											
Project Type:		Structures		2nd Concepts:									
	STP_BRIDGE		\$0		\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
SALT L	14831	Active	F-LC35(294)		2172	4	4100 South; Bangerter Highway to 5460 West Cnty:FA-2172; MP 3.71 - 5.58 & Cnty FA-2172; MP 3.707 - 5.579				Major Rehabilitation - Roadway		
		To Be Adv Dt: 12/21/18											
Project Type:		Roadway		2nd Concepts:									
	LOCAL_GOV		\$326,362		\$0	\$72,616	\$0	\$0	\$416,333	\$815,311	\$0	\$0	\$815,311
	L_BETTERMENT		\$12,685		\$0	\$0	\$0	\$0	\$0	\$12,685	\$0	\$0	\$12,685
	STP_URB_SL		\$4,494,346		\$0	\$1,000,000	\$0	\$0	\$5,733,337	\$11,227,683	\$11,227,683	\$0	\$0
		Total	\$4,833,392		\$0	\$1,072,616	\$0	\$0	\$6,149,670	\$12,055,678	\$11,227,683	\$0	\$827,995
SALT L	15914	Scoping	F-2179(1)0		2179		Riverfront Parkway; 11050 S to 11400 S, Widen Cnty:FA-2179; MP .00 - .42				Widen Existing Facility		
		To Be Adv Dt: 10/05/21											
Project Type:		Capacity		2nd Concepts:									
	LOCAL_GOV		\$0		\$0	\$0	\$0	\$0	\$90,100	\$90,100	\$0	\$0	\$90,100
	STP_URB_SL		\$0		\$0	\$0	\$0	\$0	\$1,750,800	\$1,750,800	\$1,632,271	\$0	\$118,529
		Total	\$0		\$0	\$0	\$0	\$0	\$1,840,900	\$1,840,900	\$1,632,271	\$0	\$208,629
SALT L	15911	Scoping	F-2180(3)1		2180	1	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre Cnty:FA-2180; MP .59 - 1.47				Spot Safety Improvement		
		To Be Adv Dt: 09/17/21											
Project Type:		Traffic and Safety		2nd Concepts:									
	LOCAL_GOV		\$0		\$0	\$0	\$0	\$0	\$300,064	\$300,064	\$0	\$0	\$300,064
	STP_URB_SL		\$0		\$0	\$0	\$0	\$0	\$4,058,636	\$4,058,636	\$3,783,866	\$0	\$274,770
		Total	\$0		\$0	\$0	\$0	\$0	\$4,358,700	\$4,358,700	\$3,783,866	\$0	\$574,834



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects													
SALT L	8555	Scoping	F-LC35(210)	2186	6200 SOUTH & HOLLADAY BOULEVARD Cnty:FA-2186; MP .09 - .09				Rehabilitation or Replacement				
		To Be Adv Dt: 09/19/18											
Project Type: Roadway Work 2nd Concepts:													
	CMAQ_PM2.5			\$517,874	\$1,803,267	\$0	\$0	\$0	\$0	\$2,321,141	\$2,164,000	\$0	\$157,141
	CMAQ_WFRC			\$10,726	\$0	\$0	\$0	\$0	\$0	\$10,726	\$10,000	\$0	\$726
	Total			\$528,600	\$1,803,267	\$0	\$0	\$0	\$0	\$2,331,867	\$2,174,000	\$0	\$157,867
SALT L	14398	Scoping	F-LC35(290)	2234	1 FA-2234; Magna Bridge Replacments, 035031F 035033F Cnty:FA-2234; MP .47 - 1.16				Rehabilitation or Replacement				
		To Be Adv Dt: 08/06/19											
Project Type: Structures 2nd Concepts:													
	STP_BRIDGE			\$0	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000	\$1,631,525	\$118,475	\$0
SALT L	11085	Scoping	F-2240(2)0	2240	2 4700 South; 4000 West to 5600 West Cnty:FA-2240; MP .00 - 2.01				Reconstruct no widening				
		To Be Adv Dt: 04/04/19											
Project Type: Roadway 2nd Concepts:													
	STP_URB_SL			\$10,000	\$2,537,506	\$5,363,081	\$0	\$0	\$0	\$7,910,587	\$7,375,040	\$0	\$535,547
SALT L	14828	Scoping	F-LC35(291)	2266	1 Highland Dr. Corridor Feasibility Study Cnty:FA-2266; MP .00 - 1.39				Planning				
		Will Not Adv											
Project Type: Studies 2nd Concepts:													
	LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$12,443	\$12,443	\$0	\$0	\$12,443
	STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$171,357	\$171,357	\$171,357	\$0	\$0
	Total			\$0	\$0	\$0	\$0	\$0	\$183,800	\$183,800	\$171,357	\$0	\$12,443
SALT L	14932	Scoping	F-LC35(297)	2364	1	300 North Pedestrian/ Bicyclist Safety Overpass Cnty:FA-2364; MP .60 - .60 & 300 North over the Union Pacific and Commuter Rail Railroad Tracks (West of 500 W and East of 490 W)				Pedestrian/Bicycle Safety			
		To Be Adv Dt: 07/21/20											
Project Type: Traffic and Safety 2nd Concepts:													
	LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,592,223	\$2,592,223	\$0	\$0	\$2,592,223
	STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0
	Total			\$0	\$0	\$0	\$0	\$0	\$5,092,223	\$5,092,223	\$2,500,000	\$0	\$2,592,223
SALT L	11827	Undr Const	F-I15-7(314)294	MULT	I-15 Northbound, 10600 S. Interchange Improvement TO SR-151 10600 SOUTH; MP .10 - .18 & Reference I 15 MP 293.681 - 293.470				Choke Point				
		Adv Dt: 04/14/17											
Project Type: Capacity 2nd Concepts:													
	NHPP_IM			\$5,317,500	\$0	\$0	\$0	\$0	\$0	\$5,317,500	\$5,008,022	\$309,479	\$0
	OTHER			\$0	\$1,300	\$0	\$0	\$0	\$0	\$1,300	\$0	\$0	\$1,300
	STP_FLX_ST			\$1,182,500	\$0	\$0	\$0	\$0	\$0	\$1,182,500	\$1,102,445	\$80,055	\$0
	ST_BRIDGE			\$0	\$1,630,000	\$0	\$0	\$0	\$0	\$1,630,000	\$0	\$1,630,000	\$0
	ST_HB377/TF			\$0	\$6,149,030	\$0	\$0	\$0	\$0	\$6,149,030	\$0	\$6,149,030	\$0
	ST_RET_ROW			\$0	\$5,109,510	\$0	\$0	\$0	\$0	\$5,109,510	\$0	\$5,109,510	\$0
	ST_TIF			\$0	\$4,490,490	\$0	\$0	\$0	\$0	\$4,490,490	\$0	\$4,490,490	\$0
	Total			\$6,500,000	\$17,380,330	\$0	\$0	\$0	\$0	\$23,880,330	\$6,110,466	\$17,768,564	\$1,300



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	13963	Active Will Not Adv	S-R299(210)	MULT	Environmental for 4 locations on Bangerter SR-154; MP 7.79 - 8.89 & SR-175; MP .00 - .41 & SR-154; MP 10.92 - 11.90 & SR-154; MP 13.69 - 14.14 & SR-154; MP 15.71 - 16.19				Document EA/EIS			
Project Type:		Environmental		2nd Concepts:								
	ST_TIF		\$0	\$2,632,100	\$0	\$0	\$0	\$0	\$2,632,100	\$0	\$2,632,100	\$0
SALT L	14552	Scoping Will Not Adv	S-R299(260)	MULT	I-80/ I-215 East Interchange Study TO I-80P FROM I-15P; MP .00 - .40 & I-80; MP 122.20 - 122.74 & I-80; MP 123.24 - 128.70 & I-215; MP .00 - 1.40 & I-80; MP 122.03 - 128.67				Upgrade Existing Interchange			
Project Type:		Capacity		2nd Concepts:								
	ST_TIF		\$1,500,000	\$1,500,000	\$2,000,000	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
SALT L	15050	Active Will Not Adv	S-R299(241)	MULT	ROW desc. for Big and Little Cottonwood Canyons SR-190; MP 2.35 - 19.93 & SR-210; MP 10.75 - 13.22 & SR-210; MP 3.87 - 13.25				ROW			
Project Type:		Other		2nd Concepts:								
	ST_CONT_PG		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
SALT L	15169	STIP To Be Adv Dt:	F-R299(264)	MULT	1300 E & 1700 E Bridge Replacements (0F 48, 0F49) Cnty:FA-2272; MP .35 - .43 & Cnty:FA-2076; MP 4.16 - 4.24 & I-80; MP 124.91 - 126.70 & I-80; MP 124.91 - 126.70				Rehabilitation or Replacement			
Project Type:		Structures		2nd Concepts:								
	NHPP_BR		\$0	\$0	\$5,000,000	\$8,700,000	\$0	\$0	\$13,700,000	\$12,772,510	\$927,490	\$0
	STP_BRIDGE		\$0	\$0	\$0	\$10,300,000	\$0	\$0	\$10,300,000	\$9,602,690	\$697,310	\$0
	Total		\$0	\$0	\$5,000,000	\$19,000,000	\$0	\$0	\$24,000,000	\$22,375,200	\$1,624,800	\$0
SALT L	15264	Scoping Will Not Adv	S-R299(244)	MULT	I-80 and State Street Interchange R/W US-89; MP 375.64 - 375.91 & I-80; MP 122.93 - 123.46				PE			
Project Type:		Roadway		2nd Concepts:								
	ST_HB377/TF		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
SALT L	15669	Scoping To Be Adv Dt: 07/10/19	S-I15-7(341)295	MULT	I-15 NB; Bangerter Hwy to I-215 I-15; MP 294.50 - 298.30 & I-15; MP 289.50 - 299.00				Widen Existing Facility			
Project Type:		Capacity		2nd Concepts:								
	ST_TIF		\$4,600,000	\$6,896,000	\$41,179,000	\$56,162,000	\$41,163,000	\$0	\$150,000,000	\$0	\$150,000,000	\$0
SALT L	15935	Scoping To Be Adv Dt: 11/14/18	F-I80-3(196)116	MULT	I-80 over Surplus Canal Deck Rehab (0F 419) I-80; MP 116.17 - 116.63 & ON RAMP TO I-80N; MP .00 - .10 & I-80; MP 116.17 - 116.64				Major Rehabilitation - Structure			
Project Type:		Structures		2nd Concepts:								
	NHPP_BR		\$400,000	\$1,700,000	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	3523	Active	MP-STP-0182(2)0E	MULT	Enviro - I-80 TO UT. CO. / Mtn View Corridor				Document EA/EIS			
		Will Not Adv			Mountain View Corridor (MVC); I-80 to Utah County							
Project Type:		Environmental			2nd Concepts:							
		EQ_BONUS(MG)	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000	\$0	\$0
		STP_URB_P/O	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0
		STP_URB_SL	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$0	\$0
		ST_CONST	\$0	\$3,450,243	\$0	\$0	\$0	\$0	\$3,450,243	\$0	\$3,450,243	\$0
		ST_GF_CHN	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$5,500,000	\$0	\$5,500,000	\$0
		ST_QTR_QTR	\$0	\$3,849,757	\$0	\$0	\$0	\$0	\$3,849,757	\$0	\$3,849,757	\$0
		ST_TIF	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		Total	\$7,200,000	\$13,050,000	\$0	\$0	\$0	\$0	\$20,250,000	\$7,200,000	\$13,050,000	\$0
SALT L	7703	Active	MP-0182(6)	MULT	MVC; Salt Lake County PM				Staffing Support			
		Will Not Adv			MVC; Salt Lake County PM							
Project Type:		Other			2nd Concepts:							
		LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT	\$0	\$38,333,979	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,979
		ST_BONDS_MVC	\$0	\$55,800,000	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$0
		ST_CHF_TIF	\$0	\$193,845,199	\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$0
		ST_CONST	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_GF_CHN	\$0	\$128,755,865	\$0	\$0	\$0	\$0	\$128,755,865	\$0	\$128,755,865	\$0
		ST_GF_TIF	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$0
		ST_TIF	\$9,551,727	\$5,000,000	\$1,389,052	\$0	\$0	\$0	\$15,940,779	\$0	\$15,940,779	\$0
		Total	\$9,551,727	\$429,735,043	\$1,389,052	\$0	\$0	\$0	\$440,675,822	\$0	\$402,341,843	\$38,333,979
SALT L	8110	Active	F-LC35(202)	MULT	Highland Drive Improvements							
		To Be Adv Dt: 05/30/18			SR-152; MP 2.78 - 3.04 & Cnty:FA-2082; MP 11.82 - 12.57 & Cnty:FA-2116; MP 2.98 - 3.18							
Project Type:		Roadway Work			2nd Concepts:							
		LOCAL_INKIND	\$126,616	\$0	\$0	\$0	\$0	\$0	\$126,616	\$0	\$0	\$126,616
		STP_URB_SL	\$3,472,259	\$978,952	\$0	\$0	\$0	\$0	\$4,451,210	\$4,149,863	\$0	\$301,347
		STP_URB_SL@1	\$452,442	\$1,291,199	\$0	\$0	\$0	\$0	\$1,743,641	\$1,743,641	\$0	\$0
		Total	\$4,051,318	\$2,270,150	\$0	\$0	\$0	\$0	\$6,321,468	\$5,893,505	\$0	\$427,963
SALT L	8314	Undr Const	S-0085(5)0	MULT	SR-85, MVC; 5400 South to 4100 South				New Capacity			
		Will Not Adv			SR-85; MP 17.44 - 18.66 & MVC;5400 South to 4100 South							
Project Type:		Capacity			2nd Concepts: New Capacity							
		L_BETTERMENT	\$1,981,608	\$0	\$0	\$0	\$0	\$0	\$1,981,608	\$0	\$0	\$1,981,608
		ST_CHF_TIF	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_TIF	\$115,196,554	\$0	\$0	\$0	\$0	\$0	\$115,196,554	\$0	\$115,196,554	\$0
		ST_TIF_SB229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$117,178,161	\$100,000	\$0	\$0	\$0	\$0	\$117,278,161	\$0	\$115,296,554	\$1,981,608



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Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2019, 2020, 2021, 2022, CD, Total, Fed Aid, State, Other. Includes sections for Salt Lake County Projects with detailed financial breakdowns for various projects like SR-270, Bangerter Highway, and Herriman Parkway.



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	14944	Active	F-LC35(305)	MULT	SR-210 Widening and Grit Mill Parking Lot				Transportation Alternatives			
			To Be Adv Dt: 09/13/18		SR-210; MP 4.35 - 4.56							
Project Type: Traffic Management												
2nd Concepts:												
	LOCAL_GOV		\$141,000	\$0	\$0	\$0	\$0	\$0	\$141,000	\$0	\$0	\$141,000
	LOCAL_INKIND		\$0	\$14,720	\$0	\$0	\$0	\$0	\$14,720	\$0	\$0	\$14,720
	OTHER		\$0	\$44,361	\$0	\$0	\$0	\$0	\$44,361	\$0	\$0	\$44,361
	ST_CONT_R2		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
	TAP_URB_WFRC		\$387,927	\$0	\$0	\$0	\$0	\$0	\$387,927	\$387,927	\$0	\$0
	Total		\$528,927	\$184,081	\$0	\$0	\$0	\$0	\$713,008	\$387,927	\$125,000	\$200,081
SALT L	14945	Scoping	F-LC35(306)	MULT	Midas Creek Trail; Mountain View to 4000 W				Transportation Alternatives			
			To Be Adv Dt: 12/06/18		Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West							
Project Type: Traffic Management												
2nd Concepts:												
	LOCAL_GOV		\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
	TAP_URB_WFRC		\$23,308	\$158,978	\$0	\$0	\$0	\$0	\$182,285	\$182,285	\$0	\$0
	Total		\$23,308	\$188,978	\$0	\$0	\$0	\$0	\$212,285	\$182,285	\$0	\$30,000
SALT L	14946	Scoping	F-LC35(307)	MULT	Corner Canyon Creek/ East Jordan Canal Trail				Transportation Alternatives			
			To Be Adv Dt: 11/29/18		Smith Fields Park to Willow Creek Trail & Stokes Ave							
Project Type: Traffic Management												
2nd Concepts:												
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_MATCH		\$42,685	\$0	\$0	\$0	\$0	\$0	\$42,685	\$0	\$0	\$42,685
	TAP_URB_WFRC		\$10,000	\$577,815	\$0	\$0	\$0	\$0	\$587,815	\$587,815	\$0	\$0
	Total		\$52,685	\$577,815	\$0	\$0	\$0	\$0	\$630,500	\$587,815	\$0	\$42,685
SALT L	14950	Scoping	F-LC35(311)	MULT	Daybreak Parkway & Lake Run Intersection Crossing				Pedestrian/Bicycle Safety			
			To Be Adv Dt: 01/09/19		Cnty:FA-2060; MP 3.32 - 3.32 & Cnty:FA-2060; MP 3.32 - 3.32							
Project Type: Traffic and Safety												
2nd Concepts:												
	LOCAL_GOV		\$0	\$18,238	\$0	\$0	\$0	\$0	\$18,238	\$0	\$0	\$18,238
	TAP_URB_WFRC		\$10,000	\$241,162	\$0	\$0	\$0	\$0	\$251,162	\$251,162	\$0	\$0
	Total		\$10,000	\$259,400	\$0	\$0	\$0	\$0	\$269,400	\$251,162	\$0	\$18,238
SALT L	13149	Scoping	S-0085(9)	OTHER	SR-85, MVC; 4100 South to SR-201				New Capacity			
			To Be Adv Dt: 10/11/18		New Mountain View Corridor Alignment							
Project Type: Capacity												
2nd Concepts: New Capacity												
	LOCAL_GOV		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
	ST_CONT_R2		\$315,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$315,000	\$0
	ST_TIF		\$62,881,000	\$79,445,000	\$167,004,000	\$148,258,000	\$37,412,000	\$0	\$495,000,000	\$0	\$495,000,000	\$0
	Total		\$63,296,000	\$79,445,000	\$167,004,000	\$148,258,000	\$37,412,000	\$0	\$495,415,000	\$0	\$495,315,000	\$100,000
SALT L	15670	Scoping	S-R299(261)	OTHER	Porter Rockwell (Bridge)				New Capacity			
			To Be Adv Dt: 04/01/21		NA							
Project Type: Capacity												
2nd Concepts:												
	ST_TIF		\$7,000,000	\$0	\$21,170,000	\$21,830,000	\$0	\$0	\$50,000,000	\$0	\$50,000,000	\$0



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						Prior	2019	2020	2021	2022	CD	Total	Fed Aid
Salt Lake County Projects													
SALT L	8599	Scoping	NEWPROJECT-0027()	OTHER		TRANSIT ORIENTED DEVELOPMENT @ 1000 SO. TRAX STA. TRANSIT ORIENTED DEVELOPMENT (TOD) @ 10000 SOUTH TRAX STA.							
Project Type:		Will Not Adv		Not Applicable		2nd Concepts:							
	STP_URB_SL		\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
SALT L	8601	Scoping	F-0210(16)0	OTHER	1	WASATCH BOULEVARD & 7650 SOUTH WASATCH BOULEVARD & 7650 SOUTH							
Project Type:		To Be Adv Dt: 02/20/20		Not Applicable		2nd Concepts:							
	CMAQ_PM2.5		\$0	\$1,593,907	\$0	\$0	\$0	\$0	\$0	\$1,593,907	\$1,486,000	\$0	\$107,908
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total		\$0	\$1,593,907	\$0	\$0	\$0	\$0	\$0	\$1,593,907	\$1,486,000	\$0	\$107,908
SALT L	14939	Scoping	F-LC35(300)	OTHER		SLC Emigration Creek Trail; Connor St - Wasatch Dr Bonneville Golf Course between Connor Street and Wasatch Drive				Transportation Alternatives			
Project Type:		To Be Adv Dt: 01/20/21		Traffic Management		2nd Concepts:							
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$447,000	\$447,000	\$447,000	\$0	\$0
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$32,700	\$32,700	\$0	\$0	\$32,700
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$479,700	\$479,700	\$447,000	\$0	\$32,700
SALT L	14949	Active	F-LC35(310)	OTHER		Taylorsville Regional Trail; 5140 So to 5400 So TAYLORSVILLE REGIONAL TRAIL; 5140 South to 5400 South, MP 0.00 to MP 0.4023; LENGTH 0.4023 MILES				Transportation Alternatives			
Project Type:		To Be Adv Dt: 09/14/18		Traffic Management		2nd Concepts:							
	LOCAL_GOV		\$0	\$41,998	\$0	\$0	\$0	\$0	\$0	\$41,998	\$0	\$0	\$41,998
	TAP_URB_WFRC		\$268,502	\$0	\$0	\$0	\$0	\$0	\$0	\$268,502	\$268,502	\$0	\$0
	Total		\$268,502	\$41,998	\$0	\$0	\$0	\$0	\$0	\$310,500	\$268,502	\$0	\$41,998
SALT L	14952	Scoping	F-LC35(313)	OTHER		Beck Street Protected Bicycle Facility Design Beck Street bicycle lanes in SLC between Chicago St and the existing shared use path on the frontage road				Pedestrian/Bicycle Safety			
Project Type:		To Be Adv Dt: 03/25/21		Traffic and Safety		2nd Concepts:							
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$3,751	\$3,751	\$0	\$0	\$3,751
	TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$51,649	\$51,649	\$51,649	\$0	\$0
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$55,400	\$51,649	\$0	\$3,751
SALT L	15912	Scoping	F-LC35(315)	OTHER		2810 South at 8000 West Realignment - Magna 2810 South at 8000 West from 8000 West to 8058 West				Intersection Modification			
Project Type:		To Be Adv Dt: 09/02/21		Roadway		2nd Concepts:							
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$710,340	\$710,340	\$0	\$0	\$710,340
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$1,290,560	\$1,290,560	\$1,203,189	\$0	\$87,371
	Total		\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,900	\$2,000,900	\$1,203,189	\$0	\$797,711



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	15913	Scoping	F-LC35(316)	OTHER	4150 West; 12600 S to 13400 S, New Const, Riverton				New Capacity			
		To Be Adv Dt: 05/18/22		4150 West from 12600 South to 13400 South								
Project Type: Capacity 2nd Concepts:												
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$11,813,411	\$11,813,411	\$0	\$0	\$11,813,411
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$5,899,389	\$5,899,389	\$5,500,000	\$0	\$399,389
	Total		\$0	\$0	\$0	\$0	\$0	\$17,712,800	\$17,712,800	\$5,500,000	\$0	\$12,212,800
SALT L	15918	STIP	F-R299(271)	OTHER	UTA Locomotive Over Haul				UTA/Transit			
		To Be Adv Dt:		UTA Frontrunner Station								
Project Type: Other 2nd Concepts:												
	CMAQ_WFRC		\$0	\$1,258,001	\$0	\$0	\$0	\$0	\$1,258,001	\$1,172,834	\$0	\$85,167
	LOCAL_GOV		\$641,580	\$616,420	\$0	\$0	\$0	\$0	\$1,257,999	\$0	\$0	\$1,257,999
	Total		\$641,580	\$1,874,421	\$0	\$0	\$0	\$0	\$2,516,000	\$1,172,834	\$0	\$1,343,166
SALT L	15919	Scoping	F-R299(272)	OTHER	Salt Lake County Signal Interconnect - UDOT TOC				Traffic Signal Coordination			
		To Be Adv Dt: 08/17/21		Signal Interconnect - UDOT TOC								
Project Type: Traffic Management 2nd Concepts:												
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$965,354	\$965,354	\$900,000	\$0	\$65,354
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$643,246	\$643,246	\$0	\$0	\$643,246
	Total		\$0	\$0	\$0	\$0	\$0	\$1,608,600	\$1,608,600	\$900,000	\$0	\$708,600
SALT L	15920	Scoping	F-R299(273)	OTHER	Salt Lake City Traffic Signal Synchronization				Traffic Signal Coordination			
		To Be Adv Dt: 08/17/21		349 South 200 East								
Project Type: Traffic Management 2nd Concepts:												
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$997,533	\$997,533	\$930,000	\$0	\$67,533
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$2,467	\$2,467	\$0	\$0	\$2,467
	Total		\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$930,000	\$0	\$70,000
SALT L	15925	Scoping	F-R299(274)	OTHER	'Utah & Salt Lake Canal Trail Extension				Pedestrian/Bicycle Safety			
		To Be Adv Dt: 08/17/22		'Utah & Salt Lake Canal Trail Extension from Mountain View Corridor Trail to 6400 West								
Project Type: Traffic and Safety 2nd Concepts:												
	TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$291,000	\$291,000	\$271,299	\$0	\$19,701
SALT L	15926	Scoping	F-R299(275)	OTHER	'Kearns Bicycle Route Signing Wayfinding - Kearns				Pedestrian/Bicycle Safety			
		To Be Adv Dt: 07/26/22		'Kearns Bicycle Route Signing Wayfinding - Kearns Metro Boundaries								
Project Type: Traffic and Safety 2nd Concepts:												
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$15,643	\$15,643	\$0	\$0	\$15,643
	TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$64,357	\$64,357	\$60,000	\$0	\$4,357
	Total		\$0	\$0	\$0	\$0	\$0	\$80,000	\$80,000	\$60,000	\$0	\$20,000



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	15854	Active	F-ST99(478)		FY 2018 WFRC MPO CPG SL, WVC, O/L Areas				Annual Work Program			
		Will Not Adv			N/A Annual Work Program							
Project Type:		Other		2nd Concepts:								
	FTA_5303		\$642,734	\$0	\$0	\$0	\$0	\$0	\$642,734	\$642,734	\$0	\$0
	L_PASS_MATCH		\$0	\$267,300	\$0	\$0	\$0	\$0	\$267,300	\$0	\$0	\$267,300
	PL_WFRC		\$2,138,261	\$0	\$0	\$0	\$0	\$0	\$2,138,261	\$2,138,261	\$0	\$0
	STP_URB_O/L		\$315,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$315,000	\$0	\$0
	STP_URB_SL		\$585,000	\$0	\$0	\$0	\$0	\$0	\$585,000	\$585,000	\$0	\$0
	Total		\$3,680,995	\$267,300	\$0	\$0	\$0	\$0	\$3,948,295	\$3,680,995	\$0	\$267,300
SALT L	16849	STIP	F-ST99(533)		FY 2019 WFRC MPO CPG SL, WVC, O/L AREAS				Annual Work Program			
		To Be Adv Dt:			N/A Annual Work Program							
Project Type:		Other		2nd Concepts:								
	L_PASS_MATCH		\$0	\$154,448	\$0	\$0	\$0	\$0	\$154,448	\$0	\$0	\$154,448
	PL_WFRC		\$0	\$2,126,906	\$0	\$0	\$0	\$0	\$2,126,906	\$1,982,914	\$0	\$143,992
	Total		\$0	\$2,281,354	\$0	\$0	\$0	\$0	\$2,281,354	\$1,982,914	\$0	\$298,439
SALT L	11083	Scoping	F-2076(1)		1300 East; 1300 South to 2100 South				Reconstruct no widening			
		To Be Adv Dt:	09/25/19		1300 East; 1300 South to 2100 South							
Project Type:		Roadway		2nd Concepts:								
	LOCAL_INKIND		\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$0	\$130,000
	STP_URB_SL		\$10,000	\$2,791,241	\$0	\$0	\$0	\$2,145,232	\$4,946,473	\$4,611,597	\$0	\$334,876
	STP_URB_SL@1		\$0	\$1,790,236	\$0	\$0	\$0	\$0	\$1,790,236	\$1,790,236	\$0	\$0
	Total		\$140,000	\$4,581,477	\$0	\$0	\$0	\$2,145,232	\$6,866,709	\$6,401,833	\$0	\$464,876
SALT L	11094	Undr Const	F-LC35(217)		7800 South & 1300 West				Intersection Improvements			
		Adv Dt:	05/20/17		7800 South & 1300 West							
Project Type:		Traffic and Safety		2nd Concepts:								
	CMAQ_PM2.5		\$482,677	\$0	\$0	\$0	\$0	\$0	\$482,677	\$450,000	\$0	\$32,677
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_GOV'T		\$0	\$505,160	\$0	\$0	\$0	\$0	\$505,160	\$0	\$0	\$505,160
	Total		\$482,677	\$505,160	\$0	\$0	\$0	\$0	\$987,837	\$450,000	\$0	\$537,837
SALT L	11095	Undr Const	F-LC35(218)		9000 South & 4000 West				Intersection Improvements			
		Adv Dt:	03/17/18		9000 South & 4000 West							
Project Type:		Traffic and Safety		2nd Concepts:								
	CMAQ_PM2.5		\$794,461	\$1	\$0	\$0	\$0	\$0	\$794,462	\$740,677	\$0	\$53,785
	CMAQ_WFRC		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$0	\$677
	Total		\$804,461	\$1	\$0	\$0	\$0	\$0	\$804,462	\$750,000	\$0	\$54,462



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects													
SALT L	13114	Scoping	F-0089(392)0		9270 South & State Street; 150 East to State St.				Intersection Improvements				
		To Be Adv Dt: 01/31/19			9270 South & State Street; 150 East to State St.								
Project Type:		Traffic and Safety		2nd Concepts:									
	STP_URB_SL			\$250,000	\$1,798,696	\$1,387,704	\$0	\$0	\$0	\$3,436,400	\$3,203,756	\$0	\$232,644
SALT L	13116	Scoping	F-LC35(252)		3200 West; 10431 South to 10600 South				Reconstruct & Widening				
		To Be Adv Dt: 11/01/18			3200 West; 10431 South to 10600 South								
Project Type:		Roadway		2nd Concepts:									
	STP_URB_SL			\$120,000	\$952,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,616
SALT L	13125	Scoping	F-LC35(254)		Sugarhouse Streetcar Double Track; 300 E to 500 E				UTA/Transit				
		Will Not Adv			Sugarhouse Streetcar Double Track; 300 E to 500 E								
Project Type:		Other		2nd Concepts:									
	CMAQ_WFRC			\$0	\$804,462	\$429,046	\$0	\$0	\$804,462	\$2,037,970	\$1,899,999	\$0	\$137,971
	LOCAL_GOV			\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
	Total			\$0	\$4,804,462	\$429,046	\$0	\$0	\$804,462	\$6,037,970	\$1,899,999	\$0	\$4,137,971
SALT L	13126	Scoping	F-LC35(255)		Hillsborough Pond Park & Ride; Wasatch Blvd.				UTA/Transit				
		Will Not Adv			Hillsborough Pond Park & Ride; Wasatch Blvd.								
Project Type:		Other		2nd Concepts:									
	CMAQ_WFRC			\$0	\$536,308	\$1,248,392	\$0	\$0	\$0	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13127	Scoping	F-LC35(256)		Depot District Service Center (DDSC): 669 W 200 So				UTA/Transit				
		Will Not Adv			Depot District Service Center (DDSC): 669 W 200 So								
Project Type:		Other		2nd Concepts:									
	CMAQ_WFRC			\$0	\$536,308	\$482,677	\$0	\$0	\$0	\$1,018,985	\$950,000	\$0	\$68,985
	FTASEC_5339			\$0	\$15,595,133	\$0	\$0	\$0	\$8,187,547	\$23,782,680	\$19,026,144	\$0	\$4,756,536
	FTA_5339_80			\$0	\$12,500,000	\$0	\$0	\$0	\$0	\$12,500,000	\$10,000,000	\$0	\$2,500,000
	STP_URB_SL			\$0	\$3,217,848	\$0	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
	Total			\$0	\$31,849,289	\$482,677	\$0	\$0	\$8,187,547	\$40,519,513	\$32,976,144	\$0	\$7,543,370
SALT L	13128	Scoping	F-LC35(257)		Park & Ride Smart Boards, Cottonwood Cnys				Traveler Information				
		To Be Adv Dt: 02/12/19			Park & Ride Smart Boards, Cottonwood Cnys								
Project Type:		Traffic Management		2nd Concepts:									
	CMAQ_WFRC			\$0	\$385,115	\$321,785	\$0	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857
SALT L	13130	Scoping	F-LC35(259)		14600 South; Pony Express Rd to UPRR Bridge				Transportation Alternatives				
		To Be Adv Dt: 03/02/21			14600 South; Pony Express Rd to UPRR Bridge								
Project Type:		Traffic Management		2nd Concepts:									
	CMAQ_WFRC			\$0	\$10,726	\$658,974	\$0	\$0	\$0	\$669,700	\$624,361	\$0	\$45,339
SALT L	13631	Scoping	F-LC35(266)		Salt Lake City - Bike Share Expansion				Trails				
		Will Not Adv			Salt Lake City - Bike Share Expansion								
Project Type:		Enhancement		2nd Concepts:									
	CMAQ_WFRC			\$25,000	\$243,154	\$347,528	\$0	\$0	\$644,138	\$1,259,820	\$1,174,530	\$0	\$85,290



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects													
SALT L	14034	Scoping	F-LC35(272)		500 West; 3300 South to 3900 South				Reconstruct & Widening				
		To Be Adv Dt: 06/01/20			500 West; 3300 South to 3900 South								
Project Type:		Roadway			2nd Concepts:								
	STP_URB_SL			\$0	\$268,154	\$1,877,078	\$0	\$0	\$3,217,848	\$5,363,080	\$4,999,999	\$0	\$363,081
SALT L	14035	Scoping	F-LC35(273)		Highland Drive EIS				Concept Development				
		Will Not Adv			Highland Drive EIS								
Project Type:		Studies			2nd Concepts:								
	STP_URB_SL			\$0	\$321,785	\$1,072,616	\$0	\$0	\$3,217,848	\$4,612,249	\$4,300,000	\$0	\$312,249
SALT L	14036	Scoping	F-LC35(274)		Salt Lake County Area Signal Detection Upgrade				Detection				
		To Be Adv Dt: 09/30/19			Salt Lake County Area Signal Detection Upgrade								
Project Type:		Traffic Management			2nd Concepts:								
	STP_URB_SL			\$0	\$1,083,121	\$1,072,616	\$0	\$0	\$1,501,663	\$3,657,400	\$3,409,794	\$0	\$247,606
SALT L	14039	Scoping	F-LC35(276)		1300 West; 6600 South to 9400 South				Reconstruct & Widening				
		To Be Adv Dt: 03/31/22			1300 West; 6600 South to 9400 South								
Project Type:		Roadway			2nd Concepts:								
	STP_URB_SL			\$0	\$268,154	\$1,340,770	\$0	\$0	\$4,826,772	\$6,435,696	\$5,999,999	\$0	\$435,697
SALT L	14040	Scoping	F-LC35(277)		2200 West Reconstruction w/ Minor Widening				Reconstruct & Widening				
		To Be Adv Dt: 12/31/20			2200 West; 9400 South to 11400 South								
Project Type:		Roadway			2nd Concepts:								
	STP_URB_SL			\$0	\$362,984	\$536,308	\$0	\$0	\$3,606,608	\$4,505,900	\$4,200,851	\$0	\$305,049
SALT L	14041	Scoping	F-LC35(278)		Highland Drive; Spring Lane to Fardown Avenue				Reconstruct no widening				
		To Be Adv Dt: 01/16/19			Highland Drive; Spring Lane to Fardown Avenue								
Project Type:		Roadway			2nd Concepts:								
	EM_HPP_1702			\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$200,000	\$0	\$50,000
	EQ_BONUS(MG)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_FLX_ST			\$389,634	\$0	\$0	\$0	\$0	\$0	\$389,634	\$363,256	\$26,378	\$0
	STP_URB_SL			\$325,366	\$257,786	\$214,523	\$0	\$0	\$1,608,924	\$2,406,599	\$2,243,672	\$0	\$162,927
	Total			\$965,000	\$257,786	\$214,523	\$0	\$0	\$1,608,924	\$3,046,233	\$2,806,928	\$26,378	\$212,927
SALT L	14046	Scoping	F-LC35(279)		33/35 MAX Expansion and Optimization				UTA/Transit				
		To Be Adv Dt: 02/12/19			33/35 MAX Expansion and Optimization								
Project Type:		Other			2nd Concepts:								
	CMAQ_WFRC			\$0	\$268,154	\$589,939	\$0	\$0	\$2,145,232	\$3,003,325	\$2,800,000	\$0	\$203,325
SALT L	14049	Scoping	F-LC35(282)		Bus Route Service Expansion Subsidy				UTA/Transit				
		Will Not Adv			Bus Route Service Expansion Subsidy								
Project Type:		Other			2nd Concepts:								
	CMAQ_WFRC			\$0	\$804,462	\$160,892	\$407,646	\$0	\$0	\$1,373,000	\$1,280,048	\$0	\$92,952



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Salt Lake County Projects													
SALT L	14054	Scoping	F-LC35(285)		1300 South Bypass; 200 East to 200 West				Pedestrian/Bicycle Safety				
			To Be Adv Dt: 01/08/19		1300 South Bypass; 200 East to 200 West								
		Project Type:	Traffic and Safety		2nd Concepts:								
		TAP_URB_WFRC		\$0	\$347,528	\$0	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Statewide County Projects												
STATEW	4677	Active	SP-9999(743)	OTHER	UDOT Wetland Mitigation Sites State Funded Project				UDOT Wetland Mitigation Sites State Funded Project			
		Will Not Adv										
Project Type:		Not Applicable			2nd Concepts:							
		ST_APPROP		\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_CONST		\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		Total		\$0	\$40,000	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
STATEW	6503	Active	F-SPR-2(207)	OTHER	TRANSPORTATION MANAGEMENT CENTER				TRANSPORTATION MANAGEMENT CENTER - TRAFFIC MGMT COOP INFO.			
		Will Not Adv										
Project Type:		Not Applicable			2nd Concepts:							
		SPR_P		\$4,431	\$45,569	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
		ST_ATMS		\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		Total		\$4,431	\$70,569	\$0	\$0	\$0	\$75,000	\$50,000	\$25,000	\$0
STATEW	9933	Active	F-TPF5(244)	OTHER	Pooled Fund Project - TPF5(244) Shaking Table Test				Research			
		Will Not Adv										
Project Type:		Studies			2nd Concepts:							
		SPR_R		\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$0
		SPR_R_100%		\$0	\$1	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		Total		\$115,000	\$1	\$0	\$0	\$0	\$115,001	\$115,001	\$0	\$0
STATEW	5451	Active	SP-R299(13)		Various Locations Statewide				Various Locations Statewide			
		Will Not Adv										
Project Type:		Not Applicable			2nd Concepts:							
		ST_CORR_PRES		\$0	\$1,304,052	\$0	\$0	\$0	\$1,304,052	\$0	\$1,304,052	\$0
STATEW	10903	Scoping	F-TPF-5(264)		Passive Force-Displacement for Skewed Abutments				Research			
		Will Not Adv										
Project Type:		Studies			2nd Concepts:							
		EM_2012_IBRD		\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0
		SPR_R_100%		\$375,000	\$0	\$0	\$0	\$0	\$375,000	\$375,000	\$0	\$0
		Total		\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
STATEW	11075	Active	F-TPF-5(272)		Evaluation of Lateral Pile Resistance				Research			
		Will Not Adv										
Project Type:		Studies			2nd Concepts:							
		HSIP_100%		\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0
		SPR_P_100%		\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0
		SPR_R_100%		\$302,000	\$0	\$0	\$0	\$0	\$302,000	\$302,000	\$0	\$0
		Total		\$322,000	\$0	\$0	\$0	\$0	\$322,000	\$322,000	\$0	\$0
STATEW	13218	Active	S-ST99(313)		Decision Lens				Planning			
		Will Not Adv										
Project Type:		Studies			2nd Concepts:							
		ST_CONT_PG		\$0	\$219,267	\$0	\$0	\$0	\$219,267	\$0	\$219,267	\$0



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Report Run on: Jun 05, 2018, 07:02 P.M.

epm345_stip_report (Rev 1165)

Region	PIN	Status	Project No.	Rt. Beg Len				Concept Description				
				Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State
Statewide County Projects												
STATEW	13269	Active	F-TPF-5(312)	TPF-5(312) Western Maintenance Partnership				Research				
		Will Not Adv		Meetings with Western Maintenance Partnership (WMP)								
Project Type:		Studies		2nd Concepts:								
		OTHER	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		SPR_R	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_R_100%	\$115,149	\$0	\$0	\$0	\$0	\$0	\$115,149	\$115,149	\$0	\$0
		ST_CONST	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total	\$115,149	\$30,000	\$0	\$0	\$0	\$0	\$145,149	\$115,149	\$15,000	\$15,000
STATEW	14378	Scoping	F-ST99(379)	Develop Long Range Plan Framework Using SHRP2 C01				Planning				
		To Be Adv Dt: 01/28/16		Develop Long Range Plan Framework Using SHRP2 C01								
Project Type:		Studies		2nd Concepts:								
		FA_SHRP2	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		SPR_P	\$893,994	\$0	\$0	\$0	\$0	\$0	\$893,994	\$715,195	\$178,799	\$0
		Total	\$1,193,994	\$0	\$0	\$0	\$0	\$0	\$1,193,994	\$1,015,195	\$178,799	\$0
STATEW	14395	Active	S-ST99(380)	Property Inventory				Develop Documents				
		To Be Adv Dt: 03/07/16		Study to find and document all of the properties owned by UDOT								
Project Type:		Other		2nd Concepts:								
		ST_CONST	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
STATEW	14428	Active	F-ST99(382)	SHRP 2 Safety Data Research, Phase II				Research				
		Will Not Adv		SHRP 2 Safety Data Research, Phase II								
Project Type:		Studies		2nd Concepts:								
		FA_SHRP2	\$275,705	\$0	\$0	\$0	\$0	\$0	\$275,705	\$275,705	\$0	\$0
		ST_CONST	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_SPOT_SFTY	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$0
		Total	\$275,705	\$50,000	\$0	\$0	\$0	\$0	\$325,705	\$275,705	\$50,000	\$0
STATEW	14647	Scoping	S-ST99(394)	Statewide Storm Drain System and Outfall Mapping				Enviro. Mitigation/Storm Water Pollution/ etc				
		Will Not Adv		Statewide Storm Drain System and Outfall Mapping								
Project Type:		Environmental		2nd Concepts:								
		ST_CONST	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
STATEW	15004	Active	F-TPF-5(349)	2017 Pooled Fund Study, Western Alliance QTC				Research				
		Will Not Adv		Pooled Fund Study, Western Alliance QTC								
Project Type:		Studies		2nd Concepts:								
		OTHER	\$163,519	\$0	\$0	\$0	\$0	\$0	\$163,519	\$0	\$0	\$163,519
		SPR_R_100%	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0
		Total	\$238,519	\$0	\$0	\$0	\$0	\$0	\$238,519	\$75,000	\$0	\$163,519



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Statewide County Projects													
STATEW	15017	Scoping Will Not Adv	F-TPF-5(350)		TPF-5(350) Development of NGL Research				Research				
		Project Type: Studies			2nd Concepts:								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		OTHER		\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
		SPR_R_100%		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
		Total		\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$140,000	\$100,000	\$0	\$40,000
STATEW	15032	Active Will Not Adv	S-ST99(417)		Wet Weather Monitoring Statewide ; Wet Water Sampling Project				Drainage - Maint				
		Project Type: Maintenance			2nd Concepts:								
		ST_CODE_ONE		\$0	\$412,500	\$0	\$0	\$0	\$165,000	\$577,500	\$0	\$577,500	\$0
STATEW	15069	Active Will Not Adv	F-ST99(425)		FY17 FTA 5304 Statewide / Rural Transit Planning Statewide Rural Transit Planning				UTA/Transit				
		Project Type: Other			2nd Concepts:								
		FTA_5304_80%		\$1,254,632	\$24,104	\$0	\$0	\$0	\$0	\$1,278,736	\$1,278,736	\$0	\$0
		L_PASS_MATCH		\$0	\$289,554	\$0	\$0	\$0	\$0	\$289,554	\$0	\$0	\$289,554
		Total		\$1,254,632	\$313,658	\$0	\$0	\$0	\$0	\$1,568,290	\$1,278,736	\$0	\$289,554
STATEW	15450	Active Will Not Adv	F-ST99(446)		FY18 Statewide Pavement Management Data Collection No Mappable Route				Develop Documents				
		Project Type: Other			2nd Concepts:								
		HSIP		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$372,920	\$27,080	\$0
		SPR_P		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$400,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,400,000	\$372,920	\$2,027,080	\$0
STATEW	15590	Active Will Not Adv	F-ST99(464)		FISCAL YEAR 2018 LTAP PROGRAM N/A Fiscal Year 2018 LTAP Program				Annual Work Program				
		Project Type: Other			2nd Concepts:								
		FA_LTAP		\$310,280	\$0	\$0	\$0	\$0	\$0	\$310,280	\$155,140	\$155,140	\$0
STATEW	15880	Scoping Will Not Adv	S-ST99(480)		RECREATION & TOURISM PROGRAM DEVELOPMENT & ADMIN. Recreation & Tourism Program				Develop Documents				
		Project Type: Other			2nd Concepts:								
		ST_TIF		\$109,503	\$0	\$0	\$0	\$0	\$0	\$109,503	\$0	\$109,503	\$0
STATEW	15939	Active Will Not Adv	F-ST99(484)		Research Innovation Support Statewide project - no distinct locations				Annual Work Program				
		Project Type: Other			2nd Concepts: Staffing Support								
		SPR_R		\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$32,000	\$8,000	\$0



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Statewide County Projects													
STATEW	16050	Scoping Will Not Adv	F-ST99(499)		Project Management Training Statewide training				Education				
		Project Type: Other			2nd Concepts:								
	FA_MISC		\$7,661	\$0	\$0	\$0	\$0	\$0	\$7,661	\$6,129	\$1,532	\$0	
STATEW	16101	Scoping Will Not Adv	F-ST99(500)		Highway Use Tax Evasion Project FY 2018-2021 N/A				Annual Work Program				
		Project Type: Other			2nd Concepts:								
	FA_MISC_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STP_FLX_ST		\$143,600	\$287,200	\$143,600	\$0	\$0	\$143,600	\$718,000	\$718,000	\$0	\$0	
	Total		\$143,600	\$287,200	\$143,600	\$0	\$0	\$143,600	\$718,000	\$718,000	\$0	\$0	
STATEW	16752	Active Will Not Adv	F-ST99(517)		Resilience & Durability of Our Transportation Sys Improvements to the Resilience and Durability of our Transportation System				Research				
		Project Type: Studies			2nd Concepts:								
	FA_MISC_100%		\$249,990	\$0	\$0	\$0	\$0	\$0	\$249,990	\$249,990	\$0	\$0	
	ST_MATCH		\$0	\$74,672	\$0	\$0	\$0	\$0	\$74,672	\$0	\$74,672	\$0	
	Total		\$249,990	\$74,672	\$0	\$0	\$0	\$0	\$324,662	\$249,990	\$74,672	\$0	
STATEW	16761	Active Will Not Adv	F-TPF-5(381)		TPF-5(381) Evaluation of Lateral Pile Resistance Study				Study				
		Project Type: Studies			2nd Concepts:								
	SPR_R_100%		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0	
STATEW	12668	Active Will Not Adv	F-ST99(262)		GIS / Enterprise Data Management Support Statewide; Staffing Support				Staffing Support				
		Project Type: Other			2nd Concepts:								
	HSIP		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0	
	SEC164_HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SPR_P		\$75,000	\$40,000	\$0	\$0	\$0	\$0	\$115,000	\$92,000	\$23,000	\$0	
	SPR_R		\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$28,000	\$7,000	\$0	
	ST_CONST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Total		\$310,000	\$40,000	\$0	\$0	\$0	\$0	\$350,000	\$306,460	\$43,540	\$0	



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				Prior	2019	2020	2021		2022	CD	Total	Fed Aid
Tooele County Projects												
TOOELE	16671	Scoping Will Not Adv	F-0036(45)65	36	65	1	SR-36; Lane Widening (Environmental) SR-36; MP 64.65 - 65.75	Rehabilitation or Replacement				
Project Type:		Structures	2nd Concepts:									
	STP_FLX_ST		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
TOOELE	11856	Scoping Will Not Adv	F-0138(12)18	138	18		SR-138 & Village Road Improvements, Tooele County SR-138; MP 18.13 - 18.25	Small Urban				
Project Type:		Joint Highway Committee	2nd Concepts:									
	LOCAL_GOV		\$0	\$347,384	\$0	\$0	\$0	\$0	\$347,384	\$0	\$0	\$347,384
	STP_SU_JHC		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,616
	Total		\$0	\$1,420,000	\$0	\$0	\$0	\$0	\$1,420,000	\$1,000,000	\$0	\$420,000
TOOELE	15578	Scoping Will Not Adv	F-0138(15)19	138	19		SR-138; Pedestrian Crossing (Stansbury) SR-138; MP 19.40 - 19.45	Pedestrian/Bicycle Safety				
Project Type:		Traffic and Safety	2nd Concepts:									
	CMAQ_TOOELE		\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
	ST_RET_ROW		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
	ST_TRANS_SOL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total		\$400,000	\$214,523	\$0	\$0	\$0	\$0	\$614,523	\$200,000	\$400,000	\$14,523
TOOELE	12987	Undr Const Adv Dt: 10/28/17	F-R299(196)	2644	2		Active Warnings on Faust Rd Cnty:FA-2644; MP 2.07 - 2.07	Railway-Highway Grade Crossing				
Project Type:		Traffic and Safety	2nd Concepts:									
	R/H_DEVICES1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	R/H_DEVICES90		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$630,000	\$70,000	\$0
	R/H_HAZ_ELIM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	R/H_HZ_ELM1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	R/H_HZ_ELM90		\$325,741	\$0	\$0	\$0	\$0	\$0	\$325,741	\$293,167	\$32,903	-\$329
	Total		\$1,025,741	\$0	\$0	\$0	\$0	\$0	\$1,025,741	\$923,167	\$102,903	-\$329
TOOELE	14421	Active To Be Adv Dt: 11/08/18	S-R299(259)	MULT			Midvalley Highway midvalley hwy	New Capacity				
Project Type:		Capacity	2nd Concepts:									
	ST_TIF		\$4,040,000	\$17,190,000	\$39,160,000	\$14,010,000	\$0	\$0	\$74,400,000	\$0	\$74,400,000	\$0
TOOELE	16603	Funding To Be Adv Dt:	NEWPROJ(16603)	OTHER			Burmester Road Improvement Burmester Road Improvement (Grantsville City Limit North 1.6 miles)	Non-Urban				
Project Type:		Joint Highway Committee	2nd Concepts:									
NEW	LOCAL_GOV		\$0	\$0	\$0	\$0	\$23,847	\$214,621	\$238,468	\$0	\$0	\$238,468
	STP_RURAL		\$0	\$0	\$0	\$0	\$214,523	\$1,930,709	\$2,145,232	\$2,000,000	\$0	\$145,232
	Total		\$0	\$0	\$0	\$0	\$238,370	\$2,145,330	\$2,383,700	\$2,000,000	\$0	\$383,700



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Tooele County Projects													
TOOELE	13887	Scoping	F-R299(207)	OTHER	Mormon Trail Road, Phase II				Non-Urban				
		To Be Adv Dt: 02/12/19			Mormon Trail Road, Phase II								
Project Type:		Joint Highway Committee				2nd Concepts:							
	LOCAL_GOV		\$0	\$0	\$874,768	\$0	\$0	\$0	\$874,768	\$0	\$0	\$874,768	
	STP_RURAL		\$0	\$214,523	\$1,930,709	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232	
	Total		\$0	\$214,523	\$2,805,477	\$0	\$0	\$0	\$3,020,000	\$2,000,000	\$0	\$1,020,000	
TOOELE	13891	Scoping	F-R299(204)		Midvalley Highway ROW				ROW				
		Will Not Adv			The new midvalley highway as identified in the environmental document								
Project Type:		Other				2nd Concepts:							
	EM_HPP_1702		\$191,909	\$995,600	\$0	\$0	\$0	\$0	\$1,187,509	\$950,007	\$0	\$237,502	
	EQ_BONUS(MG)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STP_FLX_ST		\$0	\$731,576	\$0	\$0	\$0	\$0	\$731,576	\$682,049	\$0	\$49,528	
	Total		\$191,909	\$1,727,176	\$0	\$0	\$0	\$0	\$1,919,085	\$1,632,056	\$0	\$287,029	
TOOELE	12926	Scoping	F-R299(193)		Tooele Co. 1 Call - 1 Click Center & Outreach Prgm				UTA/Transit				
		Will Not Adv			Tooele County - One Call - One Click Center & Veterans Outreach Program								
Project Type:		Other				2nd Concepts:							
	FA_MISC		\$0	\$177,230	\$0	\$0	\$0	\$0	\$177,230	\$177,230	\$0	\$0	
	FA_MISC_100%		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	
	LOCAL_GOV		\$0	\$50,537	\$0	\$0	\$0	\$0	\$50,537	\$0	\$0	\$50,537	
	Total		\$0	\$277,767	\$0	\$0	\$0	\$0	\$277,767	\$227,230	\$0	\$50,537	
TOOELE	14588	Active	F-LC45(13)		Tooele Flex Route Transit Service				Local/MPO/Other Agency Pass-Through				
		Will Not Adv			Tooele Flex Route Transit service in Tooele County								
Project Type:		Other				2nd Concepts:							
	CMAQ_TOOELE		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	CMAQ_TOOELE1		\$261,876	\$0	\$0	\$0	\$0	\$0	\$261,876	\$261,876	\$0	\$0	
	L_PASS_MATCH		\$0	\$19,016	\$0	\$0	\$0	\$0	\$19,016	\$0	\$0	\$19,016	
	Total		\$261,876	\$19,016	\$0	\$0	\$0	\$0	\$280,892	\$261,876	\$0	\$19,016	
TOOELE	15565	Scoping	F-LC45(16)		Tooele County Ondemand Service				Local/MPO/Other Agency Pass-Through				
		Will Not Adv			Tooele County								
Project Type:		Other				2nd Concepts:							
	CMAQ_TOOELE		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	
	L_PASS_MATCH		\$0	\$10,892	\$0	\$0	\$0	\$0	\$10,892	\$0	\$0	\$10,892	
	Total		\$150,000	\$10,892	\$0	\$0	\$0	\$0	\$160,892	\$150,000	\$0	\$10,892	



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				Fund	Prior	2019	2020		2021	2022	CD	Total	Fed Aid
Various County Projects													
VARIOU	11438	Scoping	S-115-1(115)38	15	37	7	I-15; MP 37 - MP 44, Add NB Climbing Lane	Passing Lane					
				To Be Adv Dt: 02/22/19				I-15; MP 37.00 - 44.00					
Project Type: Capacity				2nd Concepts: Passing Lane									
STP_FLX_ST				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ST_PVMT				\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	
ST_TIF				\$2,000,000	\$15,000,000	\$5,000,000	\$0	\$0	\$0	\$22,000,000	\$0	\$22,000,000	
Total				\$4,400,000	\$15,000,000	\$5,000,000	\$0	\$0	\$0	\$24,400,000	\$0	\$24,400,000	
VARIOU	12305	Scoping	F-115-5(46)194	15	194	6	I-15; Juab Co. Line to Sevier River	High Volume					
				To Be Adv Dt: 01/08/21				I-15; MP 194.14 - 200.03					
Project Type: Pavement Reconstruction				2nd Concepts:									
NHPP_IM				\$0	\$250,000	\$0	\$14,850,000	\$0	\$0	\$15,100,000	\$14,221,180	\$878,820	\$0
VARIOU	13224	Scoping	S-R199(185)	30	91	18	SR-30; Environmental Document, I-15 to SR-252	Document EA/EIS					
				Will Not Adv				SR-30; MP 90.62 - 108.66					
Project Type: Environmental				2nd Concepts:									
ST_TIF				\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$2,250,000	\$0	\$2,250,000	\$0
VARIOU	1793	Undr Const	SP-0067(1)0	67		14	Legacy Parkway Project - *ROW*						
				Adv Dt: 05/10/03				SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00					
Project Type: Roadway Work				2nd Concepts:									
ST_CHF				\$0	\$392,685,210	\$0	\$0	\$0	\$0	\$392,685,210	\$0	\$392,685,210	\$0
VARIOU	4278	Active	SP-0089(98)334	89	398	11	US-89 Corridor Preservation						
				Will Not Adv				US-89; MP 397.55 - 408.38					
Project Type: Not Applicable				2nd Concepts:									
ST_CONT_R1				\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0
ST_CORR_PRES				\$0	\$12,220,531	\$0	\$0	\$0	\$0	\$12,220,531	\$0	\$12,220,531	\$0
Total				\$0	\$12,221,531	\$0	\$0	\$0	\$0	\$12,221,531	\$0	\$12,221,531	\$0
VARIOU	13821	Scoping	S-0089(406)398	89	398	9	US-89; Farmington to I-84	TIF - Transportation Investment Fund					
				To Be Adv Dt: 01/11/21				US-89; MP 398.00 - 406.64 & US-89; I-84 to Antelope Drive, I-84 to Harrison					
Project Type: Capacity				2nd Concepts: Widen Existing Facility									
LOCAL_GOV'T				\$0	\$86,658	\$0	\$0	\$0	\$0	\$86,658	\$0	\$0	\$86,658
ST_TIF				\$0	\$65,283,605	\$113,920,492	\$67,800,000	\$0	\$25,995,904	\$273,000,000	\$0	\$273,000,000	\$0
Total				\$0	\$65,370,262	\$113,920,492	\$67,800,000	\$0	\$25,995,904	\$273,086,658	\$0	\$273,000,000	\$86,658
VARIOU	13051	STIP	S-R199(177)	108	4	9	SR-108; Corridor Preservation	Corridor Preservation					
				Will Not Adv				SR-108; MP 4.01 - 12.92					
Project Type: Other				2nd Concepts:									
ST_CORR_PRES				\$0	\$667,094	\$0	\$0	\$0	\$0	\$667,094	\$0	\$667,094	\$0



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Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2019, 2020, 2021, 2022, CD, Total, Fed Aid, State, Other. Includes sections for Various County Projects with detailed financials for projects like I-80 Structure Replacement and US-6 Passing Lane.



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	7704	Active Will Not Adv	S-0085(1)0	MULT	MVC; UTILITIES TRANSMISSION LOCATION MVC; UTILITIES TRANSMISSION LOCATION (SR-201TO 4700 SOUTH)							
Project Type:		Not Applicable		2nd Concepts:								
	ST_CHF_TIF		\$0	\$60,745,000	\$0	\$0	\$0	\$0	\$60,745,000	\$0	\$60,745,000	\$0
	ST_GF_CHN		\$0	\$31,952,390	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$31,952,390	\$0
	Total		\$0	\$92,697,390	\$0	\$0	\$0	\$0	\$92,697,390	\$0	\$92,697,390	\$0
VARIOU	8312	Active Will Not Adv	S-0085(4)0	MULT	MVC; AQ MONITOR AND FILTERS MVC; AQ MONITOR AND FILTERS							
Project Type:		Not Applicable		2nd Concepts:								
	ST_CHF_TIF		\$0	\$4,100,000	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$4,100,000	\$0
VARIOU	13822	Advertised Adv Dt: 05/21/18	F-I15-7(328)332	MULT	I-15; SR-232 to I-84 I-15; MP 331.60 - 340.35 & I-15; MP 331.60 - 340.35 & I-15; Hill Field Road to Davis/Weber County Line to I-84				Widen Existing Facility			
Project Type:		Capacity		2nd Concepts:								
	NHPP_IM		\$2,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$2,825,400	\$174,600	\$0
	ST_TIF		\$23,083,000	\$8,905,000	\$67,319,000	\$58,693,000	\$0	\$0	\$158,000,000	\$0	\$158,000,000	\$0
	Total		\$25,083,000	\$9,905,000	\$67,319,000	\$58,693,000	\$0	\$0	\$161,000,000	\$2,825,400	\$158,174,600	\$0
VARIOU	10018	STIP To Be Adv Dt:	F-ST99(162)	OTHER	Travelwise Other: STATEWIDE TRAVEL PROGRAM				ATMS			
Project Type:		Traffic Management		2nd Concepts:								
	CMAQ_MAG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	CMAQ_WFRC		\$0	\$437,628	\$0	\$0	\$0	\$0	\$437,628	\$408,001	\$29,627	\$0
	Total		\$0	\$437,628	\$0	\$0	\$0	\$0	\$437,628	\$408,001	\$29,627	\$0
VARIOU	12436	Active Will Not Adv	F-TPF-5(296)		SPT Perf-Based Assessment of Liquefaction TPF-5296 Statewide study				Research			
Project Type:		Studies		2nd Concepts:								
	SPR_R_100%		\$179,500	\$0	\$0	\$0	\$0	\$0	\$179,500	\$179,500	\$0	\$0
VARIOU	13919	Active Will Not Adv	S-ST99(351)		Surplus Property Documentation Surplus Property Documentation				ROW			
Project Type:		Other		2nd Concepts:								
	ST_SRPLS_DOC		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
VARIOU	14098	Active Will Not Adv	F-ST99(366)		SHRP2 Implementation Assistance Funds R01A Development of 3D storage and retrieval data models				Education			
Project Type:		Other		2nd Concepts:								
	FA_SHRP2		\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000	\$340,000	\$0	\$0



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	14114	Scoping Will Not Adv	F-ST99(369)		Document Decisions & Processes with 3D Model Develop a baseline guidance document No real physical location				Research			
Project Type:		Studies	2nd Concepts:									
	FA_STIC_2015		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
	ST_CONST		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
Total			\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
VARIOU	14239	Active Will Not Adv	F-TPF-5(338)		CPT Perf-Based Assessment of Liquefaction TPF-5338 Research Study				Research			
Project Type:		Studies	2nd Concepts:									
	SPR_R_100%		\$142,002	\$0	\$0	\$0	\$0	\$0	\$142,002	\$142,002	\$0	\$0
VARIOU	14903	Active Will Not Adv	F-ST99(406)		FY15 AID Demonstration Various - Implementation and Development of New Technology				Data System Development/Enhancement			
Project Type:		Other	2nd Concepts:									
	FA_MISC		\$782,786	\$0	\$0	\$0	\$0	\$0	\$782,786	\$626,229	\$156,557	\$0
VARIOU	15071	Active Will Not Adv	F-ST99(426)		SHRP2 R15B Identifying and Manage Utility Conflict SHRP2 R15B Identifying and Managing Utility Conflict				Data System Development/Enhancement			
Project Type:		Other	2nd Concepts:									
	FA_SHRP2		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
VARIOU	15110	Scoping Will Not Adv	F-0276(8)0		Region 4 Ferry Engine Replacement and Retrofit Lake Powell Ferry				Spot improvement			
Project Type:		Roadway	2nd Concepts:									
	EM_2016_FBD		\$0	\$100,195	\$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	\$0
	EM_2017_FBD		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$80,000	\$20,000	\$0
	FA_MISC		\$3,431	\$94,022	\$0	\$0	\$0	\$0	\$97,453	\$77,962	\$19,491	\$0
	STP_ENH_ST		\$100,000	\$1,180,221	\$0	\$0	\$0	\$0	\$1,280,221	\$1,024,177	\$256,044	\$0
	STP_FLX_ST		\$0	\$235,000	\$0	\$0	\$0	\$0	\$235,000	\$219,091	\$15,910	\$0
	ST_CONT_PG		\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000	\$0	\$230,000	\$0
Total			\$333,431	\$1,709,438	\$0	\$0	\$0	\$0	\$2,042,868	\$1,481,385	\$561,483	\$0
VARIOU	15266	Active Will Not Adv	F-ST99(443)		GIS Data Indexing Central GIS Development				Data System Development/Enhancement			
Project Type:		Other	2nd Concepts:									
	FA_STIC_2017		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
	ST_MATCH		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
Total			\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Various County Projects													
VARIOU	16017	STIP	F-ST99(492)		Pacific Region Interagency Auditing & Enforcement				Annual Work Program				
		To Be Adv Dt:			Pacific Region Interagency Auditing & Enforcement								
Project Type:		Other		2nd Concepts:									
	FA_MISC_100%			\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$0	\$0
VARIOU	16841	STIP	F-ST99(527)		FY2019 Research Work Program				Annual Work Program				
		To Be Adv Dt:			N/A Annual Work Program								
Project Type:		Other		2nd Concepts:									
	SPR_R			\$0	\$2,204,129	\$0	\$0	\$0	\$0	\$2,204,129	\$1,763,303	\$440,826	\$0
	ST_APPROP			\$0	\$1,023,300	\$0	\$0	\$0	\$0	\$1,023,300	\$0	\$1,023,300	\$0
	Total			\$0	\$3,227,429	\$0	\$0	\$0	\$0	\$3,227,429	\$1,763,303	\$1,464,126	\$0
VARIOU	16850	STIP	F-ST99(534)		FY 2019 Statewide Planning Work Program				Annual Work Program				
		To Be Adv Dt:			N/A Annual Work Program								
Project Type:		Other		2nd Concepts:									
	SPR_P			\$0	\$6,757,902	\$0	\$0	\$0	\$0	\$6,757,902	\$5,406,322	\$1,351,580	\$0
VARIOU	16851	STIP	F-ST99(535)		FY 2019 State Training Budget				Annual Work Program				
		To Be Adv Dt:			N/A Annual Work Program								
Project Type:		Other		2nd Concepts:									
	STP_FLX_ST			\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
	ST_MATCH			\$0	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
	Total			\$0	\$665,000	\$0	\$0	\$0	\$0	\$665,000	\$466,150	\$198,850	\$0
VARIOU	13006	STIP	F-ST99(293)		UTA 1 Call - 1 Click & Outreach Program				UTA/Transit				
		To Be Adv Dt:			Utah Transit Authority (UTA) One Call - One Click Center & Veterans								
Project Type:		Other		2nd Concepts:									
	FA_MISC			\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
	FA_MISC_100%			\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
	UTA_FUNDS			\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
	Total			\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$450,000	\$0	\$100,000
VARIOU	16039	STIP	F-ST99(494)		TIGER 8; First/Last Mile Program				UTA/Transit				
		Will Not Adv			* For more detail go to http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project								
Project Type:		Other		2nd Concepts:									
	LOCAL_GOV			\$11,771,432	\$0	\$0	\$0	\$0	\$0	\$11,771,432	\$0	\$0	\$11,771,432
	TIGER_MAG			\$0	\$5,966,789	\$0	\$0	\$0	\$0	\$5,966,789	\$5,966,789	\$0	\$0
	TIGER_SUMMIT			\$0	\$688,350	\$0	\$0	\$0	\$0	\$688,350	\$688,350	\$0	\$0
	TIGER_TOOELE			\$0	\$313,285	\$0	\$0	\$0	\$0	\$313,285	\$313,285	\$0	\$0
	TIGER_WFRC			\$0	\$13,031,576	\$0	\$0	\$0	\$0	\$13,031,576	\$13,031,576	\$0	\$0
	Total			\$11,771,432	\$20,000,000	\$0	\$0	\$0	\$0	\$31,771,432	\$20,000,000	\$0	\$11,771,432



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					Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State
Various County Projects													
VARIOU	16040	STIP	F-ST99(495)		UTA; Enhanced Automated Train Control System				UTA/Transit				
		To Be Adv Dt:			UTA's Front Runner Enhanced Automated Train Control System								
Project Type:		Other		2nd Concepts:									
	FTASEC_3028			\$0	\$3,520,000	\$0	\$0	\$0	\$0	\$3,520,000	\$2,816,000	\$704,000	\$0
	UTA_FUNDS			\$0	\$30,280,000	\$0	\$0	\$0	\$0	\$30,280,000	\$0	\$0	\$30,280,000
	Total			\$0	\$33,800,000	\$0	\$0	\$0	\$0	\$33,800,000	\$2,816,000	\$704,000	\$30,280,000



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						2019	2020		2021	2022	CD	Total	Fed Aid
		Fund	Prior										
Weber County Projects													
WEBER	5941	Scoping	IMD-15-7(235)0	15	343		I-15; 24th Street Interchange						
		Will Not Adv					I-15; MP 343.00 - 343.10						
Project Type:		Not Applicable					2nd Concepts:						
		EM_2005_IMD	\$453,918	\$0	\$0	\$0	\$0	\$0	\$453,918	\$427,500	\$26,418	\$0	\$0
		EM_2010_IMD	\$2,222,222	\$1	\$0	\$0	\$0	\$0	\$2,222,223	\$2,000,001	\$222,222	\$0	\$0
		ST_CONT_PG	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$0	\$0
		ST_INELIGIBL	\$0	\$11,335	\$0	\$0	\$0	\$0	\$11,335	\$0	\$11,335	\$0	\$0
		Total	\$2,676,140	\$46,335	\$0	\$0	\$0	\$0	\$2,722,476	\$2,427,501	\$294,975	\$0	\$0
WEBER	13037	Undr Const	F-0037(12)10	37	10	3	SR-37; 5100 West to SR-108						
		Adv Dt: 07/16/16					SR-37; MP 9.51 - 12.35						
Project Type:		Capacity					2nd Concepts: Widen Existing Facility						
		LOCAL_GOVVT	\$5,350,000	\$0	\$0	\$0	\$0	\$0	\$5,350,000	\$0	\$0	\$5,350,000	\$0
		L_BETTERMENT	\$0	\$512,600	\$0	\$0	\$0	\$0	\$512,600	\$0	\$0	\$512,600	\$0
		L_CORR-WEBER	\$0	\$10,663	\$0	\$0	\$0	\$0	\$10,663	\$0	\$0	\$10,663	\$0
		STP_URB_O/L	\$5,675,212	\$1,394,822	\$0	\$0	\$0	\$0	\$7,070,034	\$6,591,393	\$478,641	\$0	\$0
		ST_CONT_R1	\$0	\$230,226	\$0	\$0	\$0	\$0	\$230,226	\$0	\$230,226	\$0	\$0
		ST_TIF	\$0	\$14,915,666	\$0	\$0	\$0	\$0	\$14,915,666	\$0	\$14,915,666	\$0	\$0
		ST_TIF_SB229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$11,025,212	\$17,063,977	\$0	\$0	\$0	\$0	\$28,089,189	\$6,591,393	\$15,624,534	\$5,873,263	\$0
WEBER	12446	Active	F-0039(32)9	39	9	5	SR-39; Ogden to Pineview Reservoir Bridge Rehab						
		To Be Adv Dt: 08/31/18					SR-39; MP 8.89 - 13.42						
Project Type:		Structures					2nd Concepts:						
		NHPP_BR	\$512,000	\$188,000	\$0	\$0	\$0	\$0	\$700,000	\$652,610	\$47,390	\$0	\$0
		SEC154_HSIP	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$326,305	\$23,695	\$0	\$0
		STP_BRIDGE	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0	\$0
		ST_BRIDGE	\$0	\$1,130,000	\$0	\$0	\$0	\$0	\$1,130,000	\$0	\$1,130,000	\$0	\$0
		ST_PVMT	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0	\$0
		ST_SPOT_SFTY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$912,000	\$3,768,000	\$0	\$0	\$0	\$0	\$4,680,000	\$2,936,745	\$1,743,255	\$0	\$0
WEBER	12964	Scoping	S-0039(31)9	39	9	5	SR-39; Ogden Canyon Transportation Use Study						
		Will Not Adv					SR-39; MP 8.62 - 13.79						
Project Type:		Studies					2nd Concepts:						
		ST_PVMT	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0	\$0
		ST_TIF_HB377	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0
		Total	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$0



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	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Weber County Projects												
WEBER	14840	STIP	F-LC(37)	MULT	20th St.; Washington to Monroe Reconstruction 20th Street, Washington to Monroe				Reconstruct & Widening			
		To Be Adv Dt:										
Project Type:		Roadway		2nd Concepts:								
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
WEBER	14850	STIP	F-LC57(45)	MULT	SR-60; Round-About at Ritter Drive, Riverdale SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale				Intersection Modification			
		To Be Adv Dt:										
Project Type:		Roadway		2nd Concepts:								
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$618,000	\$618,000	\$576,161	\$0	\$41,839
WEBER	15906	STIP	F-R199(235)	MULT	Ogden-WSU Bus Rapid Transit (BRT) - Design Ogden Intermodal Hub (23rd/ Wall Ave) to McKay Dee Hospital (48th/ Harrison Blvd)				UTA/Transit			
		Will Not Adv										
Project Type:		Other		2nd Concepts:								
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$3,391,076	\$3,391,076	\$0	\$0	\$3,391,076
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$1,608,924	\$1,608,924	\$1,500,000	\$0	\$108,924
			Total	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$1,500,000	\$0	\$3,500,000
WEBER	12166	Scoping	F-LC57(30)	OTHER	River Parkway Trail; D&RGW Rail to 1800 So, Weber West Haven; D&RGW Rail to Ogden River Trail				Trails			
		To Be Adv Dt: 09/17/18										
Project Type:		Enhancement		2nd Concepts:								
	CMAQ_WFRC		\$125,861	\$10,149	\$0	\$0	\$0	\$0	\$136,009	\$136,009	\$0	\$0
	LOCAL_GOVT		\$0	\$107,975	\$0	\$0	\$0	\$0	\$107,975	\$0	\$0	\$107,975
	STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_TAP_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TAP_URB_WFRC		\$115,342	\$921,139	\$0	\$0	\$0	\$0	\$1,036,481	\$966,311	\$0	\$70,170
			Total	\$241,203	\$1,039,262	\$0	\$0	\$0	\$1,280,465	\$1,102,320	\$0	\$178,145
WEBER	13615	STIP	S-0067(25)0	OTHER	SR-67; Corridor Preservation, Weber County Future SR-67 Corridor in Weber County				Corridor Preservation			
		To Be Adv Dt:										
Project Type:		Other		2nd Concepts:								
	ST_CORR_PRES		\$0	\$156,382	\$0	\$0	\$0	\$0	\$156,382	\$0	\$156,382	\$0
WEBER	6568	Scoping	F-LC57(18)	OTHER	Skyline Drive; 1100 West to 4300 North Skyline Drive; 1100 West to 4300 North (Pleasand View)							
		Will Not Adv										
Project Type:		Roadway Work		2nd Concepts:								
	STP_URB_O/L		\$10,000	\$3,672,827	\$0	\$0	\$0	\$0	\$3,682,827	\$3,433,500	\$0	\$249,327
WEBER	14842	STIP	F-LC57(38)	OTHER	450/400 E.; 2600 N. to Elberta, Widening, N. Ogden 450/400 Est; 2600 North to Elberta Drive				TIF - Transportation Investment Fund			
		To Be Adv Dt:										
Project Type:		Capacity		2nd Concepts: Widen Existing Facility								
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$4,720,000	\$4,720,000	\$0	\$0	\$4,720,000
	STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,864,600	\$135,400	\$0
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$3,861,418	\$3,861,418	\$3,600,000	\$0	\$261,418
			Total	\$0	\$0	\$0	\$0	\$10,581,418	\$10,581,418	\$5,464,600	\$135,400	\$4,981,418



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STIP 2019-2024

Report Run on: Jun 05, 2018, 07:02 P.M.

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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Weber County Projects												
WEBER	14846	STIP	F-LC57(43)	OTHER	UTA Intermodal Center; Weber State University Ice Sheet Parking, Weber State University				UTA/Transit			
		To Be Adv Dt:										
Project Type:		Other		2nd Concepts:								
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$3,116,900	\$3,116,900	\$2,905,886	\$0	\$211,014
WEBER	14847	STIP	F-LC57(44)	OTHER	Ogden Bike Share Program Downtown Ogden				Transportation Alternatives			
		To Be Adv Dt:										
Project Type:		Traffic Management		2nd Concepts:								
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$484,686	\$484,686	\$451,873	\$32,813	\$0
WEBER	14852	Advertised	F-LC11(000)	OTHER	Jefferson, 4400 to 4500;4500, Jefferson to Madison Jefferson Ave, 4400 S. to 4500 S. then 4500 S., Jefferson Ave. to Madison.				Pedestrian/Bike facility			
		Adv Dt: 05/05/18										
Project Type:		Roadway		2nd Concepts:								
	TAP_URB_WFRC		\$330,243	\$13,557	\$0	\$0	\$0	\$0	\$343,800	\$320,525	\$0	\$23,275
WEBER	14853	Scoping	F-LC57(40)	OTHER	Bicycle and Ped Safety Enhancements, Riverdale Riverdale Various Locations				Pedestrian/Bike facility			
		To Be Adv Dt: 12/19/18										
Project Type:		Roadway		2nd Concepts:								
	TAP_URB_WFRC		\$0	\$69,200	\$0	\$0	\$0	\$0	\$69,200	\$64,515	\$0	\$4,685
WEBER	14856	Scoping	F-LC57(41)	OTHER	Tri City Alt. Trans. Planning, S. Weber Co. Area Within the Cities of Riverdale, South Ogden, & Washington Terrace				Pedestrian/Bike facility			
		Will Not Adv										
Project Type:		Roadway		2nd Concepts:								
	TAP_URB_WFRC		\$96,535	\$0	\$0	\$0	\$0	\$0	\$96,535	\$90,000	\$0	\$6,535
WEBER	15923	STIP	F-R199(236)	OTHER	Update Bike Cars on Fronrunner - UTA 'This request is for new bike racks on 6 of UTA's 16 FrontRunner bike cars.				Transportation Alternatives			
		To Be Adv Dt:										
Project Type:		Traffic Management		2nd Concepts:								
	LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$15,001	\$15,001	\$0	\$0	\$15,001
	TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$101,899	\$101,899	\$95,000	\$0	\$6,899
	Total		\$0	\$0	\$0	\$0	\$0	\$116,900	\$116,900	\$95,000	\$0	\$21,900
WEBER	16783	Scoping	S-R199(253)		SR-134; Intersection Adjacent to Canal Route 134 adjacent to canal in Pleasant View				Intersection Improvements			
		To Be Adv Dt: 04/18/19										
Project Type:		Traffic and Safety		2nd Concepts:								
	ST_TF_HB2		\$0	\$850,000	\$0	\$0	\$0	\$0	\$850,000	\$0	\$850,000	\$0
WEBER	11091	Scoping	F-R199(133)		Washington Blvd & Larsen Lane Washington Blvd. & Larsen Lane				Intersection Improvements			
		Will Not Adv										
Project Type:		Traffic and Safety		2nd Concepts:								
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$562,051	\$562,051	\$524,000	\$0	\$38,051
	ST_CONCPT_D1		\$2,960	\$2,960	\$0	\$0	\$0	\$0	\$5,921	\$0	\$5,921	\$0
	ST_CONT_PG		\$0	\$10,726	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
	Total		\$2,960	\$13,686	\$0	\$0	\$0	\$562,051	\$578,698	\$524,000	\$16,647	\$38,051



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
	Fund		Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other	
Weber County Projects													
WEBER	11993	Scoping	F-LC57(26)		Larsen Lane; N. Harrisville Rd to Washington Blvd Larsen Lane; North Harrisville Road to Washington Blvd				Reconstruct & Widening				
		Will Not Adv											
Project Type: Roadway													
					2nd Concepts:								
		STP_URB_O/L		\$0	\$429,046	\$2,788,802	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		ST_CONCEPT_D1		\$3,039	\$0	\$0	\$0	\$0	\$0	\$3,039	\$0	\$3,039	\$0
		ST_CONT_PG		\$0	\$10,726	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
		Total		\$3,039	\$439,772	\$2,788,802	\$0	\$0	\$0	\$3,231,613	\$3,000,000	\$13,765	\$217,848
WEBER	11995	Active	S-LC57(27)		Harrison Blvd./ 2nd Street/ Sheridan Drive Harrison Blvd./ 2nd Street/ Sheridan Drive				Intersection Modification				
		Will Not Adv											
Project Type: Roadway													
					2nd Concepts:								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$236,111	\$0	\$0	\$0	\$0	\$236,111	\$0	\$0	\$236,111
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$0	\$2,125,000	\$0	\$0	\$0	\$0	\$2,125,000	\$0	\$2,125,000	\$0
		Total		\$0	\$2,361,111	\$0	\$0	\$0	\$0	\$2,361,111	\$0	\$2,125,000	\$236,111
WEBER	12003	Advertised	F-LC57(28)		638 North to 2400 North (Lund Lane) Frontage Road Bike Lanes; 638 North to 2200 North (Lund Lane)				Pedestrian/Bicycle Safety				
		Adv Dt: 05/26/18											
Project Type: Traffic and Safety													
		CMAQ_WFRC		\$1,040,437	\$0	\$0	\$0	\$0	\$0	\$1,040,437	\$969,999	\$0	\$70,438
WEBER	13123	STIP	F-LC57(31)		Midland Drive (SR-108) 4800 South to 4275 South Midland Drive (SR-108) 4800 South to 4275 South				TIF - Transportation Investment Fund				
		Will Not Adv											
Project Type: Capacity													
					2nd Concepts: Widen Existing Facility								
		STP_URB_O/L		\$0	\$750,831	\$1,072,616	\$0	\$0	\$1,608,924	\$3,432,371	\$3,199,999	\$0	\$232,372
WEBER	13132	STIP	F-0097(9)		SR-97 (5600 South); Hill AFB to 2050 West SR-97 (5600 South); Hill AFB to 2050 West				Operations/Maintenance				
		To Be Adv Dt:											
Project Type: Traffic Management													
		CMAQ_WFRC		\$0	\$0	\$804,462	\$0	\$0	\$0	\$804,462	\$750,000	\$54,462	\$0
WEBER	14045	STIP	F-LC57(34)		4700 West; 4800 South to 5100 South 4700 West; 4800 South to 5100 South				Reconstruct & Widening				
		To Be Adv Dt:											
Project Type: Roadway													
					2nd Concepts:								
		STP_URB_O/L		\$0	\$321,785	\$643,570	\$0	\$0	\$1,949,846	\$2,915,201	\$2,717,842	\$0	\$197,359
WEBER	14057	Scoping	F-LC57(35)		Grant Promenade; 22nd Street to 2250 Street Grant Promenade; 22nd Street to 2250 Street				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 09/24/18											
Project Type: Traffic and Safety													
		TAP_URB_WFRC		\$0	\$373,270	\$0	\$0	\$0	\$0	\$373,270	\$348,000	\$0	\$25,270



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
1	8751	REGION 1 - Region 1 MASTER PIN											
1	8752	REGION 1 - Region 1 CONCEPT MASTER PIN											
		ST_CONCPT_D1	\$0	\$777,914	\$150,000	\$150,000	\$0	\$0	\$0	\$1,077,914	\$0	\$1,077,914	\$0
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM											
		LOCAL_GOV	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		NHPP_IM	\$145,000	\$1,653,168	\$0	\$0	\$0	\$0	\$0	\$1,798,168	\$1,693,515	\$96,214	\$0
		NHPP_NHS	\$150,670	\$2,035,968	\$0	\$0	\$0	\$0	\$0	\$2,186,637	\$2,038,602	\$137,835	\$0
		STP_FLX_ST	\$3,149,770	\$1,356,480	\$10,000,000	\$0	\$0	\$0	\$0	\$14,506,250	\$13,524,177	\$982,073	\$0
		STP_URB_O/L	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$699,225	\$50,775	\$0
		ST_PVMT	\$355,228	\$3,289	\$0	\$0	\$0	\$0	\$0	\$358,517	\$0	\$358,517	\$0
		ST_TRANS_SOL	\$805,557	\$4,454,443	\$2,060,000	\$0	\$0	\$0	\$0	\$7,320,000	\$0	\$6,514,443	\$0
		Total	\$5,456,225	\$9,503,347	\$12,060,000	\$0	\$0	\$0	\$0	\$27,019,572	\$17,955,519	\$8,139,857	\$100,000
2	8753	REGION TWO MASTER PIN											
2	8754	REGION 2 - Region 2 CONCEPT MASTER PIN											
		ST_CONCPT_D2	\$22,000	\$865,228	\$150,000	\$150,000	\$0	\$0	\$0	\$1,187,228	\$0	\$1,165,228	\$0
2	16616	REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM											
		LOCAL_GOV	\$898,384	\$0	\$0	\$0	\$0	\$0	\$0	\$898,384	\$0	\$0	\$898,384
		NHPP_IM	\$3,460,000	\$2,080,740	\$4,750,000	\$0	\$0	\$0	\$0	\$10,290,740	\$9,691,819	\$598,921	\$0
		NHPP_NHS	\$514,000	\$4,706,000	\$0	\$0	\$0	\$0	\$0	\$5,220,000	\$4,866,606	\$318,596	\$0
		STP_FLX_ST	\$2,009,713	\$8,300,287	\$8,510,000	\$6,880,000	\$0	\$0	\$0	\$25,700,000	\$23,960,110	-\$769,100,927	\$770,840,817
		STP_SU_JHC	\$950,000	\$122,617	\$0	\$0	\$0	\$0	\$0	\$1,072,617	\$1,000,000	\$0	\$72,616
		ST_CONCPT_D2	\$15,977	\$0	\$0	\$0	\$0	\$0	\$0	\$15,977	\$0	\$15,977	\$0
		ST_PVMT	\$0	\$81,124	\$0	\$0	\$0	\$0	\$0	\$81,124	\$0	\$81,124	\$0
		Total	\$7,848,073	\$15,290,767	\$13,260,000	\$6,880,000	\$0	\$0	\$0	\$43,278,840	\$39,518,535	-\$768,086,310	\$771,811,817
3	8755	REGION 3 - Region 3 MASTER PIN											
		ST_CONCPT_D3	\$18,660	\$0	\$0	\$0	\$0	\$0	\$0	\$18,660	\$0	\$18,660	\$0
3	8756	REGION 3 - Region 3 CONCEPT MASTER PIN											
		ST_CONCPT_D3	\$0	\$378,234	\$150,000	\$150,000	\$0	\$0	\$0	\$678,234	\$0	\$678,234	\$0
3	15480	MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM											
		STP_URB_P/O	\$0	\$468,196	\$0	\$0	\$0	\$0	\$0	\$468,196	\$436,499	\$0	\$0
		ST_EXCH_MAG	\$0	\$1,188,683	\$0	\$0	\$0	\$0	\$0	\$1,188,683	\$0	\$1,188,683	\$0
		ST_TIFEX_MAG	\$12,679,805	\$1,241,864	\$555,771	\$0	\$0	\$0	\$0	\$14,477,440	\$0	\$14,477,440	\$0
		Total	\$12,679,805	\$2,898,743	\$555,771	\$0	\$0	\$0	\$0	\$16,134,319	\$436,499	\$15,666,123	\$0



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County Programs													
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM											
		L_BETTERMENT		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
		ST_CONT_R1		\$0	\$36,000	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R2		\$0	\$36,000	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R3		\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_SAFETY_ED		\$1,980,000	\$20,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		ST_SIGNALS		\$0	\$1,090,000	\$0	\$0	\$0	\$0	\$1,090,000	\$0	\$1,090,000	\$0
		ST_SPOT_SFTY		\$0	\$1,186,590	\$0	\$0	\$0	\$0	\$1,186,590	\$0	\$1,186,590	\$0
		ST_TRANS_SOL		\$0	\$4,300,000	\$2,000,000	\$0	\$0	\$0	\$6,300,000	\$0	\$6,300,000	\$0
		Total		\$2,000,000	\$6,698,590	\$2,000,000	\$0	\$0	\$0	\$10,698,590	\$0	\$10,678,590	\$20,000
P	15995	PLANNING											
		SPR_P_100%		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$1,241,864	\$0
S	9299	UNKNOWN FOUNDATIONS PROGRAM											
		ST_BRIDGE		\$0	\$103,155	\$0	\$0	\$0	\$0	\$103,155	\$0	\$103,155	\$0
		Total		\$0	\$103,155	\$0	\$0	\$0	\$0	\$103,155	\$0	\$4,728,155	\$0
S	9369	BRIDGE INSPECTION PROGRAM											
		BR_ON/OFF		\$69,142	\$2,655	\$0	\$0	\$0	\$0	\$71,797	\$57,438	\$14,359	\$0
		NHPP_BR		\$0	\$1,752,969	\$0	\$0	\$0	\$2,400,000	\$4,152,969	\$3,871,813	\$281,156	\$0
		STP_BR		\$0	\$1,792,000	\$0	\$0	\$0	\$0	\$1,792,000	\$1,670,682	\$118,676	\$0
		STP_BRIDGE		\$3,200,000	\$1,448,000	\$2,000,000	\$2,000,000	\$0	\$896,000	\$9,544,000	\$8,897,871	\$646,129	\$0
		ST_BRIDGE		\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		ST_INELIGIBL		\$0	\$6,716	\$0	\$0	\$0	\$0	\$6,716	\$0	\$6,716	\$0
		Total		\$3,269,142	\$5,007,266	\$2,000,000	\$2,000,000	\$0	\$3,296,000	\$15,572,408	\$14,497,803	\$1,071,962	\$0
S	9615	LOAD RATING PROGRAM											
		BR_ON/OFF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,716	\$0
		NHPP_BR		\$400,000	\$302,400	\$300,000	\$300,000	\$0	\$0	\$1,302,400	\$1,214,228	\$88,173	\$0
		STP_BRIDGE		\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE		\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		Total		\$400,000	\$667,400	\$300,000	\$300,000	\$0	\$0	\$1,667,400	\$1,447,303	\$254,002	\$0
S	9616	BRIDGE SCOUR INSPECTION PROGRAM											
		BR_ON/OFF		\$0	\$147,982	\$0	\$0	\$0	\$0	\$147,982	\$118,386	\$115,000	\$0
		ST_BRIDGE		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
		Total		\$0	\$204,111	\$0	\$0	\$0	\$0	\$204,111	\$118,386	\$286,129	\$0
S	9862	2012 STATEWIDE BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE		\$0	\$610,000	\$0	\$0	\$0	\$0	\$610,000	\$0	\$610,000	\$0
		Total		\$0	\$610,000	\$0	\$0	\$0	\$0	\$610,000	\$0	\$610,000	\$0



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Table with columns: Region, PIN, Program Description, Fund, Prior, 2019, 2020, 2021, 2022, CD, Total, Fed Aid, State, Other. Includes sub-section 'County Programs' and various program entries like '2014 PAVEMENT REHABILITATION', '2014 PAVEMENT PRESERVATION', etc.



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
S	12133	2016 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EM_RPF9@93.2		\$54,474	\$0	\$0	\$0	\$0	\$0	\$54,474	\$50,786	\$3,688	\$0
		EM_RPS9@93.2		\$3	\$0	\$0	\$0	\$0	\$0	\$3	\$2	\$0	\$0
		IM		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$141,270	\$8,730	\$0
		NHPP_BR		\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$74,584	\$5,416	\$0
		NHPP_IM		\$2,518,920	\$0	\$0	\$0	\$0	\$0	\$2,518,920	\$2,372,319	\$146,601	\$0
		NHPP_NHS		\$2,442,500	\$0	\$0	\$0	\$0	\$0	\$2,442,500	\$2,277,143	\$165,357	\$0
		NHS		\$185,578	\$0	\$0	\$0	\$0	\$0	\$185,578	\$173,014	\$12,564	\$0
		STP_FLX_ST		\$8,936,074	\$36,055	\$0	\$0	\$0	\$0	\$8,972,128	\$8,364,715	\$607,413	\$0
		STP_RURAL		\$241,513	\$0	\$0	\$0	\$0	\$0	\$241,513	\$225,163	\$16,350	\$0
		ST_PVMT		\$197,395	\$0	\$0	\$0	\$0	\$0	\$197,395	\$0	\$197,395	\$0
		Total		\$14,806,456	\$36,055	\$0	\$0	\$0	\$0	\$14,842,511	\$13,678,996	\$1,163,514	\$0
S	12134	2017 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EM_RPF9@93.2		\$223,170	\$0	\$0	\$0	\$0	\$0	\$223,170	\$208,062	\$15,109	\$0
		EM_RPS9@93.2		\$2,616,451	\$0	\$0	\$0	\$0	\$0	\$2,616,451	\$2,439,317	\$177,134	\$0
		EQ_BONUS(MG)		\$100,204	\$29,796	\$0	\$0	\$0	\$0	\$130,000	\$121,199	\$8,801	\$0
		HSIP		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		NHPP_IM		\$1,571,453	\$8,547	\$0	\$0	\$0	\$0	\$1,580,000	\$1,488,044	\$91,956	\$0
		NHPP_NHS		\$2,725,874	\$180,852	\$0	\$0	\$0	\$0	\$2,906,726	\$2,709,941	\$196,785	\$0
		STP_FLX_ST		\$21,809,926	\$2,971,149	\$0	\$0	\$0	\$0	\$24,781,075	\$23,103,397	\$1,677,679	\$0
		STP_URB_O/L		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		ST_BRIDGE		\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_CONCPT_D3		\$0	\$6,616	\$0	\$0	\$0	\$0	\$6,616	\$0	\$6,616	\$0
		ST_PVMT		\$0	\$182,582	\$0	\$0	\$0	\$0	\$182,582	\$0	\$182,582	\$0
		Total		\$31,047,078	\$3,779,543	\$0	\$0	\$0	\$0	\$34,826,621	\$31,934,559	\$2,892,062	\$0
S	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		HSIP		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		NHPP_IM		\$6,365,288	\$252,423	\$0	\$0	\$0	\$0	\$6,617,711	\$6,232,560	\$385,151	\$0
		NHPP_NHS		\$5,946,423	\$0	\$0	\$0	\$0	\$0	\$5,946,423	\$5,543,850	\$402,573	\$0
		NHS		\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000	\$130,522	\$9,478	\$0
		OTHER		\$0	\$23,490	\$0	\$0	\$0	\$0	\$23,490	\$0	\$0	\$0
		STP_FLX_ST		\$13,878,014	\$1,023,420	\$0	\$0	\$0	\$0	\$14,901,434	\$13,892,607	\$1,008,827	\$0
		STP_RURAL		\$0	\$143,966	\$0	\$0	\$0	\$0	\$143,966	\$134,220	\$9,747	\$0
		STP_URB_O/L		\$3,464,810	\$35,190	\$0	\$0	\$0	\$0	\$3,500,000	\$3,263,050	\$236,950	\$0
		ST_CONCPT_D1		\$31,080	\$16,092	\$0	\$0	\$0	\$0	\$47,172	\$0	\$47,172	\$0
		ST_PVMT		\$1,074,858	\$865,143	\$0	\$0	\$0	\$0	\$1,940,001	\$0	\$1,940,001	\$0
		Total		\$31,400,472	\$2,359,725	\$0	\$0	\$0	\$0	\$33,760,197	\$29,662,960	\$4,256,330	\$0



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review

STIP 2019-2024

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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		EM_RPF9@93.2		\$183,038	\$0	\$0	\$0	\$0	\$0	\$183,038	\$170,646	\$12,392	\$0
		EM_RPS9@100		\$424,588	\$0	\$0	\$0	\$0	\$0	\$424,588	\$424,588	\$0	\$0
		EM_RPS9@93.2		\$599,576	\$0	\$0	\$0	\$0	\$0	\$599,576	\$558,984	\$40,591	\$0
		EQ_BONUS(MG)		\$1,211,816	\$0	\$0	\$0	\$0	\$0	\$1,211,816	\$1,129,776	\$82,040	\$0
		HSIP		\$1,069,998	\$2	\$0	\$0	\$0	\$0	\$1,070,000	\$997,561	\$72,439	\$0
		LOCAL_GOV		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
		L_BETTERMENT		\$1,199,376	\$0	\$0	\$0	\$0	\$0	\$1,199,376	\$0	\$0	\$1,199,376
		NHPP_BR		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		NHPP_IM		\$14,597,324	\$1,300,552	\$0	\$0	\$0	\$0	\$15,897,876	\$14,972,620	\$925,256	\$0
		NHPP_NHS		\$7,992,515	\$6	\$0	\$0	\$0	\$0	\$7,992,521	\$7,451,427	\$541,094	\$0
		NHS		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$391,566	\$28,434	\$0
		STP_FLX_ST		\$79,418,935	\$5,616,650	\$0	\$0	\$0	\$0	\$85,035,586	\$79,278,676	\$5,756,909	\$0
		STP_URB_O/L		\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$3,729,200	\$270,800	\$0
		ST_CONCPT_D1		\$18,210	\$0	\$0	\$0	\$0	\$0	\$18,210	\$0	\$18,210	\$0
		ST_CONCPT_D3		\$8,052	\$0	\$0	\$0	\$0	\$0	\$8,052	\$0	\$8,052	\$0
		ST_INELIGIBL		\$533	\$0	\$0	\$0	\$0	\$0	\$533	\$0	\$533	\$0
		ST_PVMT		\$806,978	\$35,315	\$0	\$0	\$0	\$0	\$842,292	\$0	\$842,292	\$0
		ST_PVMT_LV2		\$1,925,412	\$799,588	\$0	\$0	\$0	\$0	\$2,725,000	\$0	\$2,725,000	\$0
		ST_RET_ROW		\$730,766	\$0	\$0	\$0	\$0	\$0	\$730,766	\$0	\$730,766	\$0
		ST_SPOT_SFTY		\$39,000	\$0	\$0	\$0	\$0	\$0	\$39,000	\$0	\$39,000	\$0
		Total		\$115,171,116	\$7,752,114	\$0	\$0	\$0	\$0	\$122,923,229	\$109,571,196	\$12,127,658	\$1,224,376
S	12137	2015 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		STP_FLX_ST		\$0	\$281,179	\$0	\$0	\$0	\$0	\$281,179	\$262,143	\$0	\$0
		ST_BRIDGE		\$11,214	\$5,093,285	\$0	\$0	\$0	\$0	\$5,104,499	\$0	\$5,093,285	\$0
		Total		\$11,214	\$5,374,464	\$0	\$0	\$0	\$0	\$5,385,678	\$262,143	\$5,093,285	\$0
S	12138	2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$4,343,910	\$7,979	\$0	\$0	\$0	\$0	\$4,351,889	\$4,057,266	\$294,623	\$0
		STP_BRIDGE		\$0	\$250,375	\$0	\$0	\$0	\$0	\$250,375	\$233,424	\$540	\$0
		STP_FLX_ST		\$2,107,952	\$0	\$0	\$0	\$0	\$0	\$2,107,952	\$1,965,244	\$142,708	\$0
		ST_BRIDGE		\$2,740,603	\$479,325	\$0	\$0	\$0	\$0	\$3,219,927	\$0	\$3,219,927	\$0
		ST_CONCPT_D3		\$1,310	\$0	\$0	\$0	\$0	\$0	\$1,310	\$0	\$1,310	\$0
		Total		\$9,193,775	\$737,678	\$0	\$0	\$0	\$0	\$9,931,453	\$6,255,934	\$3,659,109	\$0
S	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$7,786,251	\$1,991,860	\$0	\$0	\$0	\$0	\$9,778,111	\$9,116,133	\$661,978	\$0
		STP_BRIDGE		\$750,000	\$242,048	\$0	\$0	\$0	\$0	\$992,048	\$924,886	\$67,162	\$0
		STP_FLX_ST		\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		ST_BRIDGE		\$1,484,215	\$6,761,224	\$0	\$0	\$0	\$0	\$8,245,439	\$0	\$6,761,224	\$0
		Total		\$11,020,467	\$8,995,132	\$0	\$0	\$0	\$0	\$20,015,598	\$10,973,319	\$7,558,064	\$0



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UDOT electronic Program Management
Statewide Transportation Improvement Program



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Table with columns: Region, PIN, Program Description, Fund, Prior, 2019, 2020, 2021, 2022, CD, Total, Fed Aid, State, Other. Includes sections for County Programs, UNOBLIGATED TIF/CHNF FUNDS PROGRAM, 2018 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM, and 2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM.



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$210,000	\$1,990,000	\$0	\$0	\$0	\$0	\$2,200,000	\$2,051,060	\$134,723	\$0
		STP_BRIDGE		\$165,000	\$1,394,836	\$0	\$0	\$0	\$0	\$1,559,836	\$1,454,235	\$94,430	\$0
		ST_BRIDGE		\$5,957	\$9,528,862	\$0	\$0	\$0	\$0	\$9,534,818	\$0	\$9,528,862	\$0
		Total		\$380,957	\$12,913,697	\$0	\$0	\$0	\$0	\$13,294,654	\$3,505,295	\$9,758,015	\$0
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		LOCAL_GOV		\$1,416,700	\$64,161	\$0	\$0	\$0	\$0	\$1,480,861	\$0	\$0	\$1,416,700
		LOCAL_MATCH		\$101,550	\$0	\$0	\$0	\$0	\$0	\$101,550	\$0	\$0	\$101,550
		L_PASS_MATCH		\$4,174,831	\$682,440	\$0	\$0	\$0	\$0	\$4,857,271	\$0	\$0	\$4,174,831
		ST_CONT_R1		\$118,829	\$0	\$0	\$0	\$0	\$0	\$118,829	\$0	\$118,829	\$0
		ST_CONT_R3		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_PVMT		\$8,224,642	\$4,987,589	\$2,000,000	\$2,000,000	\$0	\$0	\$17,212,231	\$0	\$14,881,428	\$2,330,803
		ST_TRANS_SOL		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$14,236,551	\$7,734,190	\$2,000,000	\$2,000,000	\$0	\$0	\$25,970,741	\$0	\$17,200,257	\$8,023,884
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		EQ_BONUS(MG)		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$93,230	\$6,770	\$0
		HSIP		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		HSIP_100%		\$1,864,600	\$0	\$0	\$0	\$0	\$0	\$1,864,600	\$1,864,600	\$0	\$0
		NHPP_EXEMPT		\$4,760,995	\$0	\$0	\$0	\$0	\$0	\$4,760,995	\$4,438,676	\$322,319	\$0
		NHPP_IM		\$3,760,217	\$0	\$0	\$0	\$0	\$0	\$3,760,217	\$3,541,372	\$218,845	\$0
		NHPP_NHS		\$3,112,550	\$0	\$0	\$0	\$0	\$0	\$3,112,550	\$2,901,830	\$210,720	\$0
		NHS		\$639,005	\$0	\$0	\$0	\$0	\$0	\$639,005	\$595,744	\$43,261	\$0
		STP_FLX_ST		\$36,988,522	\$847,763	\$0	\$0	\$0	\$0	\$37,836,284	\$35,274,768	\$2,561,516	\$0
		STP_RURAL		\$849,354	\$0	\$0	\$0	\$0	\$0	\$849,354	\$791,853	\$57,501	\$0
		ST_CONCPT_D1		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_CONCPT_D3		\$1,804	\$0	\$0	\$0	\$0	\$0	\$1,804	\$0	\$1,804	\$0
		ST_CONCPT_D4		\$13,360	\$0	\$0	\$0	\$0	\$0	\$13,360	\$0	\$13,360	\$0
		ST_CONT_R1		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_CONT_R3		\$210,000	\$0	\$0	\$0	\$0	\$0	\$210,000	\$0	\$210,000	\$0
		ST_PVMT		\$547,896	\$96	\$0	\$0	\$0	\$0	\$547,896	\$0	\$547,896	\$0
		ST_SIGNALS		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_TOLL_CR		\$135,400	\$0	\$0	\$0	\$0	\$0	\$135,400	\$0	\$135,400	\$0
		Total		\$55,123,606	\$847,859	\$0	\$0	\$0	\$0	\$55,971,465	\$51,366,673	\$4,604,792	\$0



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		LOCAL_GOV		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0
		NHPP_IM		\$2,195,000	\$0	\$0	\$0	\$0	\$0	\$2,195,000	\$2,067,251	\$127,749	\$0
		NHPP_NHS		\$388,170	\$0	\$0	\$0	\$0	\$0	\$388,170	\$361,891	\$26,279	\$0
		STP_BRIDGE		\$1,690,164	\$0	\$0	\$0	\$0	\$0	\$1,690,164	\$1,575,740	\$114,424	\$0
		STP_FLX_ST		\$15,132,395	\$354,963	\$0	\$0	\$0	\$0	\$15,487,359	\$14,438,865	\$1,048,494	\$0
		ST_ATMS		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_CODE_ONE		\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_INS-RECOV		\$0	\$322,017	\$0	\$0	\$0	\$0	\$322,017	\$0	\$322,017	\$0
		ST_PVMT		\$41,233	\$1,107,767	\$0	\$0	\$0	\$0	\$1,149,000	\$0	\$1,107,767	\$0
		Total		\$19,446,963	\$2,299,747	\$0	\$0	\$0	\$0	\$21,746,710	\$18,443,747	\$3,061,730	\$0
S	13718	2018 ASSET MANAGEMENT PROGRAM											
S	13766	2016 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM											
		ST_PVMT		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$1	\$0
S	13767	2017 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	13768	2018 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	13769	2016 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		STP_FLX_ST		\$3,621,610	\$0	\$0	\$0	\$0	\$0	\$3,621,610	\$3,376,427	\$245,183	\$0
		ST_PVMT		\$3,678,390	\$0	\$0	\$0	\$0	\$0	\$3,678,390	\$0	\$3,678,390	\$0
		Total		\$7,300,000	\$0	\$0	\$0	\$0	\$0	\$7,300,000	\$3,376,427	\$3,923,573	\$0
S	13770	2017 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		HSIP		\$410,100	\$0	\$0	\$0	\$0	\$0	\$410,100	\$382,336	\$27,764	\$0
		HSIP_HRRR_SR		\$444,663	\$0	\$0	\$0	\$0	\$0	\$444,663	\$414,559	\$30,104	\$0
		STP_FLX_ST		\$2,000,000	\$4,415,252	\$0	\$0	\$0	\$0	\$6,415,252	\$5,980,939	\$298,913	\$0
		STP_RURAL		\$2,145,232	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$145,232	\$0
		ST_PVMT		\$0	\$649,000	\$0	\$0	\$0	\$0	\$649,000	\$0	\$649,000	\$0
		ST_PVMT_LV2		\$2,334,540	\$37,816,343	\$0	\$0	\$0	\$0	\$40,150,883	\$0	\$37,816,343	\$0
		Total		\$7,334,535	\$42,880,595	\$0	\$0	\$0	\$0	\$50,215,130	\$8,777,834	\$38,967,355	\$0



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		LOCAL_GOVT		\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0
		NHPP_NHS		\$2,650,000	\$0	\$0	\$0	\$0	\$0	\$2,650,000	\$2,470,595	\$179,405	\$0
		STP_FLX_ST		\$1,761,820	\$68,180	\$0	\$0	\$0	\$0	\$1,830,000	\$1,706,109	\$123,891	\$0
		ST_PVMT		\$0	\$480,683	\$0	\$0	\$0	\$0	\$480,683	\$0	\$480,683	\$0
		ST_PVMT_LV2		\$364,522	\$26,457,078	\$0	\$0	\$0	\$0	\$26,821,600	\$0	\$26,457,078	\$0
		Total		\$4,776,342	\$27,035,940	\$0	\$0	\$0	\$0	\$31,812,283	\$4,176,704	\$27,241,057	\$0
S	13952	2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		NHPP_IM		\$250,000	\$22,750,000	\$0	\$0	\$0	\$0	\$23,000,000	\$21,661,400	\$1,324,050	\$0
		NHPP_NHS		\$103,500	\$5,346,500	\$0	\$0	\$0	\$0	\$5,450,000	\$5,081,035	\$361,958	\$0
		STP_FLX_ST		\$1,487,000	\$25,543,000	\$0	\$0	\$0	\$0	\$27,030,000	\$25,200,069	\$1,729,261	\$0
		Total		\$1,840,500	\$53,639,500	\$0	\$0	\$0	\$0	\$55,480,000	\$51,942,504	\$3,415,269	\$0
S	13953	2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		EM_RPF9@93.2		\$0	\$27,237	\$0	\$0	\$0	\$0	\$27,237	\$25,393	\$1,844	\$0
		EM_RPS9@93.2		\$0	\$53	\$0	\$0	\$0	\$0	\$53	\$49	\$4	\$0
		NHPP_IM		\$150,000	\$8,450,000	\$0	\$0	\$0	\$0	\$8,600,000	\$8,099,480	\$491,790	\$0
		NHPP_NHS		\$460,000	\$24,031,000	\$0	\$0	\$0	\$0	\$24,491,000	\$22,832,959	\$1,626,899	\$0
		STP_FLX_ST		\$995,000	\$70,578,250	\$0	\$0	\$0	\$0	\$71,573,250	\$66,727,741	\$4,778,148	\$0
		STP_UB_P/O_U		\$30,000	\$470,000	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$31,819	\$0
		ST_CONCPT_D3		\$4,041	\$0	\$0	\$0	\$0	\$0	\$4,041	\$0	\$4,041	\$0
		ST_PVMT		\$0	\$1,196,687	\$0	\$0	\$0	\$0	\$1,196,687	\$0	\$1,196,687	\$0
		ST_PVMT_LV2		\$0	\$10,473,750	\$0	\$0	\$0	\$0	\$10,473,750	\$0	\$10,473,750	\$0
		Total		\$1,639,041	\$115,226,976	\$0	\$0	\$0	\$0	\$116,866,017	\$98,151,772	\$18,604,980	\$0
S	14313	2019 LOW VOLUME PRESERAVTION (ORANGE BOOK) PROGRM											
		ST_PVMT_LV2		\$0	\$3,776,250	\$0	\$0	\$0	\$0	\$3,776,250	\$0	\$3,776,250	\$0
		Total		\$0	\$3,776,250	\$0	\$0	\$0	\$0	\$3,776,250	\$0	\$3,776,250	\$0
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_PVMT_LV2		\$0	\$27,075,000	\$6,550,000	\$0	\$0	\$0	\$33,625,000	\$0	\$33,625,000	\$0
		Total		\$0	\$27,075,000	\$6,550,000	\$0	\$0	\$0	\$33,625,000	\$0	\$33,625,000	\$0
S	14315	2019 BRIDGE PREVENATIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$0	\$10,948,000	\$0	\$0	\$0	\$0	\$10,948,000	\$10,206,820	\$741,180	\$0
		STP_BRIDGE		\$0	\$2,252,000	\$0	\$0	\$0	\$0	\$2,252,000	\$2,099,540	\$741,180	\$0
		ST_BRIDGE		\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000	\$0	\$2,300,000	\$0
		Total		\$0	\$15,500,000	\$0	\$0	\$0	\$0	\$15,500,000	\$12,306,360	\$3,782,359	\$0
S	14317	2019 ASSET MANAGEMENT PROGRAM											



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County Programs													
S	14349	2017 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$385,382	\$0	\$0	\$0	\$0	\$385,382	\$0	\$385,382	\$0
S	14350	2018 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	14351	2019 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	15195	2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		NHPP_IM		\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$3,767,200	\$232,800	\$0
		NHPP_NHS		\$0	\$0	\$10,038,335	\$0	\$0	\$0	\$10,038,335	\$9,358,740	\$679,595	\$0
		STP_FLX_ST		\$0	\$0	\$58,196,316	\$0	\$0	\$0	\$58,196,316	\$54,256,425	\$3,939,891	\$0
		Total		\$0	\$0	\$72,234,651	\$0	\$0	\$0	\$72,234,651	\$67,382,365	\$4,852,286	\$0
S	15196	2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		NHPP_IM		\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$3,767,200	\$232,800	\$0
		NHPP_NHS		\$0	\$0	\$10,542,665	\$0	\$0	\$0	\$10,542,665	\$9,828,927	\$713,738	\$0
		STP_FLX_ST		\$0	\$0	\$71,272,864	\$0	\$0	\$0	\$71,272,864	\$66,447,691	\$4,825,173	\$0
		STP_UB_P/O_U		\$0	\$0	\$7,820,000	\$0	\$0	\$0	\$7,820,000	\$7,290,586	\$529,414	\$0
		Total		\$0	\$0	\$93,635,529	\$0	\$0	\$0	\$93,635,529	\$87,334,404	\$6,301,125	\$0
S	15197	2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM	ST_PVMT_LV2	\$0	\$0	\$9,600,000	\$0	\$0	\$0	\$9,600,000	\$0	\$9,600,000	\$0
S	15198	2020 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM	ST_PVMT_LV2	\$0	\$0	\$19,330,000	\$0	\$0	\$0	\$19,330,000	\$0	\$19,330,000	\$0
S	15199	2020 BRIDGE PREVENATIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000	\$2,330,750	\$169,250	\$0
		STP_BRIDGE		\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
		ST_BRIDGE		\$0	\$0	\$12,500,000	\$0	\$0	\$0	\$12,500,000	\$0	\$12,500,000	\$0
		Total		\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000	\$6,992,250	\$13,007,750	\$0
S	15200	2020 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	15201	2020 ASSET MANAGEMENT PROGRAM											



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
County Programs													
S	16193	2021 PAVEMENT PRESERVATION PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$13,594,250	\$0	\$0	\$13,594,250	\$12,803,065	\$2,033,049	\$0
		NHPP_NHS		\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$30,000,000	\$27,969,000	\$3,272,864	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$29,000,000	\$0	\$0	\$29,000,000	\$27,036,700	\$3,205,164	\$0
		Total		\$0	\$0	\$0	\$72,594,250	\$0	\$0	\$72,594,250	\$67,808,765	\$8,511,077	\$0
S	16194	2021 PAVEMENT REHABILITATION PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$18,905,750	\$0	\$0	\$18,905,750	\$17,805,435	\$1,100,315	\$0
		NHPP_NHS		\$0	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$32,630,500	\$2,369,500	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$32,630,500	\$2,369,500	\$0
		Total		\$0	\$0	\$0	\$88,905,750	\$0	\$0	\$88,905,750	\$83,066,435	\$5,839,315	\$0
S	16195	2021 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$9,500,000	\$0	\$0	\$9,500,000	\$0	\$9,500,000	\$0
S	16196	2021 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$30,500,000	\$0	\$0	\$30,500,000	\$0	\$30,500,000	\$0
S	16197	2021 BRIDGE PREVENATIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$2,330,750	\$169,250	\$0
		STP_BRIDGE		\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		ST_BRIDGE		\$0	\$0	\$0	\$12,500,000	\$0	\$0	\$12,500,000	\$0	\$12,500,000	\$0
		Total		\$0	\$0	\$0	\$15,500,000	\$0	\$0	\$15,500,000	\$2,796,900	\$12,703,100	\$0
S	16198	2021 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	16780	STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM											
		NHPP_IM		\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$1,130,160	\$69,840	\$0
		NHPP_NHS		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$69,840	\$0
		STP_FLX_ST		\$0	\$6,400,000	\$3,000,000	\$0	\$0	\$0	\$9,400,000	\$8,763,620	\$636,380	\$0
		ST_TRANS_SOL		\$0	\$17,000,000	\$5,000,000	\$0	\$0	\$0	\$22,000,000	\$0	\$22,000,000	\$0
		Total		\$0	\$26,400,000	\$8,000,000	\$0	\$0	\$0	\$34,400,000	\$11,571,920	\$22,776,060	\$0
T	16139	UNFUNDED TIF CONCEPT											



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Region	PIN	Program Description	Fund	Prior	2019	2020	2021	2022	CD	Total	Fed Aid	State	Other
Region County Programs													
1	5981	REGION ONE COMMUTER LINK PROGRAM											
		CMAQ_WFRC		\$2,147,313	\$5,963,178	\$1,803,470	\$0	\$0	\$525,000	\$10,438,961	\$9,732,243	\$561,345	\$0
		ST_ATMS		\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		Total		\$2,147,313	\$5,993,178	\$1,803,470	\$0	\$0	\$525,000	\$10,468,961	\$9,732,243	\$1,108,013	\$0
1	8418	REGION ONE PROGRAM DE-OBLIGATION FUND											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_PM2.5		\$0	\$1,971,468	\$0	\$0	\$0	\$0	\$1,971,468	\$1,838,000	\$133,468	\$0
		CMAQ_TOOELE		\$0	\$306,069	\$0	\$0	\$0	\$0	\$306,069	\$285,348	\$133,468	\$0
		CMAQ_WFRC		\$5,452,041	\$5,096,460	\$1,636,115	\$0	\$0	\$2,681,905	\$14,866,521	\$13,860,058	\$1,006,464	\$0
		FA_SHRP2		\$188,408	\$0	\$0	\$0	\$0	\$0	\$188,408	\$188,408	\$0	\$0
		HSIP		\$128,000	\$0	\$0	\$0	\$0	\$0	\$128,000	\$119,334	\$8,666	\$0
		STP_FLX_MAG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_ATMS		\$100,000	\$55,832	\$0	\$0	\$0	\$0	\$155,832	\$0	\$155,832	\$0
		Total		\$5,868,449	\$7,429,830	\$1,636,115	\$0	\$0	\$2,681,905	\$17,616,299	\$16,291,148	\$1,437,898	\$0
2	8419	REGION TWO PROGRAM DE-OBLIGATION FUND											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		\$755,800	\$43,629	\$0	\$0	\$0	\$0	\$799,429	\$745,307	\$54,121	\$0
		ST_ATMS		\$0	\$236,000	\$0	\$0	\$0	\$0	\$236,000	\$0	\$236,000	\$0
		Total		\$755,800	\$279,629	\$0	\$0	\$0	\$0	\$1,035,429	\$745,307	\$304,890	\$0
3	8420	REGION THREE PROGRAM DE-OBLIGATION FUND											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	8421	REGION FOUR PROGRAM DE-OBLIGATION FUND											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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Table with columns: Region, PIN, Program Description, Fund, Prior, 2019, 2020, 2021, 2022, CD, Total, Fed Aid, State, Other. Includes sections for Statewide County Programs, Highway Safety Improvement Program (HSIP), and Statewide Spot Safety Improvement Program.



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Statewide County Programs													
S	6064	RAILROAD CROSSING PROGRAM											
		LOCAL_GOVT		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
		R/H_DEVIC90S		\$105,000	\$295,000	\$0	\$0	\$0	\$0	\$400,000	\$360,000	\$29,500	\$0
		R/H_DEVICES1		\$211,500	\$1,183,500	\$0	\$0	\$0	\$0	\$1,395,000	\$1,395,000	\$0	\$0
		R/H_DEVICES90		\$3,334,719	\$3,182,302	\$967,000	\$967,000	\$0	\$967,000	\$9,418,021	\$8,476,219	-\$343,862,668	\$344,782,970
		R/H_HZ_EL90S		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$10,000	\$0
		R/H_HZ_ELM90		\$3,791,095	\$3,991,120	\$967,000	\$967,000	\$0	\$967,000	\$10,683,215	\$9,614,894	-\$295,864,990	\$296,881,312
		ST_INELIGIBL		\$0	\$24	\$0	\$0	\$0	\$0	\$24	\$0	\$24	\$0
		ST_MATCH		\$40,000	\$120,000	\$0	\$0	\$0	\$0	\$160,000	\$0	\$120,000	\$0
		Total		\$7,492,314	\$8,871,946	\$1,934,000	\$1,934,000	\$0	\$1,934,000	\$22,166,261	\$19,936,113	-\$639,519,983	\$642,021,394
S	6129	STATEWIDE SMALL AREA LIGHTING											
		ST_LIGHTING		\$611,291	\$420,027	\$300,000	\$0	\$0	\$0	\$1,331,317	\$0	\$1,331,317	\$0
		Total		\$611,291	\$420,027	\$300,000	\$0	\$0	\$0	\$1,331,317	\$0	\$1,331,317	\$0
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM											
		L_BETTERMENT		\$209,316	\$10,881	\$0	\$0	\$0	\$0	\$220,197	\$0	\$0	\$209,316
		SR2S_INFR		\$116,845	\$0	\$0	\$0	\$0	\$0	\$116,845	\$116,845	\$0	\$0
		ST_PVMT		\$736,335	\$1,756,638	\$0	\$0	\$0	\$0	\$2,492,973	\$0	\$1,756,638	\$0
		TAP_FLEX		\$2,015,769	\$437,961	\$0	\$0	\$0	\$0	\$2,453,730	\$2,287,612	\$25,426	\$140,691
		TAP_SU_CMPO		\$278,188	\$36,239	\$0	\$0	\$0	\$0	\$314,427	\$293,140	\$0	\$21,287
		Total		\$3,356,453	\$2,241,719	\$0	\$0	\$0	\$0	\$5,598,172	\$2,697,598	\$1,782,065	\$410,757
S	6364	STATEWIDE SIGN MODIFICATIONS & REPLACEMENT PROGRAM											
		ST_SIGNING		\$589,767	\$1,232,387	\$400,000	\$0	\$0	\$0	\$2,222,154	\$0	\$1,632,387	\$0
		Total		\$589,767	\$1,232,387	\$400,000	\$0	\$0	\$0	\$2,222,154	\$0	\$1,632,387	\$7,360
S	6432	STATEWIDE-TRANSPORTATION ENHANCEMENT PROGRAM FY 2010 & 201											
		STP_ENH_EAC		\$0	\$23,307	\$0	\$0	\$0	\$0	\$23,307	\$18,646	\$0	\$0
		STP_ENH_ST		\$0	\$21,403	\$0	\$0	\$0	\$0	\$21,403	\$17,123	\$0	\$0
		TAP_NU_JHC		\$0	\$86,088	\$0	\$0	\$0	\$0	\$86,088	\$80,260	\$0	\$0
		Total		\$0	\$130,798	\$0	\$0	\$0	\$0	\$130,798	\$116,028	\$0	\$0
S	6632	2011 STATEWIDE PAVEMENT PRESERVATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6672	STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM											
		ST_HWY_TRNSF		\$0	\$1,493,567	\$300,000	\$300,000	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		Total		\$0	\$1,493,567	\$300,000	\$300,000	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0



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Statewide County Programs													
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS											
		BRD_F		\$0	\$2,680	\$0	\$0	\$0	\$0	\$2,680	\$2,680	\$0	\$0
		BR_ON/OFF		\$40,000	\$397,255	\$0	\$0	\$0	\$0	\$437,255	\$349,804	\$79,451	\$0
		NHPP_BR		\$0	\$391,860	\$0	\$0	\$0	\$0	\$391,860	\$365,331	\$71,451	\$0
		STP_BRIDGE		\$0	\$551,203	\$0	\$0	\$0	\$0	\$551,203	\$513,887	\$71,451	\$0
		ST_BRIDGE		\$1,500,000	\$595,654	\$0	\$0	\$0	\$0	\$2,095,654	\$0	\$2,095,654	\$0
		Total		\$1,540,000	\$1,938,652	\$0	\$0	\$0	\$0	\$3,478,652	\$1,231,702	\$2,460,909	\$0
S	6938	FY 2007 SCENIC BYWAYS PROGRAM AWARDS											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS											
		ST_INS-RECOV		\$1,235,000	\$400,000	\$0	\$0	\$0	\$0	\$1,635,000	\$0	\$1,635,000	\$0
		Total		\$1,235,000	\$400,000	\$0	\$0	\$0	\$0	\$1,635,000	\$0	\$1,635,000	\$0
S	7496	SCENIC BYWAYS PROGRAM AWARDS											
		BYWAYS		\$226,156	\$69,000	\$0	\$0	\$0	\$0	\$295,156	\$281,356	\$0	\$13,800
		L_PASS_MATCH		\$56,539	\$0	\$0	\$0	\$0	\$0	\$56,539	\$0	\$0	\$56,539
		Total		\$282,695	\$69,000	\$0	\$0	\$0	\$0	\$351,695	\$281,356	\$0	\$70,339
S	8072	STATEWIDE; FY 2013 PAVEMENT PRESERVATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	8073	STATEWIDE; FY 2012 PAVEMENT REHABILITATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	8074	STATEWIDE; FY 2012 & 2013 PAVEMENT REHABILITATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	8528	FY2011 BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$286,875	\$0	\$0	\$0	\$0	\$0	\$286,875	\$0	\$286,875	\$0
		Total		\$286,875	\$0	\$0	\$0	\$0	\$0	\$286,875	\$0	\$286,875	\$0



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Statewide County Programs													
S	8549	FY 2012 & 2013 ENHANCEMENT PROGRAM											
		BYWAYS		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		EM_2012_PLHD		\$1,525,000	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$1,525,000	\$0	\$0
		ENH_EAC_100%		\$516,000	\$14,496	\$0	\$0	\$0	\$0	\$530,496	\$530,496	\$0	\$0
		LOCAL_GOV		\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$0	\$130,000
		L_BETTERMENT		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000
		OTHER		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		STP_ENH_EAC		\$0	\$69,223	\$0	\$0	\$0	\$0	\$69,223	\$55,379	\$0	\$0
		STP_ENH_ST		\$1,464,370	\$145,000	\$0	\$0	\$0	\$0	\$1,609,370	\$1,287,496	\$321,874	\$0
		STP_FLX_ST		\$105,000	\$0	\$0	\$0	\$0	\$0	\$105,000	\$97,892	\$7,109	\$0
		ST_CONT_R2		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_MATCH		\$0	\$7,109	\$0	\$0	\$0	\$0	\$7,109	\$0	\$7,109	\$0
		TAP_URB_WFRC		\$536,308	\$0	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$36,308	\$0
		Total		\$4,576,678	\$235,828	\$0	\$0	\$0	\$0	\$4,812,506	\$3,996,262	\$422,399	\$380,000
S	8922	PUBLIC RELATIONS PROGRAM											
		ST_CONT_PG		\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_CONT_R1		\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_CONT_R2		\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R3		\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R4		\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_KW_KW_C		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PR		\$0	\$4,625,000	\$800,000	\$800,000	\$0	\$0	\$6,225,000	\$0	\$6,225,000	\$0
		Total		\$0	\$5,620,000	\$800,000	\$800,000	\$0	\$0	\$7,220,000	\$0	\$7,220,000	\$0



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Various County Programs													
1	5599	Region One Contingency Funds											
		LOCAL_GOV		\$275,000	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$275,000	\$0
		ST_CONT_PG		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_CONT_R1		\$2,328,728	\$3,494,869	\$1,500,000	\$1,500,000	\$0	\$0	\$8,823,597	\$0	\$6,494,869	\$0
		ST_CONT_R2		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_PVMT		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		Total		\$3,063,728	\$3,494,869	\$1,500,000	\$1,500,000	\$0	\$0	\$9,558,597	\$0	\$7,229,869	\$0
2	5589	Region Two Contingency Funds											
		L_BETTERMENT		\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
		OTHER_STATE		\$0	\$8,000	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
		ST_CONT_R2		\$6,318	\$3,739,134	\$1,500,000	\$1,500,000	\$0	\$0	\$6,745,452	\$0	\$6,739,134	\$0
		ST_SPOT_MNT		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SPOT_SFTY		\$0	\$5,500	\$0	\$0	\$0	\$0	\$5,500	\$0	\$5,500	\$0
		Total		\$34,883	\$3,731,069	\$1,500,000	\$1,500,000	\$0	\$0	\$6,765,952	\$0	\$6,766,634	\$22,565
3	5597	Region Three Contingency Funds											
		LOCAL_GOV		\$25,000	\$20,000	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$25,000
		STP_UR_P/O@1		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0
		ST_CONST		\$0	\$13,243	\$0	\$0	\$0	\$0	\$13,243	\$0	\$13,243	\$0
		ST_CONT_R3		\$1,030,082	\$2,480,824	\$1,500,000	\$1,500,000	\$0	\$0	\$6,510,906	\$0	\$5,480,824	\$0
		ST_CONT_R4		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_EXCH_MAG		\$93,230	\$0	\$0	\$0	\$0	\$0	\$93,230	\$0	\$93,230	\$0
		ST_SAFE_SIDE		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000	\$0
		UTA_FUNDS		\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$10,000
		Total		\$1,195,312	\$2,549,067	\$1,500,000	\$1,500,000	\$0	\$0	\$6,744,379	\$25,000	\$5,624,297	\$35,000
4	5591	Region Four Contingency Funds											
		LOCAL_GOV		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000
		ST_CONT_R4		\$2,394,713	\$2,355,400	\$1,500,000	\$1,500,000	\$0	\$0	\$7,750,114	\$0	\$7,750,114	\$0
		Total		\$2,414,713	\$2,355,400	\$1,500,000	\$1,500,000	\$0	\$0	\$7,770,114	\$0	\$7,750,114	\$20,000
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS											
		NHPP_IM		\$0	\$209,790	\$0	\$0	\$0	\$0	\$209,790	\$197,580	\$20,000	\$0
		NHPP_NHS		\$0	\$1,054,738	\$0	\$0	\$0	\$0	\$1,054,738	\$983,333	\$20,000	\$0
		STP_FLX_ST		\$0	\$2,272,591	\$0	\$0	\$0	\$0	\$2,272,591	\$2,118,736	\$20,000	\$0
		STP_RURAL		\$0	\$1,982,478	\$0	\$0	\$0	\$0	\$1,982,478	\$1,848,264	\$20,000	\$0
		ST_CLS_ADJ		\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$0
		ST_CONT_PG		\$864,766	\$1,161,804	\$500,000	\$500,000	\$0	\$0	\$3,026,569	\$0	\$2,161,804	\$0
		ST_EXCHANGE		\$0	\$164,258	\$0	\$0	\$0	\$0	\$164,258	\$0	\$164,258	\$0
		ST_PVMT		\$0	\$7,231	\$0	\$0	\$0	\$0	\$7,231	\$0	\$7,231	\$0
		ST_TIF_EXCH		\$0	\$48,152	\$0	\$0	\$0	\$0	\$48,152	\$0	\$48,152	\$0
		Total		\$864,766	\$7,004,032	\$500,000	\$500,000	\$0	\$0	\$8,868,798	\$5,147,913	\$2,704,435	\$0



DRAFT

**UDOT electronic Program Management
Statewide Transportation Improvement Program**



DRAFT for Release to FHWA/FTA for Review

STIP 2019-2024

Report Run on: Jun 05, 2018, 07:02 P.M.

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TRANSIT:	2019	2020	2021	2022	CD	Total
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SECTION VIII

SALT LAKE/ WEST VALLEY AND THE OGDEN/ LAYTON URBAN AREA

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5337 – Capital Investment Program – State of Good Repair

Section 5339 – Capital Investment Program – Bus & Bus Facilities

Section 5310 – Elderly Persons and Persons with Disabilities

Capital Investment Program – Discretionary Grants

Capital Investment Program – Local Funds

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Funds Obligated in FY 2017	Estimated Federal Share and Phasing					
					(Fiscal Year)					
					2018	2019	2020	2021	2022	2023
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	192,148,419	38,429,684	19,629,007	20,908,680	21,626,914	21,802,965	22,078,650	21,802,965	25,869,554
UTA	ADA Operating Assistance for Paratransit Service	48,459,594	9,691,919	5,038,480	5,296,091	5,406,729	5,519,662	5,519,662	5,519,662	6,467,389
UTA	Planning	1,375,054	275,011	272,988	275,685		275,685		275,685	
SUBTOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		241,983,066	48,396,613	24,940,475	26,480,456	27,033,643	27,598,312	27,598,312	27,598,312	32,336,943
OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	93,363,424	18,672,685	9,761,734	10,124,413	10,472,197	10,557,444	10,690,936	10,557,444	12,526,570
UTA	ADA Operating Assistance for Paratransit Services	23,547,580	4,709,516	2,505,695	2,564,476	2,618,049	2,672,734	2,672,734	2,672,734	3,131,642
UTA	Planning	670,295	134,059	135,760	133,492		133,492		133,492	
SUBTOTAL: OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307		117,581,298	23,516,260	12,403,189	12,822,381	13,090,246	13,363,670	13,363,670	13,363,670	15,658,212

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5307 Related LOCAL Funds Obligated in FY 2017	Estimated Planned LOCAL Amount and Phasing (Fiscal Year)					
					2018	2019	2020	2021	2022	2023
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS										
UTA	LOCALLY FUNDED Security Equipment	2,264,680	452,936	125,285	264,805	270,336	275,983	275,983	275,983	323,369
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	2,419,831	2,419,831	249,405	264,805	270,336	275,983	275,983	275,983	323,369
OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS										
UTA	LOCALLY FUNDED Security Equipment	1,177,380	235,476	125,285	128,224	130,902	133,637	133,637	133,637	156,582
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	1,175,813	1,175,813	124,032	128,224	130,902	133,637	133,637	133,637	156,582

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated Through FY 2017	Estimated Federal Funding and Phasing (Fiscal Year)					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS												
				-	-	-						
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS				-	-	-						

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - PROVO-OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5337 Funds Obligated in FY 2017	Estimated Federal Share and Phasing					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR												
UTA	2002	High Intensity Fixed Guideway & High Intensity Motor Bus State of Good Repair & Preventive Maintenance	5337 State of Good Repair	171,350,350	34,270,070	13,091,336	13,317,889	17,330,506	21,431,320	23,738,730	23,965,422	24,205,077
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO-OREM URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR				171,350,350	34,270,070	13,091,336	13,317,889	17,330,506	21,431,320	23,738,730	23,965,422	24,205,077

*Section 5337 State of Good Repair money can only be used on fixed guideway systems that have been in operation at least 7 years. As fixed guideways become at least 7 years old, the National Transit Database (NTD) will show that increase in fixed guideway miles. The Federal allocation formula will use those new numbers to increase allocations as UTA's rail systems meet this requirement. There is a two year lag for eligible systems to receive funds; one year for it to be reported to NTD Data and one year for it to be used as part of the federal formula.

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated Through FY 2017	Estimated Federal Funding and Phasing (Fiscal Year)					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS												
				-	-	-						
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS				-	-	-						

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - PROVO-OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5337 Funds Obligated in FY 2017	Estimated Federal Share and Phasing					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR												
UTA	2002	High Intensity Fixed Guideway & High Intensity Motor Bus State of Good Repair & Preventive Maintenance	5337 State of Good Repair	171,350,350	34,270,070	13,091,336	13,317,889	17,330,506	21,431,320	23,738,730	23,965,422	24,205,077
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO-OREM URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR				171,350,350	34,270,070	13,091,336	13,317,889	17,330,506	21,431,320	23,738,730	23,965,422	24,205,077

*Section 5337 State of Good Repair money can only be used on fixed guideway systems that have been in operation at least 7 years. As fixed guideways become at least 7 years old, the National Transit Database (NTD) will show that increase in fixed guideway miles. The Federal allocation formula will use those new numbers to increase allocations as UTA's rail systems meet this requirement. There is a two year lag for eligible systems to receive funds; one year for it to be reported to NTD Data and one year for it to be used as part of the federal formula.

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5339 Funds Obligated in FY 2017	Estimated Phasing					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES												
UTA		Bus Purchases	5339 Bus & Bus Facilities Formula	4,390,468	878,094		2,965,723					546,651
UTA		Depot District Technology Center	5339 Bus & Bus Facilities Formula	15,624,486	3,124,897			3,042,579	3,121,022	3,152,233	3,183,755	
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES FORMULA FUNDS				15,624,486	3,124,897	-	2,965,723	3,042,579	3,121,022	3,152,233	3,183,755	546,651

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2017	Estimated Federal Share and Phasing					
							2018	2019	2020	2021	2022	2023
SPECIAL NEEDS FOR THE ELDERLY INDIVIDUALS WITH DISABILITIES - SECTION 5310												
Salt Lake City / West Valley City ADMINISTRATION			5310	687,675	-	130,453	66,531	67,862	69,219	70,603	72,016	73,456
Salt Lake City / West Valley City TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)			5310	4,175,649	835,130	895,630	387,578	395,329	403,236	411,301	419,527	427,918
Salt Lake City / West Valley City OTHER 5310 CAPITAL (Infrastructure etc.)			5310	678,844	135,769	-	86,091	87,813	89,570	91,361	93,188	95,052
Salt Lake City / West Valley City 5310 OPERATIONS			5310	2,741,874	1,370,937	581,507	125,145	127,648	130,201	132,805	135,461	138,170
Ogden / Layton ADMINISTRATION			5310	382,241	-	72,512	36,981	37,721	38,475	39,245	40,029	40,830
Ogden / Layton TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)			5310	2,437,754	487,551	381,400	248,696	253,670	258,743	263,918	269,196	274,580
Ogden / Layton OTHER 5310 CAPITAL (Infrastructure etc.)			5310	490,806	98,161	64,421	52,032	53,073	54,134	55,217	56,321	57,447
Ogden / Layton 5310 OPERATIONS			5310	450,024	225,012	157,516	32,102	32,744	33,399	34,067	34,748	35,443
WFRC TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES				12,044,867	3,152,559	2,283,439	1,035,156	1,055,860	1,076,977	1,098,517	1,120,486	1,142,896

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Sec)	Estimated Total Project Cost	Local Share of Project	2017 Funds (plus Past Federal Funds on Depot District)	Estimated Federal Funding and Phasing (Fiscal Year)					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - DISCRETIONARY GRANTS												
UTA	2016	Positive Train Control, FTA Grant (See amounts in Provo-Orem area too)	3028	3,600,760	720,152	2,880,608						
UTA	2011	Depot District Technology Center: Design and Construction (Including CNG Fueling Facility). See also 5339 Formula funds programed in that section.	5309 SGR	75,277,986	56,879,986	4,448,000						
			5339 Bus/Bus Facil. Discretion.			10,000,000						
			STP						3,000,000			
			CMAQ							950,000		
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - DISCRETIONARY GRANTS				78,878,746	57,600,138	7,328,608	10,000,000	-	-	3,000,000	950,000	-

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON - PROVO/OREM TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	Funds Obligated in FY 2017	LOCAL Estimated Phasing					
							2018	2019	2020	2021	2022	2023
CAPITAL INVESTMENT PROGRAM - LOCAL FUNDS												
UTA	2001	Purchase Replacement Clean Fuel Buses and Related Equipment: Approx. 33 Buses Per Year	Local Funds	165,391,886	165,391,886		18,778,776	27,128,720	20,238,440	22,374,124	21,679,925	22,113,524
UTA	2001	Replace Paratransit Vehicles and Related Equipment: Approx. 29 Vehicles Per Year	Local Funds	46,606,180	46,606,180		5,474,040	5,902,130	6,115,850	5,937,380	6,859,180	6,996,364
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO/OREM LOCAL BUS REPLACEMENT PLAN				211,998,065	211,998,065	-	24,252,816	33,030,850	26,354,290	28,311,504	28,539,105	29,109,887

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

- ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share/Other funding needed for Project	Estimated Federal Funding and Phasing (Fiscal Year)					
				2018	2019	2020	2021	2022	2023
UTA	BRT from Ogden Intermodal Terminal to Weber State University Corridor and Intermodal Center	65,000,000	32,500,000					2,500,000	30,000,000
UTA	Ogden BDO FR Station w/ Exclusive Track from Ogden Intermodal	32,000,000	16,000,000					8,000,000	8,000,000
UTA	Amtrak Station/Building Construction	1,000,000	200,000					800,000	
UTA	Sandy / S. Jordan Circulator	30,000,000	15,000,000					15,000,000	
UTA	Draper into Utah County Light Rail (SL County Portion Only)	460,000,000	92,000,000						276,000,000
UTA	Pleasant View to Brigham City Corridor Preservation 14.7 miles	17,500,000	3,500,000						14,000,000
UTA	Southwest Salt Lake County Project Corridor Preservation	7,000,000	1,400,000					3,000,000	
UTA	Mountain View Corridor Transit Improvement (5600 West BRT)	167,000,000	33,400,000		6,000,000	20,000,000	60,000,000	35,000,000	12,600,000
UTA	3500 South Bus Rapid Transit (BRT) Phase III	12,000,000	2,400,000				3,200,000	3,200,000	3,200,000
UTA	Clean Fuels Bus Program (Hybrid Electric) or CNG Replacement Buses and Related Equipment	30,386,904	6,077,381				7,787,520	8,099,021	8,422,982

DRAFT - 2019 – 2024 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

- ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share/Other funding needed for Project	Estimated Federal Funding and Phasing (Fiscal Year)					
				2018	2019	2020	2021	2022	2023
UTA	Taylorville / Murray Transit Improvements	52,000,000	26,000,000			26,000,000			
UTA	Transit Oriented Development Infrastructure	12,500,000	2,500,000					5,000,000	5,000,000
UTA	Intelligent Transportation Systems	30,000,000	6,000,000			8,000,000	8,000,000	8,000,000	
UTA	Electric Charging Stations at two Park and Ride Lots	312,500	62,500	50,000				100,000	100,000
UTA	Clearfield Circulators	3,000,000	600,000				2,400,000		
UTA	South Davis Transit Implementation	80,000,000	32,000,000				4,000,000	30,000,000	30,000,000

Air Quality Memorandum

REPORT NO. 38a [DRAFT]

DATE May 29, 2018

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC [DRAFT] 2019-2024
TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Fixing America’s Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the [DRAFT] WFRC 2019-2024 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the [DRAFT] 2019-2024 TIP are found to conform.

Wasatch Front Regional Council

295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

The following conformity findings for the [DRAFT] WFRC 2019-2024 TIP are based on the transportation systems and planning assumptions described in the Amended (#6) WFRC 2015-2040 RTP and the Air Quality Memorandum 38 dated April 10, 2018.

- X The 2019-2024 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Salt Lake City. All projects in Salt Lake City included in the TIP may go forward.
- X The 2019-2024 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2019-2024 TIP conforms under the Control Strategy Criteria to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County. All projects in Salt Lake County included in the TIP may go forward.
- X The 2019-2024 TIP conforms to the “Build less than 1990” emissions test for PM₁₀ in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2019-2024 TIP conforms to the interim “Build less than 2008” emissions test for the Salt Lake PM_{2.5} non-attainment area. All projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

EPA has not made official non-attainment designations for ozone areas. Therefore, no conformity test is included in this report for ozone.

TIP Timeframe

All projects which must be started no later than 2024 in order to achieve the transportation system envisioned by 2015-2040 RTP are included in the [DRAFT] 2019-2024 TIP. Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis of the Plan. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 38. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of WFRC to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic

conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

Concept and Scope

The design concept and scope of all regionally significant projects in the TIP have not changed substantially from the design and scope identified in the Plan.

Previous Plan Conformity

WFRC's Air Quality Memorandum 38 finds that the amended WFRC 2015-2040 RTP for the Salt Lake/West Valley Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity finding for the amended 2015-2040 RTP has been submitted to FHWA and FTA for review and concurrence.

All of the regionally significant projects in the 2019-2024 TIP are identified in the amended 2015-2040 RTP without any substantial changes to design or scope. All of the projects identified in the amended 2015-2040 RTP are included in the regional emissions analysis.

Public Comment

The [DRAFT] 2019-2024 TIP will be made available for public inspection and comment for a 30 day period as required in the EPA conformity regulations. Air Quality Memorandum 38 and 38a (this document) are available to the public upon request and have been posted to the WFRC website (www.wfrc.org).

2019 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT SUMMARY

The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in WFRC's Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

TIP Public Comments and Responses

Comment	Response
There were concerns that the TIP did not place sufficient emphasis on transit and active transportation.	The 2019-2024 TIP provides projects that balance transportation investments across all modes of travel, including transit, biking, walking, and driving. Through a comprehensive approach that addresses all modes of travel in an integrated way, WFRC believes the TIP will help to address concerns regarding air quality, mobility, and quality of life.
There were many comments in support of, and included suggestions for, projects to address the needs of cyclists for safe and effective transportation.	WFRC understands the need for safe and effective transportation for cyclists in the region and will continue to work with Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other stakeholders to facilitate solutions to address the needs. However, funding has not yet been identified for many of the specific needs mentioned.
When considering travel in and to/from Little Cottonwood Canyon, commenters emphasized transit and active transportation, including more park-and-ride facilities located away from the mouth of the canyon.	WFRC and its transportation partners will work together to ensure these comments are evaluated in the Little Cottonwood Canyon Environmental Study and in regional planning.
Several comments received regarded the need for additional capacity and/or an alternate route to I-80, between Lake Point and Salt Lake County.	WFRC is aware of the need for an alternate to I-80, between Lake Point and Salt Lake County. Progress is occurring in the evaluation of concepts to address this need, but funding has not yet been identified.
There were requests for additional, as well as extending the hours of, bus service.	WFRC will collaborate with UTA and local governments to ensure these requests are considered as transit improvements are evaluated, during the joint development of UTA's Five Year Mobility Plan and other planning processes.
Several suggestions were made about the design of specific projects in the TIP.	WFRC staff will work with each project sponsor to ensure that these suggestions are considered in the project development process.

DATE: August 13, 2018
AGENDA ITEM: 5d
SUBJECT: **ACTION:** Self-Certification of Planning Process
PREPARED BY: Ben Wuthrich

BACKGROUND:

Each year when the Regional Council approves the Transportation Improvement Program, WFRC and UDOT also need to certify that the transportation planning process meets all federal planning requirements. The WFRC, UDOT, and UTA staffs have worked together to confirm that the federal requirements are being met. Based on this effort, a resolution has been prepared certifying the planning process for the region.

RECOMMENDATION:

Trans Com and the WFRC staff recommend that the Regional Council make a motion “to approve the resolution certifying the transportation planning process.”

CONTACT PERSON:

Wayne Bennion (WFRC) 363-4230 x 1112

EXHIBIT:

Joint resolution certifying the transportation planning process

DRAFT - RESOLUTION
Urban Transportation Planning Process Certification – 2018

WHEREAS, the Governor has designated the Wasatch Front Regional Council as the Metropolitan Planning Organization for the Salt Lake City-West Valley City and the Ogden-Layton Urbanized Areas; and

WHEREAS, the Wasatch Front Regional Council is responsible together with the Utah Department of Transportation for carrying out the Urban Transportation Planning Process; and

WHEREAS, the Wasatch Front Regional Council and the Utah Department of Transportation are required to certify that the Urban Transportation Planning Process meets the requirements of the following:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; with regard to transportation planning requirements.
- (2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) - (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Wasatch Front Regional Council and the Utah Department of Transportation have reviewed the Urban Transportation Planning Process for the Salt Lake-West Valley and the Ogden-Layton Areas as shown in the attached document and have found it to meet the requirements described above;

NOW, THEREFORE, LET IT BE RESOLVED, that the Wasatch Front Regional Council and the Utah Department of Transportation certify that the Urban Transportation Planning Process for the Salt Lake-West Valley and the Ogden-Layton Areas meets the requirements of 23 USC 134 and 49 USC 5303; 42 USC 7504, 7506(c) and (d) and 40 CFR Part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR Part 21; 49 U.S.C. 5332; Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26; 23 CFR Part 230; Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38; 42 U.S.C. 6101; Section 324 of Title 23 U.S.C.; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27.

WASATCH FRONT REGIONAL COUNCIL

UTAH DEPARTMENT OF TRANSPORTATION

Chairman

Executive Director

Executive Director

ATTEST

Date

Date

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CERTIFICATION DETERMINATION for the
SALT LAKE-WEST VALLEY and the OGDEN-LAYTON URBANIZED AREAS
TRANSPORTATION PLANNING PROCESS

August 2018

1. Metropolitan Planning Organization Designation / Coordination

a. The Governor of Utah designated the Wasatch Front Regional Council (WFRC) as the Metropolitan Planning Organization (MPO) for the Salt Lake-West Valley and the Ogden-Layton Urbanized Areas in a letter to the Region VIII Intermodal Planning Group Chairman, dated December 26, 1973.

b. The WFRC's governing documents were updated and executed in 2014. The Regional Transportation Planning Memorandum of Agreement (MOA) describing responsibilities and procedures to be followed in the planning process, was updated and executed between the WFRC, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) on January 23, 2014.

c. The WFRC is composed of 21 voting members who include locally elected officials from Davis, Morgan, Salt Lake, Tooele, and Weber counties, one elected official from the general-purpose units of local government in Box Elder County within the Ogden-Layton Urbanized Area, the Executive Director of the Utah Department of Transportation and the General Manager of the Utah Transit Authority. The Council also includes up to seven non-voting representatives identified at the discretion of the Regional Council. Non-voting members currently include the Utah League of Cities and Towns, the Utah Association of Counties, Envision Utah, the Utah State Senate, the Utah State House of Representatives, and the State Planning Director.

The Transportation Coordinating Committee (Trans Com) is a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal, and other agencies concerned with short range transportation planning and programming. The Committee serves as a policy advisory body of the Regional Council and has responsibility for short range planning issues, such as the Transportation Improvement Program (TIP), programming of funds, management systems, and special studies, in a cooperative, continuing and comprehensive effort with local governments, Utah Department of Transportation, Utah Transit Authority, and other organizations and stakeholders.

The Regional Growth Committee (RGC) was also established as a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal and other agencies and interest groups

concerned with regional transportation and growth-related planning. The Committee serves as the policy advisory body of the Regional Council on long-range transportation planning, land use and other growth issues. The RGC is responsible for the Region’s Long-Range Transportation Plan, corridor preservation, and developing regional growth planning strategies in a cooperative, continuing and comprehensive effort with local governments, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and other organizations and stakeholders.

d. The Wasatch Front Regional Council has determined that its membership represents 100 percent of the population of the metropolitan planning area. Furthermore, representatives of major transportation operating agencies (UDOT and UTA) are voting members of the Regional Council, and appointed members of the State Transportation Commission and the UTA Board of Trustees are voting members on Trans Com and the Regional Growth Committee.

e. The WFRC continues to work with the Mountainland Association of Governments (MAG), the Cache Metropolitan Planning Organization (CMPO), and the Dixie Metropolitan Planning Organization (DMPO) on issues of common interest. To facilitate the coordination between WFRC, UDOT, UTA, CMPO, DMPO, and MAG, a Joint Policy Advisory Committee (JPAC) was established to provide a forum for discussion of planning issues that would involve all MPO areas and the major transportation operating agencies in the state. JPAC meets four to six times a year.

f. Representatives of the Utah Air Quality Board (UAQB) are members of Trans Com and the Regional Growth Committee.

g. On August 25, 2005 the Wasatch Front Regional Council approved a Memorandum of Agreement for Air Quality and Transportation Planning between WFRC and the State Division of Air Quality. The 2005 MOA defines the roles and responsibilities of WFRC and DAQ within the air quality and transportation planning processes.

2. Urban Transportation Planning Technical Process

a. Database - The WFRC, UDOT, and UTA maintain adequate databases to support the transportation planning process. Socioeconomic information is updated regularly and is made available for public use. Data items from the 2010 Census, as well as small area estimates to July 1, 2017, are available now.

Forecasts of future population, households, and employment are also made by the WFRC with the cooperation of state and local governments. Forecasts are updated as needed to provide estimates for at least a 20-year planning horizon. The latest projections through the year 2050 are undergoing external review and are expected to be released in Fall 2018. These forecasts are used as the primary basis for area wide planning.

Traffic and other travel information such as vehicle miles of travel (VMT) and annual average daily traffic (AADT) data for specific road segments are gathered by UDOT and updated annually. UDOT has included Utah MPOs as sub-licensees for its recent purchase of commercial real time traffic speed data (HERE) and bike/pedestrian count data (STRAVA). UTA continues to monitor and share transit ridership and other service information. UTA has installed automated passenger counters and automated vehicle location devices on many of their buses to enhance data collection and improve efficiency.

The WFRC uses geographic information systems (GIS) to collect and store information to support the development of plans and programs. These GIS layers include environmental sites and conditions, household and job distribution, proposed transportation projects and facilities, active transportation infrastructure, travel volumes and performance, and critical education, health, retail, government and recreation destinations, among others.

WFRC recently updated the socioeconomic forecasts to be consistent with the 2010 Census and the 2017 baseline published by the Kem C. Gardner Policy Institute (UUGPI), at the University of Utah, the statutory authority for demographic estimate projections in Utah. These revised forecasts will form the basis for the 2019 - 2050 Regional Transportation Plan (RTP).

GIS layers also provide a valuable resource for communicating and receiving feedback for plans, programs, and other information to and from the public, elected officials, partners, and stakeholders. For example, mapping of the RTP and TIP projects allows better visual understanding of plans and programs.

The Utah Department of Transportation (UDOT) has a GIS based planning tool, known as uPLAN, which is an online mapping tool that integrates data from many different sources. This tool allows for a planning level review of environmental impacts to be performed on any existing or future highway project. This analysis includes the examination of such environmental concerns as a given facility's impacts on wetlands, agricultural soils, archeological sites, noise, neighborhood integrity, fault lines, parks and recreation facilities, etc. The analytical results are provided in a quantifiable format allowing for a comparison of different projects and different scenarios.

b. Modeling Process – The Regional Council is engaged in an ongoing refinement of its travel models. As the model is applied for the Regional Transportation Plan and various projects throughout the region, opportunities for improvement are discovered. In addition, WFRC is constantly researching new technologies and methodologies which could improve the accuracy or usability of the model. Modeling-specific policy and technical committees meet regularly with representation from WFRC, MAG, UDOT and UTA.

WFRC completed a household travel survey in 2012 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses data from this survey to update, refine, and calibrate the auto ownership, trip generation, and distribution modules of the travel model. In addition, the

survey results are used as important inputs to WFRC's analyses, such as Access to Opportunity (ATO), of transportation system performance.

In recent years, a variety of improvements have been made to the WFRC model. The most significant recent improvements include:

- Upgrade of the transit module
- Addition of a freight forecasting module
- Addition of a household life cycle variable
- Addition of seven additional employment types
- 2015 speed and volume calibration and validation
- Traffic analysis zone structure refinement, with the inclusion of hundreds of additional zones
- Mode choice model recalibration
- Refinement of the user interface
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Inclusion of automated maps to display model inputs and outputs
- Updated script to seamlessly integrate model outputs for input into MOVES air quality analysis software

The WFRC's travel modeling process incorporates a Real Estate Market Model (REMM) to assist in forecasting land use and socio-economic conditions. REMM is an advanced land-use modeling system that simulates how a region is likely to grow into the future, based on local policy assumptions, household and workplace estimates and projections and transportation improvements. WFRC created a working, beta version of the model by the end of 2015. Winter and spring of 2016 were spent on testing and refinement. This model is now actively used to determine the regional distribution of important existing and future socioeconomic conditions that inform travel modeling, project need and prioritization for the RTP.

In 2018, WFRC began a concerted effort to quantify ATO in order to better understand and communicate the important relationship between land uses and transportation facilities. ATO measures and maps can be used to express localized needs and potential gains from transportation enhancements, relative to where households live, work, and desire goods, services, and other opportunities. The ATO concept is being developed at a regional scale, expressed at the Transportation Analysis Zone (TAZ) level, and also at finer neighborhood/community scales, using travelsheds computed from GIS-based network analysis. ATO metrics were used as a guide in RTP project prioritization and are anticipated to be used as part of the 2019 TIP project scoring process.

c. Elements -

(1) Beginning in 2004, Utah's largest two metropolitan planning organizations (MPO), the WFRC and Mountainland Association of Governments (MAG), collaborated with local governments in the creation of a land use and transportation Vision map and a series of Growth Principles known as Wasatch Choices 2040. In 2007, Wasatch Choices 2040 was further refined, focusing on a series of urban centers and corridors that would enable more people to use transit, walk or bike and would absorb growth in locations that have high levels of job access and utilize existing infrastructure.

Retitled as the Wasatch Choice for 2040 Vision, it accommodated anticipated growth in various metropolitan, urban, town, and transit station centers, along with mixed-use corridors which offer a wide range of retail, office, and residential uses. The Wasatch Choice 2040 Vision helps to further define and coordinate freeways, rail lines, rapid busways, and transit stations with each other and with growth – even while safeguarding natural resources, such as working farms, parks, and trails. Identified centers throughout the Wasatch Front Region would be connected with a robust transportation system, especially transit, allowing for growth to be absorbed in higher density areas where it makes sense. The improved Vision, which was vetted with local governments and adopted by the WFRC in May 2010, was used to allocate population and employment numbers for the development and modeling of the 2015 - 2040 Regional Transportation Plan.

(2) Since 2015, WFRC has been working to develop a new, from scratch, vision that will have the 2019-2050 RTP as an element. The Vision is called Wasatch Choice 2050 (WC2050). Although the name is similar to previous visions, the effort will be developed de novo by working with local governments, asking them for their long-term vision while they consider both regional infrastructure needs and impacts and regional quality of life performance. WC2050 is being based on a broad, grassroots engagement with local stakeholders to assess their desired outcomes, explore ideas for growth and transportation in scenarios, and assess how those scenarios achieve desired outcomes. Results will form the basis for a newly established vision. Notably, the vision process is running concurrently and integrated with the development of the Regional Transportation Plan (RTP). All scenarios will also aid in building the RTP and increase understanding of how transportation and land use together can help create a livable and economically thriving metropolitan area.

The Wasatch Choice 2050 Vision is underpinning the 2019 - 2050 RTP. First, WFRC has adopted integrated regional goals – that are goals for the region including the RTP. These goals, in turn have been the basis for performance measures that have helped WFRC make decisions at each point of the RTP process to date. Second, the RTP is being based on three integrated land use and transportation scenarios. The scenarios helped further the RTP plan development, explored the connection between land use and transportation, and gauged support from local governments for various transportation and land use concepts. The WFRC staff analyzed and evaluated each of the scenarios and compared their performance using measures adopted by the Regional Council.

In February and March 2018, the draft preferred scenario was refined in Vision Workshops with local governments to become the Vision map. The Vision was endorsed by the Regional Council in May 2018. Both the RTP development process and the development of the Comprehensive Economic Development Strategy now continue upon the basis of this endorsed vision for transportation, land use, and economic development.

WFRC, MAG, and many other partners including UDOT, UTA, Envision Utah, the University of Utah, and Salt Lake County recently completed a HUD-supported Sustainable Communities Initiative. The Sustainable Communities Initiative for the WFRC/MAG region focused on implementing the Wasatch Choice for 2040 vision. This three-year process was completed in 2014 and resulted in the creation of a model planning process known as "Envisioning Centers", a suite of state-of-the practice planning tools and resources, and a website that aims to act as a public engagement portal for communities. The work enabled by HUD through the Sustainable Communities Initiative will, in turn, help support other activities that have recently launched and are contemplated over the coming years including the Transportation and Land Use Connection Program -- an effort by WFRC to support local governments in their use of the Wasatch Choice for 2040 Toolbox and implementation of the vision; and Your Utah Your Future (YUYF), an effort by the Utah Governor's Office and Envision Utah to develop a new multi-issue long range vision and strategic plan for the State of Utah. These tools and resources, as well as the results of the YUYF effort are being incorporated into the Wasatch Choice 2050 process.

In partnership with Salt Lake County, UDOT, and UTA, WFRC has continued the Transportation and Land Use Connection Program (TLC). This program supports local governments in their planning effort, implementing the Wasatch Choice Vision. Through this program, communities are able to integrate land use and regional transportation plans. The recently updated goals of the program are to maximize the value of investment in public infrastructure, enhance access to opportunity, increase travel options to optimize mobility, and to create communities with opportunities to live, work and play.

TLC offers assistance in the form of staff time, consulting, or training to eligible applicants. In some instances, projects utilize the planning Toolbox developed by the Wasatch Choice Partners. Over the five years of 65 funded projects, far more funding than the average \$1.43 million available has been requested annually, including the recurring partner contribution of over \$600,000. Of the completed projects, 93 percent have made the next step toward implementation. Of the small area and station area plans, 96 percent have been located in a Wasatch Choice 2050 Center. The growth in partnership and community interest over the course of the past year promises a strong future for the program.

(2) Air Quality - Air quality is an important issue in transportation planning. The impact on air quality of each update of the Regional Transportation Plan and Transportation Improvement Program is evaluated and discussed in the respective Air Quality Memoranda.

The Clean Air Act Amendments of 1990 and subsequent transportation authorization bills up to and including the Fixing America's Surface Transportation (FAST) Act, placed additional conformity requirements on the Plan and the TIP. The WFRC staff has developed procedures to make conformity determinations in accordance with Environmental Protection Agency (EPA) guidelines.

The latest conformity analysis for the amended 2015 - 2040 RTP addressing carbon monoxide (CO) and particulate matter (PM10, and PM2.5), is contained in Air Quality Memorandum 38. The conformity analysis for the 2019-2024 TIP is documented in Memorandum 38a. Air Quality Memorandum 38 and Air Quality Memorandum 38a completed a public review and comment that concluded on August 4, 2018. Following public comment and approval by the Wasatch Front Regional Council, these memoranda will be sent to FHWA and FTA with a request for concurrence.

The updated conformity analysis uses the latest planning assumptions and MOVES14a vehicle emission model from EPA.

The WFRC and UDOT continue to work closely with the State Division of Air Quality in updating and revising the PM10 and PM2.5 State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. The EPA recently designated the Northern Wasatch Front Area (Salt Lake, Davis, and parts of Weber and Tooele Counties) as a non-attainment area for ozone. WFRC will include ozone with the conformity analysis for the new 2050 Regional Transportation Plan before the ozone conformity grace period expires in August 2019.

In October 2008, EPA approved the Transportation Conformity SIP submitted by DAQ. The Conformity SIP defines the interagency consultation procedures for DAQ, WFRC, UDOT, and other agencies involved in air quality planning and transportation planning. The interagency consultation procedures defined in the Conformity SIP will be employed throughout the PM10, PM2.5 and ozone SIP development process. The Interagency Consultation Team met three times during FY18.

WFRC staff has developed an air quality performance measure report which is presented to the Council or its subcommittees annually. The performance measures indicate whether each county is meeting national ambient air quality standards and whether or not air quality conformity requirements are met in each county and for each criteria pollutant.

(3) Energy - Energy-related impacts were evaluated for the 2015 - 2040 Regional Transportation Plan in 2015. The Department of Energy (DOE) has identified several program measures dealing with energy conservation in transportation. The programs include: rideshare, driver training, alternative fuels, and right-turn-on-red. In addition to the DOE programs, congestion management strategies can be applied to reduce energy use. Congestion management strategies implemented

within the Wasatch Front Area include: signal coordination, mass transit expansion, transit vehicle signal priority, CNG fueled transit vehicles, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on 5400 South, variable message signs, ramp metering, carpool lots, incident management, and others. Projects implementing these strategies will continue to be programmed in the TIP. Congestion reducing strategies are identified and promoted as part of each project orientation meeting.

(4) **Public Involvement** - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, updated in 1997, in 2006 and 2014. This process is for all transportation plans and programs developed by the Regional Council. The process requires notification of interested persons and groups concerning plans and programs, advertised open houses to which the public is invited, and an annual public meeting of the Regional Council to discuss the TIP. The process is consistently implemented.

In addition, improvements are regularly made with examples noted below:

Communications Audit

In 2012, the public involvement program went through an extensive audit by an outside public relations firm to identify ways to improve the manner in which WFRC communicates with the public and other outside agencies and groups. There were several recommendations which were implemented through the 2014 Public Involvement Process Update as well as a new website and brochure.

To manage the development of a new, easily navigable, and informative website, the communications team worked collaboratively with each WFRC department to develop a content inventory/audit of the existing website and determine the content of a future website, with an eye toward areas for improvement. During a subsequent phase, the team researched and evaluated capabilities and functionalities of WordPress themes and plugins, solutions for syncing staged/live websites, and government requirements for accessibility. After developing a simple site map and participating in front end editing theme, plugin, and accessibility training, development of the website commenced. The new website was launched in December 2017.

To further inform relevant stakeholders of various programs, initiatives, and efforts, the communications team produced a visually appealing and educational brochure.

Formal Public Comment Periods

A formal public review and comment period was held for the Draft 2019-2024 Transportation Improvement Program (TIP) and Proposed 2015-2040 Regional Transportation Plan (RTP) Amendment #6 from the end of June through the 4th of August of 2018. WFRC placed public notices in local newspapers, in English and Spanish formats, as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated social media posts to notify the public of the opportunity to comment.

Additionally, a formal comment period was held for the Draft Wasatch Choice 2050 (WC2050) Vision and 2019-2050 RTP in January through March of 2018. In addition to following the aforementioned advertisement methods, WFRC generated organic and social media ads, complete with corresponding graphics, to notify the public of the opportunity to comment via an online engagement tool, in both English and Spanish formats. The English advertisements linked to an engagement tool in English, while the Spanish advertisements linked to an engagement tool in Spanish.

Partner Events, Conferences, and Conventions

WFRC staff were significantly involved in the planning of major partner events, as well as day-of activities, including the Mayor’s Symposium and WC2050 + Mayor’s Metro Solutions event. Approximately 400 attendees, including community and business leaders, elected officials, planners, economists, developers, architects, engineers, contractors, and academics, participated in the event.

In partnership with numerous agencies, cities, and counties, WFRC also hosted two, simultaneous group bike rides and a family-friendly event to celebrate the completion of the Golden Spoke network. The Golden Spoke consists of over 100 miles of safe, separated, and connected multi-use trails. Specifically, the communications team created the event website, flyer, online advertisements, maps, and signage, as well as organized media assets and the event itself. Governor Gary R. Herbert, along with several local and regional leaders, officially recognized the completion of the Golden Spoke network at the community celebration event.

WFRC and its partners sponsored an exhibit booth at the American Planning Association (APA) Utah, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), and UDOT conferences and conventions. The WC2050 Vision, RTP, and/or Utah’s Unified Transportation Plan were also on display at the various conferences and conventions.

Presentations to Stakeholder Groups

WFRC staff met with several regional stakeholders and transportation groups including the Utahns for Better Transportation; Property Reserve, Inc.; Farmland Reserve, Inc.; Suburban Land Reserve, Inc.; Salt Lake, Davis, and Weber county chambers of commerce; transportation subcommittees, and The University of Utah Department of City and Metropolitan Planning staff and students. WFRC staff also met with and presented to local groups, including National Association for the Advancement of Colored People, Salt Lake County Diversity Dinner, Trumpeters Club, Box Elder Planners Association, Salt Lake City Transportation Advisory Committee, American Public Works Association, UTA Transit Academy, Salt Lake County Association of Community Councils, Congress of the New Urbanism, Utah League of Cities and Towns, Utah Chapter of the American Planning Association, Urban Land Institute, Western Growth Coalition, community action programs, various city councils and planning groups, and

secondary school and university classes. WFRC staff fielded questions at these meetings from stakeholders, documenting comments related to the RTP and TIP development process.

Online Engagement Tools

WFRC staff successfully leveraged online engagement tools, such as public comment layers on an interactive map, to educate the public and to solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft TIP 2019-2024 projects and created an online interactive map in both [English](#) and [Spanish](#) formats showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool. Consequently, the interactive maps had over 1000 page views, and garnered over 180 comments.

Additionally, in an effort to refine the Draft WC2050 Vision and successfully obtain stakeholder input, WFRC staff created its second online visualization tool, in both English and Spanish formats, utilizing the Esri Story Map program. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed projects, land use, and economic development areas.

Environmental Justice

Regional Council staff members have made several visits to groups or organizations representing minorities, low income persons, persons with disabilities, unions, and seniors to solicit public comment on their transportation needs. Also, major advertisements detailing open houses and other Regional Council actions have been run in Spanish language newspapers in addition to those in English. Review materials for the RTP and TIP, including interactive maps for comments, have been provided in English and Spanish.

(5) Community Transportation Services – In 2010, the WFRC, in collaboration with UTA, established the Wasatch Regional Coordination Council for Community Transportation (RCC) to plan for the needs of the transportation disadvantaged (seniors, persons with disabilities, and/or persons with low income) in Davis, Morgan, Salt Lake, Tooele, and Weber counties. Through collaboration with over 80 agency representatives including citizen members, human service providers (representing seniors, persons with disabilities, persons with low income, veterans, and minorities), transportation providers, community advocacy groups, economic development representatives, and elected officials as well as the formation in 2012 of local County-level Mobility Councils, the RCC initiated programs to implement each of the strategies identified in the Project. WFRC served as staff to the effort including: Utah Transit Authority Change Day Analysis, the Environmental Barriers Program, the Tooele County Veterans Transportation and Community Living Initiative (VTCLI) grant support, the Provider Inventory, as well as the 2013 Wasatch Mobility Plan, an update to the original Project.

During FY15 UTA became the FTA 5310 designated recipient and has established a Coordinated Mobility Management Program, which seeks to further the original efforts of the RCC. UTA now

staffs the Mobility Councils or Local Coordinating Councils and has developed a proactive 5310 program that helps transportation providers better meet the needs of the transportation disadvantaged. WFRC staff provides support as UTA leads the Community Transportation effort.

(6) Environmental Justice - Census block group data were mapped and analyzed in 1982, 1994, 2000, 2003, 2005, and 2012 to identify locations with concentrations of minority households, low income families, persons with disabilities, seniors, and no-car households. This data will be updated using information from the 2010 Census, American Community Survey, and other administrative records. Analysis was performed on both target and non-target populations impacted by both new highway construction and widening of existing highways. The average number of jobs within a 20-minute commute, the number of vehicle miles traveled through traffic analysis zones with higher than average target populations, and the average number of jobs within a 40-minute transit commute were analyzed and the results documented in the Wasatch Front Regional Transportation Plan: 2015 - 2040 (2015 - 2040 RTP).

A number of organizations that represent target populations are interviewed regularly to determine specific transportation needs, barriers to mobility, and any impacts that might be caused by specific highway and transit projects. These organizations include the Indian Walk-In Center Board of Directors, Disabled Rights Action Coalition, Disability Law Center, the Salt Lake Area Authority on Aging Advisory Board, the Davis County Coalition Against Domestic Violence (an umbrella group for environmental justice groups in Davis County), the Weber Area Association of Human Service Organizations, and the Utah League of Women Voters. Transportation concerns and issues that were noted by these groups were documented in the 2015 - 2040 RTP.

(7) All Modes - The 2015 - 2040 Regional Transportation Plan (2015 - 2040 RTP) is the adopted multi-modal long-range transportation plan for the Wasatch Front Region through the year 2040. (Work is currently underway to update the Region's transportation plan. A new planning horizon of 2050 has been selected and this update to the currently adopted 2015 RTP will be known as the 2019 – 2050 Regional Transportation Plan.) All viable modes of transportation, for both people and freight movement, were examined and evaluated. Recommended highway, transit, and active transportation projects needed between now and 2040 to meet travel demand were developed from a regional visioning exercise, a comprehensive system needs assessment, a series of multi-modal transportation and land scenarios, and a complete modeling analysis. The 2015 - 2040 RTP includes new highway capacity improvements, extensions to the existing transit network, the introduction of new transit technologies, airport improvements, improved air and land freight movement, and increased bicycle and pedestrian facilities.

The 2015 - 2040 RTP promotes shared opportunities for multi-modal transportation development, including light rail transit, commuter rail, enhanced bus, bus rapid transit, augmented bus service, and bicycle and pedestrian pathways and trails. Identified park-and-ride lots are located relative to automobile, pedestrian and bicycle connections for access to rail, bus service, and carpools. Feeder bus service to the light rail system is provided, along with transit hubs for transfers between

different travel modes. Transit-to-transit connections are possible, as well as transit to airport travel connections. Access to Salt Lake International Airport cargo facilities, railroad freight service, Amtrak passenger rail service, and interstate bus lines (i.e. Greyhound) is provided by planned intermodal facilities. In accordance with adopted WFRC goals and objectives, the 2015 - 2040 RTP attempts to “provide a balanced, interconnected transportation system with a range of convenient, efficient, and economical choices.” The 2015 - 2040 RTP was developed under the guidelines of the Moving Ahead for Progress in the 21st Century Act (MAP-21). As much as possible, MAP-21 and its eight planning factors, such as “enhance the integration and connectivity of the transportation system, across and between modes, people, and freight,” were incorporated into the 2015 - 2040 RTP.

As previously noted, the WFRC has started working on the 2019 - 2050 Regional Transportation Plan (2019 RTP) through a series of Small Area and Scenario Workshop Meetings designed to identify and assess specific transportation needs and supporting land use throughout the Region. This effort was closely followed by the formal adoption of a set of ten goals to guide the development of a new regional transportation and land use vision, entitled Wasatch Choice 2050 (WC2050). A series of performance measures were drafted and refined, which will be used to mark the 2019-2050 RTP’s effectiveness in reaching the ten WC2050 goals. The WFRC’s needs assessment Small Area Meetings were followed by a series of similar gatherings, known as Scenario Workshops, that helped local representatives and elected officials develop, analyze, and refine a series of three transportation and land use scenarios. These scenarios are multimodal transportation alternatives that contain road, transit, and active transportation components that best match land use assumptions. Planning efforts were completed to narrow the three transportation and land use scenarios down to a single preferred WC2050 Vision. This Vision was endorsed by the Wasatch Front Regional Council in May 2018. Future activities will include the phasing of various road, transit, and active transportation projects, and finalizing financial assumptions, land use allocations, and project-level performance. These efforts, scheduled to be completed in FY19, will form the basis for the draft 2019-2050 RTP.

In 2015, WFRC hired an Active Transportation Planner in order to provide a focus on active transportation, and collaborate with a variety of regional partners, local communities, and stakeholders. In addition to WFRC's new position, UDOT hired an Active Transportation Manager to better coordinate UDOT's active transportation planning efforts with local community, UTA, and MPO partners. The WFRC works closely with all partner agencies to develop and implement priority active transportation networks that reside on UDOT plans, local plans, and in WFRC's Regional Transportation Plan. The Regional Priority Bicycle Routes from the Utah’s Collaborative Active Transportation Study (UCATS) were reviewed by local communities during the initial Small Area Meeting process to begin the 2019 RTP update.

During FY15 the RTP was adopted with an updated prioritized backbone network of bicycle projects, along with an update of the region-wide build out bicycle plan with the assistance of the cities and counties. UCATS phase 2 was finalized during FY16 providing a review of priority

projects in more detail. In FY17 the 2019-2050 RTP continued to update the region-wide bicycle plan in accordance with Fixing America's Surface Transportation (FAST) Act requirements. In order to build on the UCATS work, UDOT, UTA, WFRC, MAG, and local communities participated in the development of a First and Last Mile Study. The First and Last Mile Study identified key missing active transportation infrastructure that is necessary to access transit by bike or foot. The First and Last Mile Study was the backbone of a successful TIGER funding application for \$20M. The 2019-2050 RTP is the first time that WFRC has phased active transportation needs using evaluation criteria developed from regional goals with input provided by transportation partners and local communities.

The following rail and freight planning documents were developed by the Utah Department of Transportation (UDOT) in collaboration with the metropolitan planning organization partners. The Utah State Rail Plan was completed by UDOT and accepted by the Federal Railroad Administration in April 2015. Since that time, a few minor amendments have been adopted. The Utah Freight Plan (Utah's first-ever freight plan) has been prepared and accepted by the Federal Highway Administration based on MAP-21 requirements. However, this Plan will be refined as needed to address FAST Act requirements. The adoption of the Utah Freight Plan took place at the end of 2017.

Several minor changes and updates were made to Utah's Primary Freight Network, part of the Utah Freight Plan, during this time period. The original version of the Freight Network dates back to 2005. The Utah Freight Mobility Group, formed as an advisory group to the Utah Freight Plan project, will continue to serve in this capacity beyond the completion of the Plan itself. During the past fiscal year, UDOT Railroad and Freight Planning has played an active role in the multi-state I-15 Mobility Alliance, as well as participating in freight and rail-related surveys from other states, universities, and transportation organizations.

In another effort to address all modes, WFRC, UDOT, and UTA completed the Wasatch Front Central Corridor Study (WFCCS), which primarily covers the area between Redwood Road and 700 East in Salt Lake County and extends into southern Davis and northern Utah Counties. The main goal of the study was to develop a balanced and integrated transportation solution for mobility needs in the I-15 corridor. Both short term and long-term needs are being evaluated. Strategies to be considered include road and transit capacity, technology, surface street connections, first and last mile improvements, and policy strategies. The Point of the Mountain (POM) study focused on economic development strategies at this critical location and the impact that growth will have on surrounding land use and the transportation networks at the Salt Lake and Utah County line. Phase 3 of the POM study will begin next year, in FY19.

(8) Social, Economic, and Environmental Factors - Since 1977, the social, economic, and environmental impacts to the transportation plans have been evaluated before each update to the RTP was adopted. Among the impacts evaluated are capital and operating costs, public health, air pollutant emissions, energy consumption, and other environmental impacts. These impacts are

documented in each RTP report. In recent years, the WFRC increased its contacts with environmental and other resource agencies to ensure these factors are considered in more depth. These contacts will continue as future plans are developed.

The WFRC is now a federally designated Economic Development District. As such, the District is committed to providing technical assistance, strategic planning, and the economic assessment and analysis necessary to promote job creation and project implementation throughout the region. Some of the activities that the WFRC has conducted to date include: (1) On the ground analysis of streets in order to identify assets that enhance a neighborhood or community's economy; (2) Analysis of existing and future centers and how these centers may impact the region's transportation infrastructure and economy; (3) Analysis of the State's targeted clusters to identify their spatial relationship with one another and within the existing Wasatch Choice 2040 Vision and draft Wasatch Choice 2050 Vision centers and transportation infrastructure.

The WFRC developed a green infrastructure network design and plan, (Re)Connect: Green Infrastructure in the Wasatch Front, for the region with help from the Utah Division of Forestry, Fire, and State Lands, the U.S. Forest Service, the Governor's Office of Planning and Budget, Quality Growth Commission, and the consulting firm Center for Green Infrastructure Design. The plan can be used to identify and more fully understand priority green infrastructure lands and network connections within the region. The plan and network design maps can be used to inform other short and long-range plans and studies including the Regional Transportation Plan. Green Infrastructure elements are being updated and aligned with the 2019-2050 Regional Transportation Plan and Wasatch Choice 2050 Vision centers, with an expected adoption of the revised plan in May 2019.

(9) MAP-21 identifies eight planning factors that must be considered in the development of long range plans and transportation improvement programs. The 2015 - 2040 RTP, adopted in May 2015, addresses all MAP-21 planning requirements including the factors for improving transportation system management, operations, safety, and security. The 2019 RTP is being developed under the FAST Act requirements, including ten planning factors and in compliance with federal performance measures and targets.

(10) Management Systems - ISTEA required states to develop six Management Systems (Pavement (PMS), Bridge (BMS), Safety (SMS), Intermodal (IMS), Congestion (CMS), and Public Transit (PTMS)). Since the passage of more recent transportation funding legislation, only the PMS, BMS, and CMS elements are required. The WFRC adopted a fully operational CMS (Congestion Management System) in September 1997 and has continued to maintain and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion Management Process (CMP) required by the FAST Act.

UDOT maintains a PMS (Pavement Management System) for state roads, and several local governments practice proactive pavement management as well. UDOT also maintains the BMS (Bridge Management System) for state and local structures throughout the state.

MAP-21 defined seven goal areas for which local transportation agencies should define performance measures as described in the table below. The FAST Act continues to emphasize these same goals. The FHWA has released final rulemaking for one goal area, is reviewing comments on proposed rulemaking for one goal area, and is currently accepting comments for four other goals areas. The FTA has similarly released one final rulemaking and is reviewing comments for another proposed rulemaking. As further guidance from FHWA and FTA is provided regarding performance measures, WFRC (in cooperation with UDOT and UTA) will proceed with the transition to goals, performance measures, and target setting for Safety, Infrastructure, Congestion, Reliability, Freight, Environment, and Construction Delay.

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

(11) Participation by Private Transit Providers - During the 1986 program year, Trans Com approved a policy statement concerning the participation of private enterprises in the transportation planning process. Among the issues addressed in the policy statement are the notification of private enterprises of their opportunities to participate in plans and programs being considered,

how private enterprises will be consulted in preparing plans and programs, and what efforts will be made to analyze opportunities for private enterprises to provide service or participate in capital investments. Since 1986, private transportation providers have been notified annually of the opportunity to participate in the transit planning process and of the Transportation Improvement Program recommendations, but few comments have been received. Private providers were given an opportunity to comment on the draft 2019-2024 Transportation Improvement Program recommendations during the 30-day comment period. Private companies currently provide a number of services for UTA, and UTA continues to evaluate various other aspects of their operation where private enterprise may participate. Private providers are also participating in Local Coordinating Councils.

(12) Financial Capacity Analysis - The WFRC and UTA have conducted in-depth analyses of UTA's capacity to financially support and maintain existing and proposed transit service with each update to the Transit Development Program (TDP). These analyses consider a variety of operating scenarios including increased operating costs, inflation factors, and reductions in federal assistance, etc. Results of this analysis are documented in the TDP reports.

Since the enactment of ISTEA, the Regional Transportation Plans have included a Financial Plan which identifies how both the highway and transit recommendations will be paid for. Assumptions in the Financial Plan take into account the latest actions by Congress, the State Legislature, and local communities and make reasonable assumptions about future revenues and costs.

Working closely with UTA and MAG, WFRC has been coordinating to update the Transit Financial Plan (TFP), UTA's financial model that tracks all costs and revenues on an annual basis for the 2019-2050 RTP. The work effort has been focused on revising the TFP to better meet the needs of the MPOs, including updating data sources, setting up the model to allow for scenario analysis, and creating a dashboard to provide a summary.

The 2019-2024 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies the funding amount and source for each highway and transit project. Specifically, the Financial Plan shows that all of the projects used in the air quality conformity analysis can be expected to be funded. Agency sponsors of federal-aid highway projects are responsible for providing the matching funds for their projects.

(13) Transportation Enhancements – With the approval of the Moving Ahead for Progress in the 21st Century Act (MAP-21) the Transportation Enhancement program along with the Recreational Trails Program and the Safe Routes to School program were combined into a new program entitled Transportation Alternatives Program (TAP). Not only were the funding levels reduced but the distribution of the funding and the project selection process was changed. Unlike the Transportation Enhancement program where the MPOs and other interested parties played advisory roles in the project selection, MAP-21 required that 50 percent of the TAP funding be

sub-allocated to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State.

With the approval of the FAST Act the MAP-21 Transportation Alternatives Program (TAP) was eliminated and replaced with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm-water and habitat connectivity.

The WFRC staff has worked with the other MPOs and UDOT to coordinate program responsibilities and support the Safe Route to School type projects and the Recreational Trails programs. WFRC has also worked with each of its committees to develop and implement a competitive process for programming the TAP funds. The process was developed to program the TAP funds in the Salt Lake City - West Valley City and the Ogden - Layton Urbanized Areas to fund both larger and smaller bicycle and pedestrian capital improvement projects, Safe Routes to School projects, with some of the funding to be programmed for community plans for bicycle and pedestrian systems.

(14) Intelligent Transportation System - In 2011, UDOT completed an update to the Regional ITS Architecture in cooperation with WFRC, MAG, and UTA. WFRC works with UDOT, UTA and local governments to facilitate coordination in ITS planning and operations through the Salt Lake/ West Valley traffic management subcommittee which reports to the Trans Com technical advisory committee. This Subcommittee is key in developing ITS deployment plans for the region that greatly improve the efficiency of existing highway and transit systems. For example, this group is expanding the use of automated traffic signal performance metrics.

UDOT, UTA, WFRC, and MAG are developing an Integrated Corridor Management concept of operations for the I-15 corridor along the Wasatch Front that will continue to improve coordination of ITS efforts in the corridor.

3. Products

a. Regional Transportation Plan - The Wasatch Front Regional Transportation Plan: 2015 - 2040 (2015 - 2040 RTP) reflects a continuous effort by the Regional Council to identify, plan, finance, and implement a coordinated system of transportation improvements to serve existing and expected growth in travel demand throughout the Region between now and the year 2040. A 26-year planning horizon was selected for the 2015 - 2040 RTP effort and covers the planning period from the year 2015 to 2040. The planning policies and recommendations of the 2015 - 2040 RTP were prepared under the guidelines of the MAP-21, adopted on July 6, 2012. Developed in close cooperation with representatives from UDOT, UTA, MAG, and other state MPOs, the 2015 - 2040

RTP includes recommendations for highway, transit, and other transportation mode improvements.

b. As the 2019-2050 RTP is prepared, the WFRC is working with its partners to develop performance measures that will facilitate better evaluation of the outcomes of the integrated land use/and transportation work of WFRC per the FAST Act.

The planning process and recommendations of the 2015 - 2040 RTP are documented in Technical Report 51, which lists capital improvement projects, provides upgrades to the region's existing transportation facilities, and identifies potential social, economic, and environmental impacts and benefits of implementing the recommended improvements. Finally, the 2015 - 2040 RTP was developed within the constraints of financial feasibility. The list of recommended highway and transit facility improvements contain only those projects that can be reasonably funded by 2040. Reasonable financial assumptions were made concerning both future revenues for transportation improvements and the estimated costs of recommended highway and transit facilities. To coincide with anticipated financing and revenue streams, the implementation of the 2015 - 2040 RTP was divided into three separate phases: Phase 1 (2015-2024); Phase 2 (2025-2034); and Phase 3 (2035-2040). This plan has been amended in FY16, FY17 and FY18.

Short range needs have been addressed in a number of ways. A Short-Range Element of the Transportation Plan for the Salt Lake and the Ogden Areas was approved by the WFRC in April 1982. This work was documented in a single Technical Report published in April 1982. Updates to this Element have been documented in the annual TIP, technical memorandums, and minutes of the WFRC meetings. The five-year Transit Development Program is prepared cooperatively by UTA and WFRC on a regular basis.

Since 1997, short range transportation needs have been addressed through the Congestion Management Process (CMP). An overview of the CMP is available at www.wfrc.org. The WFRC staff evaluates projected volume to capacity ratios and other conditions of the highway network and combines this information with project improvement recommendations from members of the Regional Growth Committee's Technical Advisory Committee to make highway and TSM/TDM recommendations for the Regional Transportation Plan. As part of the CMP, WFRC analyzes projected demand to determine whether it can be accommodated by implementing system management or demand management strategies rather than expanding capacity. Once the RTP is approved, WFRC staff meets with project sponsors of new capacity projects to encourage incorporation of TSM and TDM improvements.

In 2009 WFRC initiated a congestion management tracking report to be presented to the Council annually. Measures used in the report were developed in cooperation with UDOT and UTA to reflect their reporting needs and preferences and the data currently being collected by these agencies. The report evaluates congestion trends, highway performance, and transit performance

for the region based on observed data. This report will help policymakers understand congestion needs and the effectiveness of selected congestion mitigation strategies.

In 2012, WFRC also collected data at about 40 intersections identified by local jurisdictions, UDOT, and WFRC staff as congested. Staff modeled existing conditions and potential mitigation so that local governments and UDOT can pursue funding for improvements.

c. Transportation Improvement Program (TIP) - The WFRC has prepared Transportation Improvement Programs since 1975. In addition to identifying new projects, WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2019 - 2024 TIP at its August 2018 meeting and found the TIP to conform with the SIP. The Division of Air Quality (DAQ) was involved in the air quality conformity analysis and was given an opportunity to review the TIP. WFRC has prepared reports to document the TIP and the air quality conformity analysis and findings. The WFRC staff has also continued to prepare annual reports on the obligation of federal highway and transit funds in the region for Trans Com, the Regional Council, and the public.

d. Unified Planning Work Program (UPWP) - The WFRC prepared a Unified Planning Work Program (UPWP) annually from 1974 through 2008. From 2009 through 2016 work programs each covered a two-year time frame. Due to various budget and work program reporting requirements, the WFRC will again be preparing annual work programs. The Council approved the UPWP for fiscal year 2019 in May 2018. The extensive transportation planning work, including the principal products of the MPO and numerous collaborative efforts and studies in the area, is identified in the UPWP, and the work program is prepared in cooperation with UDOT and UTA.

4. Consistency with Other Requirements

a. Title VI Compliance - The WFRC, UDOT, and UTA comply with Title VI of the Civil Rights Act of 1964.

b. Minority Business Enterprise Compliance - The WFRC has developed a Minority Business Enterprise (MBE) program. Qualified MBE's were identified and have been given the opportunity to compete for all WFRC contracts.

c. Certification of Restrictions on Lobbying - The WFRC complies with the federal restrictions on lobbying.

5. Recent actions affecting the WFRC's Transportation Planning Process

a. Modification of Urbanized Area Boundaries – In the spring of 2012, the U.S. Census Bureau re-defined the boundaries of the Ogden-Layton Urbanized Area to include portions of Box Elder County, Brigham City, Perry City, and Willard City. The WFRC has updated its governing documents to include the local units of government in Box Elder County that are in the Ogden-

Layton Urbanized Area. This action officially incorporates these new areas in the transportation planning process and ensures they are eligible and can compete for STP, CMAQ, and TAP funds.

b. Approval of the transportation bill “Fixing America’s Surface Transportation (FAST)” – In December 2015 the FAST Act was signed as the new transportation bill with an expiration date of September 30, 2020. The WFRC is adapting its transportation planning process to correspond with and address the requirements identified in the FAST Act.