Welcome!

1969 – 2019 | 50 Years of Serving our Region

WiFi: WFRC_Guest
Password: wasatchchoice
THE NEW SLC

Wasatch Front Regional Council
March 28, 2019
Salt Lake City International Airport

- More than 25 million passengers per year…and growing
- Approx. 348 daily departures to 98 nonstop destinations
- Non-stop European flights: Amsterdam, London, Paris
- Hub for Delta Air Lines
- 23rd busiest airport in North America
- 85th busiest airport in the world
- Rank number two for on-time departures/arrivals
- Recipient of national award for snow removal
- Building the first and only hub airport in the 21st Century
Salt Lake City’s service pattern consists of 341 peak day departures to 98 nonstop destinations.
The Need for The New SLC - Aging Facilities

- Concourse B: 55 years
- Concourse C: 38 years
- Terminal Two: 38 years
- Concourse D: 32 years
- Concourse E: 20 years
- Concourse A: 55 years
- Terminal One: 55 years
- Parking Garage: 25 years
- Int'l Terminal: 20 years
The New SLC – Goals and Expectations

- Address Seismic Risk
- Provide Right-Sized Facilities
- Solve Operational Problems
- Improve Customer Service
- Accommodate Growth
- Maintain Competitive Cost
- Achieve Leed Gold Certification
The New SLC – Timeline: Phase 1 Completed by 2020

- Terminal/South Concourse West
- Gateway Center/Parking Garage
- Central Utility Plant
- Elevated roadway and TRAX realignment
- First Phase of the North Concourse
The New SLC – Timeline: Phase 2 Completed by 2024

• Begin demolition of existing facilities
• North Concourse East
• South Concourse East
The New SLC – Construction Update

• Ground Breaking held July 2014

• Completed South Parking Lot

• Completed Rental Car Facilities (QTA and Rental Service Sites)

• Completed Soil stabilization work for terminal and South Concourse-West and North Concourse-West

• Connected Mid-Concourse Tunnel to concourses

• Erected steel for South Concourse-West, Terminal and North Concourse-West

• Completed exterior work on the Central Utility Project
The New SLC – Construction Update
The New SLC – Retail Stores
The New SLC – Food and Beverage
The New SLC – The Plaza (Level 2)
The New SLC – The Canyon, Meeter/Greeter, Checkpoint (Level 2)
The New SLC – Ticket Lobby (Level 3)
The New SLC – Parking Garage
The New SLC– TRAX Station
How will The New SLC be paid for?

No local tax dollars are funding The New SLC!
## Project Statistics

TRP/NCP Trade Staffing 2/1/2019
1,942 Trade Workers on Site
5,064,834 Hours Worked to Date

### Contract Local/Non-Local Awarded Statistics

<table>
<thead>
<tr>
<th></th>
<th>Dollar Value</th>
<th>Trade Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Local (Wasatch Front) Contractors</td>
<td>$1,059,074,695</td>
<td>102</td>
<td>67%</td>
</tr>
<tr>
<td>Total Out of State Contractors</td>
<td>$531,383,212</td>
<td>21</td>
<td>33%</td>
</tr>
<tr>
<td>Total Contract Awards</td>
<td>$1,590,457,907</td>
<td>123</td>
<td>100%</td>
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</tbody>
</table>

### Contract Union/Merit Shop Awarded Statistics

<table>
<thead>
<tr>
<th></th>
<th>Dollar Value</th>
<th>Trade Count</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Total Union Contractors</td>
<td>$610,937,898</td>
<td>31</td>
<td>38%</td>
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<tr>
<td>Total Merit Shop Contractors</td>
<td>$979,520,009</td>
<td>92</td>
<td>62%</td>
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<tr>
<td>Total Contract Awards</td>
<td>$1,590,457,907</td>
<td>123</td>
<td>100%</td>
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</tbody>
</table>
THE NEW SLC COMING IN 2020!

Go to slcairport.com for updates.
Wasatch Choice Vision and 2019-2050 Regional Transportation Plan Update

March 28, 2019
SB-34 asks local government to:

- Connect local planning to regional transportation
- Correlate planning with population and employment projections
- Improve connections between homes and destinations
- Plan for development around major transit
- Connect local land planning to local transportation planning
Vision and RTP Process Overview

- Updated every four years
- Planning horizon 20+ years
- Regional blueprint based on WC 2050 Vision and Goals
- Financially constrained
- Developed with input from planning partners
- Air quality conformity
- Amendment process
RTP: Last Stage of Extensive Process

Explore 2015-2017
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose 2017-2018
- Draft & Evaluate Preferred Scenario
- Endorse Vision

Prioritize 2018-2019
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

Regional Transportation Plan 2019-2050
The Regional Transportation Plan is an element of
WASATCH CHOICE 2050

Stakeholder Input
Now

• Review of public comments
• Finalize RTP Document and AQ Memorandum
• Update interactive map
• Update website

Next Steps

• RGC TAC Recommendation – April 17
• RGC Recommendation – May 16
• WFRC Adopt Wasatch Choice 2050 Vision and 2019-2050 RTP – May 23
Wasatch Choice 2050 Vision

- WFRC Endorsed Wasatch Choice 2050 Vision - May 2018
- Vision Poster – May 2019
- Tools, resources, products – August 2019
- Tools, resources, progress measures, community visits
2019-2050 Unified Plan

- Unified effort by UDOT, UTA, and MPOs – Coordinating all RTPs
- Past efforts in 2007, 2011, and 2015
- Collaborative
  - Timing
  - Financial assumptions
  - Performance measures
  - Safety
  - Active Transportation

- **New Unified Plan – October 2019**
### Attainment vs. Conformity

<table>
<thead>
<tr>
<th>Attainment</th>
<th>Conformity</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>(all sources)</em></td>
<td><em>(transportation)</em></td>
</tr>
<tr>
<td>Is the air pollution exceeding federal health standards?</td>
<td>Are mobile source emissions within SIP limits?</td>
</tr>
<tr>
<td>Air quality monitors</td>
<td>Modeling and analysis</td>
</tr>
<tr>
<td>Pollution concentration <em>(µg/m³ or ppb)</em></td>
<td>Emission quantity <em>(tons/day)</em></td>
</tr>
<tr>
<td>State prepares SIP</td>
<td>WFRC prepares conformity analysis</td>
</tr>
</tbody>
</table>

- **Pollution concentration**: *(µg/m³ or ppb)*
- **State prepares SIP**
- **WFRC prepares conformity analysis**
Utah Non-Attainment Areas - 2019

**Particulate Matter (PM$_{10}$)**
- SL County
- Ogden
- **UT County**

**Particulate Matter (PM$_{2.5}$)**
- BE County
- WE County
- DA County
- SL County
- TO County
- **UT County**

**Ozone (O$_3$)**
- WE County
- DA County
- SL County
- TO County
- **UT County**

**Carbon Monoxide (CO)**
*Maintenance Areas*
- Salt Lake City
- Ogden
- **Provo**
Wasatch Front Area Vehicle Emissions – PM$_{2.5}$

Weber – Davis – Salt Lake – Tooele – Box Elder

59% Reduction
Wasatch Choice Vision and 2019-2050 Regional Transportation Plan Update

March 28, 2019
Air Quality Report

Kip Billings
March 28, 2019
## Attainment vs. Conformity

<table>
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<th>Conformity</th>
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<tr>
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Utah Non-Attainment Areas - 2019

**Particulate Matter (PM\textsubscript{10})**
- SL County
- Ogden
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**Particulate Matter (PM\textsubscript{2.5})**
- BE County
- WE County
- DA County
- SL County
- TO County
- **UT County**

**Carbon Monoxide (CO)**
- **Ogden**
- **TO County**

**Ozone (O\textsubscript{3})**
- WE County
- DA County
- SL County
- TO County
- **UT County**
Conformity Lapse

Emissions from vehicles are greater than allowed in state air quality control plan.

Leads to restrictions in transportation spending.
Confusing Terms

• Red Alert Day ≠ Conformity Lapse
• Non-attainment ≠ Conformity Lapse
• Exceeding the Standard ≠ Conformity Lapse
• Violating the Standard ≠ Conformity Lapse

(but this leads to other problems...
Where do emissions come from?

PM2.5 – 2014

- Mobile: 47%
- Non-Road: 11%
- Area: 27%
- Industry: 12%

PM2.5 – 2019

- Mobile: 38%
- Non-Road: 11%
- Area: 32%
- Industry: 19%
Improving Air Quality

Number of Days Above the Current Federal Standards

* Days with monitored values above the level of the current National Ambient Air Quality Standards combined for PM2.5 and ozone (PM2.5 standard revised in 2006, ozone standard revised in 2015) + pending final quality assurance
Carbon Monoxide
2nd Highest Value, 2016

Standard: 9 ppm

<table>
<thead>
<tr>
<th>City</th>
<th>ppm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake City</td>
<td>2.5</td>
</tr>
<tr>
<td>Ogden City</td>
<td>3.7</td>
</tr>
</tbody>
</table>

3/22/2018
PM$_{10}$
2nd highest value, 2016

Standard: 150 µg/m$^3$

Salt Lake County
Ogden City
PM$_{2.5}$  
3-year average of 98$^{th}$%, 2014-2016

Standard: 35 µg/m$^3$
Ozone

3-year average of 4th highest, 2014-2016

Standard: 70 ppb

ppb

Weber  Davis  Salt Lake  Tooele
Vehicle Emission Standards

Tier 1, 2, 3: VOC & NOx (mg/mile)

*30 mg/mile is comparable to a Honda Civic CNG.

Utah is not guaranteed to receive Tier 3 fuel.

Source: Transportation Air Quality, Selected Facts and Figures, FHWA-HEP-05-045, January 2006
Vehicle Cold Start Emissions

- 20-mile Trip:
  - Running: 0.30 pounds
  - Cold Start: 0.10 pounds

- 1-mile Trip:
  - Running: 0.15 pounds
  - Cold Start: 0.05 pounds

Date: 3/23/2017
Transportation Improvement Program
The TIP
Transportation Improvement Program is...

1. Six Year Program of Highway, Transit, & Active Transportation
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway, Transit, & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program’s Dynamics . . .

1. Periodic Modifications due to
   • Project Timing & Funding Amounts

2. Modifications Require Board Action
   • WFRC or Trans Com as Delegated

3. Updated Annually with
   • New Projects/ Funding Strategies
Transportation Improvement Program - Today . . .

5a. Report on Approved Board Modification
   • Trans Com – February 21, 2019

5b. Approve New Board Modification
    • To the 2019-2024 TIP

5c. Obligations of Federal Transportation Funds
5a - 2019-2024 TIP Board Modification

Report on
Trans Com Meeting
February 21, 2019
<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>SR-97</td>
<td>15642</td>
<td>5500 So/5600 So (SR-97); 5600 West (SR-37) to 3000 West</td>
<td>Pavement Rehabilitation</td>
<td>STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$1,750,000</td>
<td>$1,250,000</td>
<td>Additional Funding</td>
<td>$500,000</td>
<td>2019</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Sandy</td>
<td>9270</td>
<td>13114</td>
<td>9270 So &amp; State Street; 150 East to State Street</td>
<td>Intersection Improvements and Signal Installation</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$6,432,000</td>
<td>$3,203,756</td>
<td>Additional Funding</td>
<td>$2,792,798</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Sandy</td>
<td>Sego Lily</td>
<td>15909</td>
<td>Sego Lily Drive (10000 South) &amp; State Street Interception</td>
<td>Intersection Improvement</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$1,591,000</td>
<td>$1,143,054</td>
<td>Funding Removed</td>
<td>$1,143,054</td>
<td>2019</td>
</tr>
</tbody>
</table>

Region One is requesting to add an additional $500,000 ST_FLX_ST funds to the 5500 So/5600 So (SR-97) rehabilitation project. The additional funds for this request are available from the unprogrammed balance in Region One’s Transportation Solutions Program.

Region One is requesting to add an additional $1,000,000 ST_FLX_ST funds to the South Weber Drive pavement preservation project. The additional funds for this request are available from the unprogrammed balance in Region One’s Transportation Solutions Program. Project estimated costs have increased, due to higher than planned costs for major bid items, as well as specific areas have been identified that have an increased pavement application.

Sandy City requests additional Salt Lake/ West Valley STP funds for the 9270 South intersection Realignment project. The additional funding will come from project cost savings and funding made available from projects withdrawn from the federal program.

Sandy City requests that this project be removed to increase the level of available funding. The City will construct this project at a later time with development and their own resources.

Sandy City requests that this project be removed to increase the level of available funding. The City will resubmit this project concept at a later time to compete for future programming.
### New Project

**Salt Lake/ West Valley Urban Area**

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
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<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
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<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>1-80</td>
<td>16443</td>
<td>1-80; Westbound Auxiliary Lane; SR-201 to SR-36</td>
<td>New Construction of an Auxiliary Lane</td>
<td>HSIP (Highway Safety Improvement Program)</td>
<td>$2,800,000</td>
<td>$0</td>
<td>New Project</td>
<td>$2,800,000</td>
<td>2019</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>White City</td>
<td>Sandy</td>
<td>17405</td>
<td>Sandy Canal; Canyons Drive to 10000 South</td>
<td>Construct Sections of Missing Bike/ Pedestrian Trail</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$350,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$250,000</td>
<td>2019</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Salt Lake</td>
<td>8600</td>
<td>17372</td>
<td>8600 South; 1530 East to 1676 East</td>
<td>Construct Sections of Missing Sidewalk</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$239,459</td>
<td>$0</td>
<td>New Funding</td>
<td>$179,594</td>
<td>2019</td>
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<tr>
<td>Tooele</td>
<td>Grantsville</td>
<td>Durfee</td>
<td>17366</td>
<td>Durfee Street; Quick to Willow Street</td>
<td>Construct Sections of Missing Sidewalk</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$233,270</td>
<td>$0</td>
<td>New Funding</td>
<td>$174,952</td>
<td>2019</td>
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<tr>
<td>Salt Lake</td>
<td>Millcreek</td>
<td>4705</td>
<td>17368</td>
<td>4705 South; 1380 East to 1450 East</td>
<td>Construct Sections of Missing Sidewalk</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$70,325</td>
<td>$0</td>
<td>New Funding</td>
<td>$52,744</td>
<td>2019</td>
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<tr>
<td>Salt Lake</td>
<td>Kearns/ SL Co</td>
<td>6000</td>
<td>17370</td>
<td>6000 South; 5600 West to 5565 West</td>
<td>Construct Sections of Missing Sidewalk</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$41,190</td>
<td>$0</td>
<td>New Funding</td>
<td>$30,892</td>
<td>2019</td>
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<td>Salt Lake</td>
<td>Sandy</td>
<td>1700</td>
<td>New PIN</td>
<td>1700 East; Wasatch Blvd to 11400 South</td>
<td>Construct Bike Lanes</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$268,605</td>
<td>$0</td>
<td>New Funding</td>
<td>$150,000</td>
<td>2019</td>
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</tbody>
</table>

Region Two is requesting to add a new project to construct an aux lane on westbound I-80 from SR-201 to SR-36. The construction of an aux lane will improve safety by reducing conflict points and minimizing current vehicular weaving movements. The additional funds for this request are available from unprogrammed HSIP funds, favorable bids on other Highway Safety projects, and from Region Two’s Transportation Solutions Program.
<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>PIN</th>
<th>Project Information</th>
<th>Estimated CMAQ Funds and Phasing (Fiscal Year)</th>
<th>Concept Development</th>
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<tr>
<td></td>
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<td></td>
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<tr>
<td>SALT LAKE/WEST VALLEY URBAN AREA</td>
<td></td>
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<tr>
<td>Salt Lake</td>
<td>UTA</td>
<td>15918</td>
<td>Rebuild locomotive prime mover engines to EPA's standard of Tier 1+</td>
<td><strong>$1,595,134</strong></td>
<td><em>$</em></td>
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<tr>
<td>Salt Lake</td>
<td>Murray/UDOT</td>
<td>16941</td>
<td>Intersection Improvements</td>
<td><strong>$290,411</strong></td>
<td><em>$</em></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>OGDEN/LAYTON URBAN AREA</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Davis</td>
<td>UTA</td>
<td>15915</td>
<td>Purchase 1 bus for seasonal service from parts of Davis County to Snow Basin Resort</td>
<td><strong>$912,839</strong></td>
<td><em>$</em></td>
</tr>
</tbody>
</table>
5b - 2019-2024 TIP
Board Modification

Wasatch Front Regional Council
March 28, 2019

Ben Wuthrich
Wasatch Front Regional Council
Salt Lake – Mountain View Corridor (SR-85); Rosecrest Drive to 4100 South
Various Highway Safety Improvements
Salt Lake – Mountain View Corridor (SR-85); Rosecrest Drive to 4100 South
Various Highway Safety Improvements

Project will add additional Safety Features along the facility

Total Project Cost Estimate $ 2,514,000

Funding from existing budget of Federal Highway Safety Improvement Program (HSIP) Funds
5c - FY 2018
Obligation Report
Wasatch Front Regional Council
March 28, 2019

Ben Wuthrich
Wasatch Front Regional Council
Obligation

The Federal Highway Administration (FHWA) defines “obligation” as the federal government’s legal commitment to reimburse the States or other entities for the Federal share of a project’s eligible costs.

Thus, an obligated project is one that has been approved by the federal government for reimbursement.

- Obligated projects were not necessarily initiated or completed during this year.

- Obligated amounts reflected in this report also may not be equal to the final project cost.
WFRC FFY 2018 STP, CMAQ, & TAP Funds
Obligation by Project Improvement Type

Federal & Matching Funds
Administered by WFRC &
Obligated within WFRC Urbanized Areas
(Total Funds - $ 24,012,751)

* * * *

STP - Salt Lake/ West Valley Area $ 7,025,672
STP - Ogden/ Layton Area $ 6,053,709
CMAQ - WFRC Total Area $ 7,207,930
FFY 2018 Federal Transit Administration Funds
Obligation by Project Type

Federal & Local Matching Funds
(Total Amounts)

Capital Improvements
- $213,769,882

Operation/Planning & Maintenance (O & M)
- $286,642,443
<table>
<thead>
<tr>
<th>Plan Fund Desc</th>
<th>PIN</th>
<th>PIN Status</th>
<th>Category</th>
<th>Project Location</th>
<th>County</th>
<th>Total Obl.</th>
<th>PA</th>
<th>STATE</th>
<th>LOCAL</th>
<th>TOTAL</th>
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<tr>
<td></td>
<td>16851</td>
<td>Active</td>
<td>other</td>
<td>NA Annual Work Program</td>
<td>VARIOUS</td>
<td>$ 500,000</td>
<td>$ 500,000</td>
<td>$ 0</td>
<td>$ 0</td>
<td>$ 0</td>
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<tr>
<td></td>
<td>16857</td>
<td>Awarded</td>
<td>Roadway Minor Rehabilitation</td>
<td>U.S. 18, MP 31.40 - 32.70</td>
<td>DAVIE</td>
<td>$ 1,398,480</td>
<td>$ 1,398,480</td>
<td>$ 101,250</td>
<td>$ 0</td>
<td>$ 1,500,000</td>
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<tr>
<td></td>
<td>4090</td>
<td>Under Construction</td>
<td>Structures Bridge Replacement</td>
<td>Standard Lake over Wabash River</td>
<td>MORGAN</td>
<td>$ 994,644</td>
<td>$ 994,644</td>
<td>$ 72,223</td>
<td>$ 0</td>
<td>$ 1,067,867</td>
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<tr>
<td></td>
<td>14776</td>
<td>Under Construction</td>
<td>Structures Bridge Replacement</td>
<td>City of Milwaukee: MP 2.3 - 2.3 &amp; 1,560 West 95th South</td>
<td>SALT LAKE</td>
<td>$ 734,093</td>
<td>$ 734,093</td>
<td>$ 53,307</td>
<td>$ 0</td>
<td>$ 787,400</td>
</tr>
<tr>
<td></td>
<td>14777</td>
<td>Awarded</td>
<td>Asset Management</td>
<td>County: 106; MP 1.0 - 0.8 &amp; County: 106; MP 2.25 - 2.3 &amp; Route 166 (860 West) (South) Bridge Road @ 2860 North and 136 North</td>
<td>BOX ELDER</td>
<td>$ 426,061</td>
<td>$ 426,061</td>
<td>$ 30,059</td>
<td>$ 0</td>
<td>$ 457,000</td>
</tr>
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<td></td>
<td>11990</td>
<td>Active</td>
<td>Funding Per Diem Through</td>
<td>Project Planning Support, Wauwatosa Road</td>
<td>DAVIE</td>
<td>$ 300,000</td>
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<td>Roadway Reconstr. - With Widening</td>
<td>Lenin Lane North Harrietta Road to Washington Rd</td>
<td>WEBER</td>
<td>$ 228,414</td>
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<td>15037</td>
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<td>Roadway Reconstr. - With Widening</td>
<td>SR-37; MP 9.91 - 12.35</td>
<td>WEBER</td>
<td>$ 1,740,000</td>
<td>$ 1,740,000</td>
<td>$ 126,352</td>
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<td>12321</td>
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<td>Intersection Improvements</td>
<td>SR-101; MP 2.20 - 3.00</td>
<td>DAVIE</td>
<td>$ 67,978</td>
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<td>$ 4,914</td>
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<td>$ 72,892</td>
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<td>13470</td>
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<td>Roadway Prevenitive Maintenance</td>
<td>SR-204; MP 0.0 - 32 &amp; SR-204; MP 2.23 - 1.42</td>
<td>WEBER</td>
<td>$ 213,628</td>
<td>$ 213,628</td>
<td>$ 15,513</td>
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<td>$ 229,141</td>
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<td>10432</td>
<td>Substantially Complete</td>
<td>Roadway Reconstr. - With Widening</td>
<td>County: 141; MP 57 - 87 &amp; 500 South Plank 3, 135 New to 100 West</td>
<td>DAVIE</td>
<td>$ 2,210,042</td>
<td>$ 2,210,042</td>
<td>$ 180,488</td>
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<td>Roadway Reconstr. - With Widening</td>
<td>bluff Road: 551 West (40 feet) to 1000 West</td>
<td>DAVIE</td>
<td>$ 509,424</td>
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<td>Pending</td>
<td>Roadway New Construction</td>
<td>500 West: 2000 South to SR-608</td>
<td>DAVIE</td>
<td>$ 10,000</td>
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<td>FY 2017 WFRC CPC Planning</td>
<td>SALT LAKE</td>
<td>($315,000)</td>
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<td>$ 630,000</td>
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<td>Physically Complete</td>
<td>Roadway Minor Rehabilitation</td>
<td>Getz, MP 510.5 - 541.10 &amp; L-5, MP 510.5 - 541.10 &amp; Various Locations</td>
<td>VARIOUS</td>
<td>$ 892,225</td>
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<td>Signal and Lighting Project</td>
<td>SH-182; MP 2.76 &amp; County: 2002; MP 1.92 - 12.57 &amp; County: 101; MP 138 - 14.1</td>
<td>SALT LAKE</td>
<td>$ 295,756</td>
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<td>County: 182; MP 0.0 - 0.85</td>
<td>SALT LAKE</td>
<td>($3,075)</td>
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<td>HIGHLAND DRIVE: 0.0 - 2.25</td>
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<td>($289,013)</td>
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<td>1300 East: 1300 East to 2100 north</td>
<td>SALT LAKE</td>
<td>$ 512,785</td>
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<td>$ 37,235</td>
<td>$ 0</td>
<td>$ 550,000</td>
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Welcome!

1969 – 2019 | 50 Years of Serving our Region

WASATCH FRONT REGIONAL COUNCIL
1970: 1,059,273

1970: 1,059,273  2018: 3,166,647

Salt Lake Area
LONG RANGE TRANSPORTATION PLAN
Volume 4: The Plan And Its Implementation
Technical Report No. 13

WASATCH FRONT REGIONAL COUNCIL
Thank you!

WASATCH FRONT REGIONAL COUNCIL