



## WASATCH FRONT REGIONAL COUNCIL

August 27, 2020

### AGENDA

A meeting of the Wasatch Front Regional Council will be held on **Thursday, August 27, 2020 at 2:00 p.m. via Zoom.**

Join Zoom Meeting <https://us02web.zoom.us/j/89257885021>

Meeting ID: 892 5788 5021 One tap mobile [+16699009128](tel:+16699009128), 89257885021#

The agenda, with approximate times, will be as follows:

- 1. Introductions and Consent Agenda (2:00-2:05)**
  - a. **ACTION:** Minutes of the WFRC meeting held May 28, 2020
  - b. **ACTION:** Financial statements and check registers for May and June 2020 and Budget/Expenditure Report
- 2. Chair Report (2:05-2:20)**
  - a. WFRC FY20 Activities and Accomplishments Report
  - b. WFRC Funding Opportunities for Local Governments
- 3. Public Comment (2:20-2:25)**
- 4. Transportation Committee (Trans Com) (2:25-2:45)**
  - a. Report on Board modifications to the 2020-2025 Transportation Improvement Program (TIP)
  - b. **ACTION:** Board modifications to the 2020-2025 TIP
  - c. **ACTION:** Approve 2021-2026 TIP
  - d. **ACTION:** Self-Certification of Planning Process
- 5. Regional Growth Committee (RGC) (2:45-2:55)**
  - a. Wasatch Choice Regional Vision update
- 6. Budget Committee (2:55-3:00)**
  - a. **ACTION:** Report on WFRC Fraud Risk Assessment and approve updates to WFRC Accounting and Administrative Policy
- 7. Active Transportation Committee (ATC) report (3:00-3:05)**
- 8. Executive Director Report (3:05-3:10)**
- 9. Other Business (3:10-3:15)**

Next meeting: Thursday, October 22, 2020
- 10. Adjournment**

#### Upcoming Events:

- ULCT Fall Conference, September 21-25, 2020
- Wasatch Choice Workshops, various dates in October & November 2020
- UAC Annual Conference, November 18-20, 2020

Informational materials can be located on WFRC's website at [www.wfrc.org](http://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](mailto: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](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.*

Bob Stevenson, Chair  
Commissioner, Davis County

Jeff Silvestrini, Vice Chair  
Mayor, Millcreek

Mark Allen  
Mayor, Washington Terrace

Len Arave  
Mayor, North Salt Lake

Ron Bigelow  
Mayor, West Valley City

Mike Caldwell  
Mayor, Ogden

Tina Cannon  
Councilmember, Morgan County

Robert Dahle  
Mayor, Holladay

Jim Harvey  
Commissioner, Weber County

Scott Jenkins  
Commissioner, Weber County

Michael Jensen  
Councilmember, Salt Lake County

Randy Lewis  
Mayor, Bountiful

Erin Mendenhall  
Mayor, Salt Lake City

Shawn Milne  
Commissioner, Tooele County

Jeff Scott  
Commissioner, Box Elder County

Mark Shepherd  
Mayor, Clearfield

Derk Timothy  
Mayor, Bluffdale

Troy Walker  
Mayor, Draper

Jenny Wilson  
Mayor, Salt Lake County

Senator Gregg Buxton  
Utah State Senate

Representative Mike Schultz  
Utah House of Representatives

Carlton Christensen  
Utah Transit Authority

Carlos Bracerias  
Utah Department of Transportation

Dawn Ramsey  
Utah League of Cities and Towns

Lorene Kamalu  
Utah Association of Counties

Ari Bruening  
Envision Utah

Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director



## MINUTES

Wasatch Front Regional Council  
May 28, 2020

Commissioner Bob Stevenson, Chair, called the meeting of the Wasatch Front Regional Council to order at 2:04 p.m. on Thursday, May 28, 2020. The meeting was held via remote connection, due to the safety restrictions put in place by the Utah Governor's Office, in response to COVID-19 concerns, in Salt Lake City, Utah.

The following were present:

WFRC COUNCIL MEMBERS - 2020				
BOX ELDER COUNTY		Yes/No	Alternates / Others in attendance:	
Member - Jeff Scott		yes	Gage Froerer, Davis Co Commissioner	
Alternate – Tyler Vincent		no	Jo Sjoblom, South Weber City Mayor	
DAVIS COUNTY MEMBERS			Joy Petro, Layton City Mayor	
Len Arave		yes	Robert Hale, Midvale City Mayor	
Mark Shepherd		yes	Clint Smith, Herriman City Council	
Randy Lewis		yes	Dirk Burton, West Jordan City Mayor	
Bob Stevenson		yes	Karen Lang, West Valley City Council	
MORGAN COUNTY			Ryan Beck, Envision Utah	
Member - Tina Cannon		yes	Dina Blaes, Salt Lake County	
Alternate - Robert Kilmer		no	Victoria Ashby, ULCT	
Alternate - Mike Newton		no	Shule Bishop, UTA	
SALT LAKE COUNTY MEMBERS			Ben Huot, UDOT	
Jenny Wilson		no	Kyler Brower	
Erin Mendenhall		no	Karina Brown, Chris Peterson	
Troy Walker		yes		
Michael Jensen		no	WFRC Staff: Ben Wuthrich, Jory Johner,	
Jeff Silvestrini		yes	Rosie Hernandez, Christy Dahlberg,	
Robert Dahle		yes	LaNiece Davenport, Ted Knowlton,	
Ron Bigelow		yes	Megan Townsend, Loveit Baumgardner,	
Derk Timothy		yes	Wayne Bennion, Andrew Gruber,	
TOOELE COUNTY			Nicole Proulx, Bert Granberg, Suzie Swim,	
Member - Shawn Milne		yes	Josh Reynolds, Chad Worthen, Katie Gerard	
Alternate – Debbie Winn		yes	Hugh Van Wagenen, Alex Roy, Nikki Navio,	
WEBER COUNTY MEMBERS			Lauren Victor, Scott Hess, Andrea Pearson	
Scott Jenkins		yes	Justin Smart, Penna Powers/WFRC	
Jim Harvey		yes	Jeannie Lambert, Penna Powers/WFRC	
Mark Allen		yes		
Mike Caldwell		no		
UDOT & UTA			NON-VOTING MEMBERS	
Member - Carlos Braceras, UDOT		yes	Lorene Kamalu, UAC	yes
Alternate - Teri Newell, UDOT		yes	Dawn Ramsey, ULCT	yes
Member - Carlton Christensen, UTA Board of Trustees		yes	Ari Bruening, Envision Utah	yes
Alternate - Beth Holbrook, UTA Board of Trustees		yes	Gregg Buxton, State Senate	no
Alternate - Kent Millington, UTA Board of Trustees		yes	Mike Schultz, State House of Reps	yes
			Evan Curtis – Utah State Planning	yes

**Welcome [00:02:00]**

Commissioner Bob Stevenson welcomed Wasatch Front Regional Council members and guests and introductions were made via roll call.

**1. Consent Agenda [00:06:48]**

**1a. ACTION: Minutes**

Commissioner Bob Stevenson made a motion to approve the minutes of the WFRC meeting held March 26, 2020, and Mayor Jeff Silvestrini seconded the motion. The minutes were accepted unanimously.

**1b. ACTION: Financial Statements**

Commissioner Bob Stevenson made a motion to approve the Financial Statements and Check Registers for February, March, and April 2020, and the current Budget/Expenditure Report. Mayor Mark Shepherd seconded the motion and the financial statements were accepted unanimously.

**2. Chair's Report [00:07:14]**

Commissioner Stevenson discussed the current COVID 19 economic and tax impacts, such as motor fuel tax dropping 13% in March. As expected, sales tax is down in hospitality and brick and mortar retail, and online sales tax has seen an increase. WFRC is continuing to work with Utah delegation and national associations. The priorities, at present, are: Assistance for local governments, Investment in transportation infrastructure as an effective means of promoting economic recovery and promoting Congress' work in the timely reauthorization of the FAST Act for transportation funding and policy. WFRC, ULCT, UAC, MAG jointly sent letters to Utah state leaders adding support. [00:09:52] Carlos Braceras, UDOT, discussed the impacts of COVID19 on UDOT and state capital projects. [00:11:12] Carlton Christensen, UTA, discussed the impacts of COVID19 on UTA projects and service. [00:13:02] Mayor Jeff Silvestrini discussed the impact of COVID and the economic recession on Millcreek transportation. [00:18:02] Representative Mike Schultz discussed the Legislature developing potential budget cuts and the potential bonding for infrastructure projects, that could include projects impacting active transportation, road, transit, and broadband capabilities.

**3. Public Comment [00:38:15]**

Commissioner Bob Stevenson opened the meeting for public comment. Mr. Chris Peterson, Democratic candidate for Governor and Ms. Karina Brown, Democratic candidate for Lieutenant Governor, made comments. Andrew Gruber, WFRC, stated that all public comments are welcome and WFRC remains a non-political, non-partisan organization.

**4. Regional Growth Committee (RGC) [00:44:45]**

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on May 21, 2020.

**4a. COVID19 impacts on transportation and communities**

**a. Short-term data on impacts of "Stay Home Phase"**

Ted Knowlton, WFRC, outlined data on current COVID19 shifts in behavior and impacts on transportation and air quality.

**b. Long-term risks and opportunities after COVID19**

Mr. Knowlton then opened the time up for a discussion about the long-term shifts we may see in communities after the COVID19 pandemic subsides. Residents and businesses are trying new ways of conducting business, reaching customers, and even spending their free time. WFRC is committed to helping communities navigate these long-term changes, hoping to help shape them to maximize benefits and minimize negative impacts.

**c. Local policy approaches**

Mr. Knowlton concluded by leading a discussion of policy approaches appropriate for the recovery. Communities will be thinking through the implications on community development to inform effective development of general plans. With the disruption of "business as usual" we are

currently experiencing, this is also a time to reflect on what kind of communities we want to develop and be poised for long-term recovery and enhanced community resilience.

**5. Transportation Coordinating Committee (Trans Com) [01:09:27]**

Commissioner Jeff Scott, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on April 16, 2020.

**5a. Report on Board Modifications to the 2020-2025 Transportation Improvement Program (TIP)**

Ben Wuthrich, WFRC, presented information regarding requests to modify the current 2020-2025 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 and approved resolution have been included in the meeting materials.

**5b. ACTION: Board Modifications to 2020-2025 TIP [01:11:49]**

Mr. Wuthrich reported that WFRC has received a request to modify the current 2020-2025 TIP with the list of projects included in the meeting materials. Mr. Wuthrich briefly discussed the two projects. [01:16:44] Commissioner Jeff Scott made a motion to approve the resolution to modify the 2020-2025 TIP as requested. Mayor Mark Shepherd seconded the motion and the voting was unanimous in the affirmative.

**5c. ACTION: Approve the Surface Transportation Program (STP), Congestion Mitigation / Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) Projects for 2021-2026 TIP [01:17:15]**

Mr. Wuthrich then reminded the Council of the funding programs that Wasatch Front Regional Council administers, that provide resources for local governments. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)

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. [01:29:30] Commissioner Scott made a motion to approve adding the STP, CMAQ, and TAP projects to the draft FY 2021-2026 STP and CMAQ Programs, and the draft FY 2022 TAP Program. Mayor Troy Walker seconded the motion and the majority vote was affirmative.

**6. Budget Committee [01:30:10]**

Commissioner Shawn Milne, WFRC Budget Committee Chair, discussed with the Council the items that were reviewed in the Budget Committee meeting held on May 14, 2020.

**6a. PUBLIC HEARING and ACTION: Approval of WFRC draft FY21 Goals, Budget and Unified Planning Work Program (UPWP)**

Commissioner Milne made a motion to open a public hearing [01:31:17] regarding approving the WFRC FY21 Goals, Budget and Unified Planning Work Program (UPWP). Mayor Troy Walker seconded the motion. The affirmative vote was unanimous. Commissioner Milne then turned the time to Andrew Gruber.

[01:33:30] Andrew Gruber, WFRC stated that WFRC staff, in coordination with the WFRC Budget Committee, has identified agency goals and prepared a budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2021.

The WFRC Council reviewed these three items on March 26, 2020 and recommended to make

them available for review by the public and by the County Councils of Governments (COGs). There have been no comments received from members of the COGs, nor the public, on any of the items. The goals, budget and UPWP presented here for approval are the same as the draft previously provided and reviewed by the Council in March.

**[01:34:40]** The COVID19 pandemic and associated economic downturn create uncertainties in budgeting, for WFRC and all its member entities. These uncertainties warrant a cautious approach to WFRC's budget and expenditures. Therefore, while the proposed budget for FY21 has not been modified from the budget that was considered in March, WFRC has instituted and will continue to institute cost-saving measures. In other words, while the budget acts as a legal limit on the level of expenditure, it does not *require* expenditures at the level in the budget, and WFRC is taking steps to hold expenditures flat or bring them down given the current circumstances. This includes delaying or cancelling new consultant or other contracts and utilizing WFRC staff to the greatest extent possible to complete essential work; freezing any new hires; potentially delaying or cancelling COLA or merit increases; limiting travel and training costs; and generally reducing or deferring expenditures. WFRC's budgetary focus is to continue to provide excellent service to our communities and region and maintain stability for our existing staff. As in the past, WFRC's budget situation will continue to be closely monitored and discussed with the WFRC Budget Committee.

**[01:38:14]** Commissioner Bob Stevenson asked if there were any comments or questions related to the three items discussed. There were none. He then requested a motion to close the public hearing. Mayor Troy Walker made a motion to close the public hearing, Commissioner Scott Jenkins seconded the motion and the vote was unanimous in the affirmative. Commissioner Bob Stevenson made a motion to approve the final WFRC Goals, Budget and UPWP for fiscal year 2021 and Commissioner Shawn Milne seconded the motion. The vote was unanimous in the affirmative.

**7. Active Transportation Committee (ATC) report [01:40:31]**

Mayor Jo Sjoblom, Chair of the Active Transportation Committee, reported on the outcomes of the last meeting of the ATC, held on April 8, 2020.

**8. Wasatch Front Economic Development District (WFEDD) report [01:45:07]**

Scott Hess, WFRC, announced that WFRC and WFEDD had the opportunity to apply for funding through the CARES Act, which has been provided to the Economic Development Administration, based on anticipated resiliency response and recovery efforts of COVID19.

**9. Executive Director Report [01:46:42]**

Andrew Gruber, WFRC, stated that the National Association of Regional Councils (NARC) conference will be held remotely on June 8-9, and information about attending will be sent out to the members. Mr. Gruber also confirmed that the WFRC staff will continue to work remotely for the foreseeable future.

**8. Other Business [01:48:00]**

Commissioner Bob Stevenson reminded the group that the next Council meeting will be on August 27, 2020 and asked if there were any other items to discuss.

**11. Adjournment [01:48:20]**

As there were no other items brought forward, Commissioner Stevenson requested a motion to adjourn. Commissioner Scott Jenkins made a motion to adjourn the meeting and Mayor Robert Hale seconded. The vote was unanimous in the affirmative, and the meeting adjourned at 3:52pm

Balance Sheet  
As of 05-31-20

ASSETS

Cash	\$ 2,760,671.51	
		\$ 2,760,671.51
Accounts Receivable	1,058,239.31	
		\$ 1,058,239.31
Prepaid Expense	10,059.18	
		\$ 10,059.18
		\$ 0.00
		\$ 3,828,970.00
		=====

LIABILITIES & FUND BALANCE

Accounts Payable	376,968.39	
Accrued Payroll & Taxes	0.11	
Accrued Vacation/Sick Leave	364,024.69	
Total Liabilities		\$ 740,993.19
State and Local	1,288,580.51	
General Fund	1,267,113.93	
Special Projects Fund	532,282.37	
Total Fund Balances		\$ 3,087,976.81
		\$ 3,828,970.00
		=====

Check Register  
(E) ACH TRANSFERS  
05-31-20

Page 1

Check#	Date	Vendor	Amount
1063	05-13-20	AEC001 AECOM	17870.00
1064	05-13-20	BAR001 BARKER LEAVITT	4000.00
1065	05-13-20	ENV001 ENVIRONMENTAL PLANNING GRO	2720.00
1066	05-13-20	FEH001 FEHR & PEERS	11147.51
1067	05-13-20	FIE001 FIELDING GROUP LLC	70221.32
1068	05-13-20	IBI001 IBI GROUP	23785.00
1069	05-13-20	LIN001 LINCOLN NATIONAL LIFE INS	4561.62
1070	05-13-20	MGB001 MGB & A THE GRASSLI GROUP	1697.50
1071	05-13-20	PEH001 PEHP FLEX BENEFITS	1012.48
1072	05-13-20	PUB001 PUBLIC EMPLOYEES HEALTH PR	39101.63
1073	05-13-20	RES001 RESOURCE SYSTEMS GROUP, IN	11051.98
1074	05-13-20	RRJ001 RRJ CONSULTING, LLC	2000.00
1075	05-13-20	UNU001 UNUM LIFE INSURANCE CO	142.35
1076	05-13-20	UTA019 UTAH DIVISION OF FINANCE	5163.27
1077	05-13-20	UTA003 UTAH LOCAL GOVERNMENT TRUS	628.77
1078	05-13-20	UTA001 UTAH DEPT OF TRANSPORTATIO	13432.80
1079	05-13-20	VOD001 VODA	9210.00

Total Of Register

-----  
217746.23  
=====

Licensed User: ACCOUNTING DEPARTMENT



Balance Sheet  
As of 06-30-20

ASSETS

Cash	\$ 2,527,965.03	
Accounts Receivable	989,059.34	\$ 2,527,965.03
Prepaid Expense	25,802.55	\$ 989,059.34
		\$ 25,802.55
		\$ 0.00
		\$ 3,542,826.92
		=====

LIABILITIES & FUND BALANCE

Accounts Payable	521,432.26	
Accrued Vacation/Sick Leave	365,254.51	
Deferred Revenue	847,299.29	
Total Liabilities		\$ 1,733,986.06
General Fund	122,195.93	
Special Projects Fund	1,686,644.93	
Total Fund Balances		\$ 1,808,840.86
		\$ 3,542,826.92
		=====



Check Register  
(E) ACH TRANSFERS  
06-30-20

Page 1

Check#	Date	Vendor	Amount
1081	06-10-20	AVE001 AVENUE CONSULTANTS	19267.75
1082	06-10-20	BAR001 BARKER LEAVITT	4000.00
1083	06-10-20	CAC001 CACHE VALLEY ELECTRIC	3140.26
1084	06-10-20	CYM001 CYMA SYSTEMS, INC	988.39
1085	06-10-20	ENV001 ENVIRONMENTAL PLANNING GRO	2720.00
1086	06-10-20	ENV002 ENVISION UTAH	37135.43
1087	06-10-20	FEH001 FEHR & PEERS	10086.70
1088	06-10-20	FFK001 FFKR ARCHITECTS	11960.00
1089	06-10-20	IBI001 IBI GROUP	12648.32
1090	06-10-20	LAN001 LANDMARK DESIGN	9847.50
1091	06-10-20	PAR001 PARAMETRIX	26551.50
1092	06-10-20	PEH001 PEHP FLEX BENEFITS	2024.96
1093	06-10-20	PEN001 PENNA POWERS	5636.25
1094	06-10-20	PUB001 PUBLIC EMPLOYEES HEALTH PR	39135.09
1095	06-10-20	RRJ001 RRJ CONSULTING, LLC	2000.00
1096	06-10-20	UNU001 UNUM LIFE INSURANCE CO	128.55
1097	06-10-20	UTA019 UTAH DIVISION OF FINANCE	7845.99
1098	06-10-20	UTA003 UTAH LOCAL GOVERNMENT TRUS	628.77
1099	06-10-20	VOD001 VODA	13120.00
1100	06-29-20	AEC001 AECOM	4675.00
1101	06-29-20	AVE001 AVENUE CONSULTANTS	31668.86
1102	06-29-20	BAR001 BARKER LEAVITT	4000.00
1103	06-29-20	CYM001 CYMA SYSTEMS, INC	1550.00
1104	06-29-20	DEL001 DELL MARKETING, L.P.	1732.58
1105	06-29-20	ENV001 ENVIRONMENTAL PLANNING GRO	2040.00
1106	06-29-20	ENV002 ENVISION UTAH	34331.19
1107	06-29-20	FEH001 FEHR & PEERS	18366.40
1108	06-29-20	FIE001 FIELDING GROUP LLC	35250.00
1109	06-29-20	HOR001 HORROCKS ENGINEERS	8100.00
1110	06-29-20	IBI001 IBI GROUP	22281.67
1111	06-29-20	INT002 INTERMOUNTAIN EAP - MISC A	247.80
1112	06-29-20	LAN001 LANDMARK DESIGN	1931.24
1113	06-29-20	LIN001 LINCOLN NATIONAL LIFE INS	2290.56
1114	06-29-20	OLS002 LES OLSON COMPANY	717.46
1115	06-29-20	PEH001 PEHP FLEX BENEFITS	1012.48
1116	06-29-20	PEN001 PENNA POWERS	968.75
1117	06-29-20	PUB001 PUBLIC EMPLOYEES HEALTH PR	39135.09
1118	06-29-20	RES001 RESOURCE SYSTEMS GROUP, IN	8642.21
1119	06-29-20	UTA019 UTAH DIVISION OF FINANCE	3863.58
1120	06-29-20	UTA003 UTAH LOCAL GOVERNMENT TRUS	628.77
1121	06-29-20	VOD001 VODA	13429.45

Total Of Register

-----  
445728.55  
=====

Licensed User: ACCOUNTING DEPARTMENT

**Wasatch Front Regional Council FY 2020  
Budget/Expense Report**

7/1/2019  
6/30/2020

**Expenditure by Function**

<b>Expenditure</b>	<b>Budget</b> As amended June 24, 2020	<b>Expended</b> 6/30/2020	<b>Balance Unspent</b>	<b>% Expended</b>
Salaries/Employee Benefits	4,381,640	3,640,247	741,393	83%
Contractual	4,068,689	1,995,914	2,072,775	49%
Audit and Accounting	20,000	17,792	2,208	89%
Equipment Depreciation	111,884	102,640	9,244	92%
Equipment Maintenance	15,000	9,394	5,606	63%
Dues and Subscriptions	20,100	19,861	239	99%
Insurance	12,000	10,242	1,758	85%
Legal	10,000	2,110	7,890	21%
Printing & Publication	10,950	0	10,950	0%
Rent	416,839	416,231	608	100%
Supplies/Software/Sponsoships	109,000	101,614	7,386	93%
Telephone/Data	38,000	29,651	8,349	78%
Travel	57,500	54,037	3,463	94%
Training	56,700	45,392	11,308	80%
Equipment Purchase	45,000	28,256	16,744	63%
Amounts expected to carry forward into next FY	250,569	0	250,569	0%
<b>TOTAL EXPENDITURES</b>	<b>9,623,870</b>	<b>6,473,379</b>	<b>3,150,493</b>	<b>67%</b>
<b>Excluding Carry Forward</b>	<b>9,373,302</b>	<b>6,473,379</b>	<b>2,899,924</b>	<b>69%</b>
<b>% Time Expended</b>				<b>100%</b>

**Expenditure by Program**

<b>Program</b>	<b>Budget</b> As amended June 24, 2020	<b>Expended</b> 6/30/2020	<b>Balance Unspent</b>	<b>% Expended</b>
Consolidated Transportation Planning Grant	5,186,376	3,881,906	1,304,470	75%
UTA Project Support	82,170	82,170	0	100%
Tooele Valley RPO	10,000	5,745	4,255	57%
Local Government Service	243,103	19,473	223,630	8%
Community Impact Board \$2K	2,000	2,000	0	100%
Mobility Management	10,000	3,233	6,767	32%
Joint Projects	302,644	135,554	167,090	45%
Economic Development	140,000	140,000	0	100%
CDBG - Tooele	50,000	50,000	0	100%
Transportation and Land Use Connection	3,286,139	1,921,037	1,365,102	58%
Morgan RPO	25,000	7,274	17,726	29%
Legislative Consulting	90,000	66,000	24,000	73%
Model Development	122,878	122,878	0	100%
CDBG CARES Business Assistance	0	7,782	-7,782	
Davis County Prop 1 Assistance	10,000	0	10,000	0%
Oquirrh Connection	18,561	71	18,490	0%
Equipment Purchases	45,000	28,256	16,744	63%
<b>TOTAL EXPENDITURES</b>	<b>9,623,870</b>	<b>6,473,379</b>	<b>3,150,492</b>	<b>67%</b>

## Notes to the Budget/Expense Report June 2020

In this report 100% of the fiscal year (time) has passed. Of the total amount budgeted for the year 67% was expended through the end of June 2020. The budget in this report is the budget that was amended by the Council on October 24, 2019 and includes one line item adjustment consistent with WFRC accounting policy that moved \$5,000 from Equipment Maintenance to Rent. When the budget was initially adopted some leasehold improvements were not completed so the final amount was not known. Since that time those improvements have been completed and the amortization for such has been added to the cost of the lease

The 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 accounting/audit fees, software licenses and dues 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.

Most of the consulting contract budget that was not spent by the end of this fiscal year will carry forward to next year. The Council customarily amends its budget in October each year to add these contracts in process, the majority of which are for the Transportation and Land Use Connection program projects.

Salaries and Benefits completed the year under budget. This is due to turnover and positions being filled later in the year than was anticipated.

The report shows expenditures related to the CDBG CARES program in the amount of \$7,782. WFRC did not receive the executed grant document until after June 30, 2020 although we received permission from CDBG to record expenditures for work on this grant in advance of the contract. Because we did not have the executed contract prior to our last Council meeting the budget was not amended to include this additional grant. When the Council amends its budget in October 2020 this grant will be added as one of the amendments. The amounts expended under this grant did not cause the overall budget to be exceeded.

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 19, 2020  
**AGENDA ITEM:** 2a  
**SUBJECT:** WFRC FY20 Activities and Accomplishments  
**PREPARED BY:** Andrew Gruber

**BACKGROUND:**

In August 2019, the Wasatch Front Regional Council adopted goals and priorities for FY20 that provided direction for the agency regarding areas of focus for the upcoming year. The FY20 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](#).

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Andrew Gruber, [agruber@wfr.org](mailto:agruber@wfr.org); 801-824-0055

**DATE:** August 19, 2020  
**AGENDA ITEM:** 2b  
**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, totaling approximately \$40 million annually. 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 briefly 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, 801-363-4250 x1112 or [wbennion@wfrc.org](mailto:wbennion@wfrc.org)

**DATE:** August 20, 2020  
**AGENDA ITEM:** 4a  
**SUBJECT:** Report on Board Modifications to the 2020-2025 TIP  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2020-2025 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the Utah 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, [bwuthrich@wfrc.org](mailto:bwuthrich@wfrc.org)

**EXHIBIT:**

Resolution adopting Amendment Eight to the 2020-2025 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2020 - 2025  
TRANSPORTATION IMPROVEMENT PROGRAM

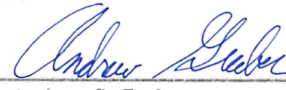
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation 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 2020-2025 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, are not regionally significant, are included in the 2020-2025 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 June 18, 2020, 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 2020-2025 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 Jeff Scott

Chair  
Trans Com



Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: June 18, 2020



## 2020-2025 Transportation Improvement Program (TIP) (Amendment Eight)

### Board Modification

#### Additional Funding

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	15669	I-15 NB; Bangerter Hwy to I-215	This project will change northbound I-15 to include a new general purpose lane and a collector-distributor system from 9400 South to I-215	ST_TIF (Transportation Investment Funds)	\$164,500,000	\$162,800,000			2020
						R2_TSP (Region 2 - Transportation Solutions Program)		\$0	<b>Additional Funding</b>	<b>\$1,700,000</b>	

Region Two requests adding additional funds for a change order to upgrade the striping in the I-15 NB; Bangerter Hwy to I-215 project (PIN 15669). The upgraded striping will be more visible during night and wet weather conditions and will be placed through the entire project limits. The cost of this change order is estimated at \$1,700,000, which will be paid using Region Two Transportation Solutions funds. The I-15; SB 12300 South to SR-201 project (PIN 12587) will also be installing this type of striping along with a future Transportation Solutions project to add striping through the remaining portions of I-15 in Salt Lake County.

Salt Lake	Riverton City	4150 West	15913	4150 West; 13400 South to 12600 South	Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$18,858,189	\$5,500,000	<b>Additional Funding</b>	<b>\$750,000</b>	2020
						LOCAL_GOVT Local Government Funds		\$12,212,800	<b>Additional Funding</b>	<b>\$395,389</b>	

In an effort to promote the project and reduce the overall project cost and the need for additional federal funds, Riverton City obtained all of the right of way necessary to build the project, estimated at \$6,142,000. They contributed more than \$5,473,124 towards construction, using City funds, and paid more than \$795,000 for their local match. In total, the City provided more than \$12.2M of funding and in-kind match for the project. In the original concept estimate, the project cost was estimated to be \$17,712,800. Unfortunately, as the project prepared to be advertised, the final pre-bid estimate for the project exceeded the project funding by \$1,145,389. To address this funding shortfall, Riverton City requests an additional \$750,000 in Salt Lake/ West Valley Surface Transportation Program (STP) funds and proposes to pay the remaining \$395,389 with City resources.

#### Project Scope Change

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Cottonwood Heights	Wasatch Boulevard	8601	Wasatch Boulevard & 7650 South	Construct a Park & Ride Lot (Original Project Estimated Cost \$1,600,000)	CMAQ_WFRC (Congestion Mitigation/ Air Quality - CMAQ Program (WFRC))	\$1,357,503	\$1,486,000	<b>Reduce Funding Amount</b>	<b>\$220,400</b>	2022
						LOCAL_GOVT Local Government Funds		\$114,000		<b>\$22,097</b>	

This project, approved in FY2009, was to construct a park & ride facility to accommodate canyon and transit use parking demand, with an estimated cost of \$1,600,000. Now, due to recent studies and developing plans, the city is proposing modifications to the original scope. The proposed modifications to the project are based on developments and opportunities in the area that were not available at the time of the original funding request. The modifications would reduce the size of the parking lot, install a restroom and a multi-use pavilion for the bus stop to maximize the use for all active and public transportation. The new project cost is estimated to be \$1,357,503, reducing the amount of CMAQ funds for the project by \$220,400. Additional improvements include adequate signage to inform and encourage use of the site by commuters and visitors to the area which will help reduce traffic and congestion for nearby residents.

**2020-2025 Transportation Improvement Program (TIP) (Amendment Eight)**  
**Board Modification**

**Project Scope Change**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UTA	Var	14951	Downtown SLC Crosswalks; (900 South & 200 West) and (200 South & 600 West)	Make all the Crosswalks Pedestrian Activated Push-button Signals (Original Project had 9 locations identified for improvements)	TAP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$200,000	\$186,460	<i>Reduce the Project Scope</i>	\$0	2020
						LOCAL_GOV Local Government Funds		\$13,540	<i>Additional Local Funds</i>	\$63,339	

Several crosswalks in downtown Salt Lake City that cross UTA light rail tracks as well as roadways, use inconsistent signal control. This project was to convert nine signalized crosswalks to pedestrian activated push-button signals to reduce vehicular and pedestrian delays. However, once initial work began some locations were found to be infeasible due to collapsed or blocked cable conduits. To make the improvements in these damaged locations would require boring under rail track and trenching roadways to lay new conduit which would cost substantially more than the project programmed amount. For this reason and the fact that UTA has already paid more than \$76,879 in matching funds, project betterments, and project cost over-runs, UTA is requesting that this project scope be reduced to the crosswalk locations with workable conduit. UTA would also be responsible for all remaining costs throughout the project close out.

**New Projects and Program Reset**

**Statewide Programs**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	Projects that Improve Traffic Safety and Mobility	Transportation Solutions Program (TSP)	\$105,700,000	\$0	<i>Fund Program Amount</i>	\$105,700,000	2021

During the May 2020 Transportation Commission meeting, the Transportation Solutions Program (TSP) project list was amended into the existing 2020-2025 Statewide Transportation Improvement Program (STIP). The Regional Council reviewed and approved the proposed total TSP amount during their May meeting. As Transportation Solutions is a single year project list, amending the projects into the STIP and the TIP allows work to begin on projects July 1, 2020 for State Transportation Funds, and October 1 for the Federal Funds). Due to the size and types of projects in this program, often times there are project cost savings as well as increased project costs which generates amendments to the TIP/ STIP through the year. The Transportation Solutions Program (TSP) funds projects that improve traffic safety and mobility. Project types include choke point improvements, sign modifications or replacement, lighting, barrier replacement or upgrades, and safety projects. (For specific project please refer to the attached TSP Table)

**2020-2025 Transportation Improvement Program (TIP) (Amendment Eight)**  
**Board Modification**

**New Project**

**Tooele Valley**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	Grantsville	Various	New	Durfee Street Sidewalk	Construct Sidewalk on the south side of Durfee Street, from Willow Street to LDS Chapel	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$328,000	\$0	<b><i>New Project</i></b>	<b>\$305,794</b>	2020-2021
						LOCAL_GOV Local Government Funds		\$0		<b>\$22,206</b>	

This project will construct missing sidewalk on the south side of Durfee Street between Willow Street and the LDS Chapel. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Grantsville	Various	New	South Quirk Street Sidewalk	Construct Sidewalk on the east side of Quirk Street, from Pear Street to Durfee Street	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$228,000	\$0	<b><i>New Project</i></b>	<b>\$212,564</b>	2020-2021
						LOCAL_GOV Local Government Funds		\$0		<b>\$15,436</b>	

This project will construct missing sidewalk on the east side of Quirk Street between Pear Street to Durfee Street. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Grantsville	Various	New	Grantsville East Park & Ride	Construct a park & ride lot west of Lamb Lane and north of SR-138	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$482,000	\$0	<b><i>New Project</i></b>	<b>\$449,369</b>	2020-2021
						LOCAL_GOV Local Government Funds		\$0		<b>\$32,631</b>	

This project will construct a park & ride lot west of Lamb Lane and north of SR-138. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting on 8 June 2020.

# Utah Department of Transportation

## 2020 STIP Workshop

### Project Level Approvals

### Transportation Solutions

Region	PIN	PIN Description	Project Value
1	18445	#7 SR-158; Runaway Truck Ramp (Combine 15281)	\$1,500,000.00
1	18371	#2 SR-204; Dual Left NB at US-89	\$750,000.00
1	18369	#5 Cattle Guard Replacements R1 Various Locations	\$1,250,000.00
1	18372	#10 Replace Texas Turndowns Various Locations	\$500,000.00
1	18373	#3 SR-134; Drainage Improvements MP 3.8 to 4.8	\$850,000.00
1	18374	#9 Various Right Turn Lanes in Region One	\$1,250,000.00
1	18681	#6 SR-97; Intersection Improvement at SR-126 & I15	\$2,000,000.00
1	18447	#4 I-84; SR-66 to Summit Co. Line (Combine 15486)	\$500,000.00
1	18444	#1 SR-204; Wall Ave & 20th Street (Combine 16947)	\$1,500,000.00
1	18368	#8 Region One Small Sign Replacements FY 2021	\$250,000.00
2	18442	#6 US-40 at Silver Creek Barrier, Add to PIN 13841	\$1,300,000.00
2	18383	#5 ITS Improvements at Various Locations	\$2,800,000.00
2	13773	#8 SR-150; Soapstone to Trial Lake, Add to 17307	\$1,400,000.00
2	18253	#3 SR-154 over 3600 W Deck Preservation (OC-815)	\$600,000.00
2	17627	#1 SR-68: 6200 South to I-215	\$8,500,000.00
2	16153	#2 SR-171; 3300 S and 900 W, Add to PIN 17837	\$500,000.00
2	18395	#4 SR-224 Wall Repairs	\$1,379,000.00
2	17629	#7 US 89; Beck St & I-15 Interchange, Add to 17398	\$2,400,000.00
3	17625	#3 2021 Regionwide Drainage Improvements	\$2,500,000.00
3	18494	#4 2021 Region 3 Highway Lighting Maintenance	\$150,000.00
3	16509	#1 PG Interchange Area Capacity Improvements	\$9,100,000.00
3	16498	#2 US-6 & SF Center St. Pedestrian Undercrossing	\$500,000.00
4	18418	I-15 & I-70 Interchange Lighting Project	\$175,000.00
4	18626	US-89; Manti Roundabout	\$800,000.00
4	18415	SR-14; Woods Ranch EB Passing Lane	\$2,500,000.00
4	14370	US-89; Mt. Carmel to Orderville Passing Lane	\$3,700,000.00
4	18426	I-15; Fiber Optic Installation, MP 58.8 to 98.8	\$1,300,000.00
4	18419	Region 4 Concrete Barrier Program, Phase 1	\$1,349,000.00
4	18417	Region 4 Signal Interconnect Project	\$176,000.00
S	18684	Traffic Cameras Replacment	\$6,000,000.00
S	18677	Enhanced Freeway Striping	\$20,000,000.00
S	18685	Stormwater Pollution Prevention	\$20,000,000.00
S	18686	5600 S. Intersection in Roy Improvements	\$10,000,000.00

**DATE:** August 20, 2020  
**AGENDA ITEM:** 4b  
**SUBJECT:** **ACTION:** Board Modifications to the 2019-2024 TIP  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2020-2025 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the UDOT Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

**RECOMMENDATIONS:**

Trans Com reviewed this modification at their meeting on August 20, and along with the WFRC staff, recommend that the Regional Council make a motion “to approve the attached resolution to modify the 2020-2025 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121, [bwuthrich@wfrc.org](mailto:bwuthrich@wfrc.org)

**EXHIBITS:**

Resolution adopting Amendment Nine to the 2020-2025 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2020 - 2025  
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 2020-2025 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 2020-2025 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 27, 2020, and all comments were carefully considered,

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

- (1) Approves Amendment Nine to the 2020-2025 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 Bob Stevenson, Chair  
Wasatch Front Regional Council

---

Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: August 27, 2020

## 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

### Board Modification

#### Additional Funding

##### 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	Sandy	9270 South	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFR))	\$7,332,000	\$5,996,554	<b>Additional Funding</b>	<b>\$800,000</b>	2021
						LOCAL_GOV Local Government Funds		\$435,446	<b>Additional Funding</b>	<b>\$100,000</b>	

This project will realign the intersection at 9270 South between State Street and 150 East and install a traffic signal. By realigning this intersection, mobility and safety will improve in all directions for vehicle, pedestrian, and bicycle traffic. The project cost increase is a result of additional right of way and inflated construction cost associated with project delay due to environmental issues. Sandy City requests additional Salt Lake/ West Valley Urban Surface Transportation Program (STP) funds for the 9270 South intersection realignment project. The additional funding would come from the Salt Lake/ West Valley Urban Area STP funds and Sandy City.

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-210	16092	Little Cottonwood Canyon (EIS)	To find long term solutions to improve the safety, reliability, and mobility of SR-210	ST_TIF (Transportation Investment Funds)	\$10,980,884	\$8,480,884	<b>Additional Funding</b>	<b>\$2,500,000</b>	2020
Salt Lake	UDOT	Cottonwood Canyons	17374	Cottonwood Canyons Rec Hot Spot	Project construction to improve the safety, reliability, and mobility throughout the Canyons	ST_TIF (Transportation Investment Funds)	\$45,740,000	\$48,240,000	<b>Funding Reduction</b>	<b>\$2,500,000</b>	2020

The Little Cottonwood Canyon EIS project was funded from the Recreational Hot Spots program to find long term solutions to improve the safety, reliability, and mobility of SR-210. The project began in 2018 to develop alternatives to meet these goals. However, meeting these goals, while meeting the needs of local stakeholders, proved to be very complex. In 2019 the project added additional alternatives to ensure stakeholder concerns were heard and addressed while seeking the most viable solution. The work for these additional alternatives includes: - The development, design, and screening of additional alternatives. - Additional public outreach such as council meetings, open houses, stakeholder meetings, etc. - Travel demand modeling for the screening of additional alternatives. - Developing the draft and final EIS including the Record of Decision. To complete these activities, it was determined that the project will need additional funds from the Little Cottonwood Canyon Rec HotSpot Project.

#### New Project

##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Various	18866	Emergency Earthquake Bridge Inspection & Repair	Emergency Inspections and Repairs that occurred Immediately after the Earthquake	Emergency Bridge Repair	\$2,186,000	\$0	<b>New Funding</b>	<b>\$2,186,000</b>	2020

Originally funded through the Bridge Preservation Program, Region Two and the Structures Division began work on these activities after the earthquake occurred on March 18, 2020. These activities consist of three projects. The first project will be for the reimbursement of funds for emergency inspections that occurred immediately after the earthquake and emergency repairs that were completed to reopen a closed structure. The second project will consist of reimbursement for the repairs to two structures with the most critical damage. The third project will include reimbursement for the repair of the remaining four structures that had damage resulting from the earthquake. In the June 26th Transportation Commission meeting, the Utah Division of the Federal Highway Administration announced approval of up to \$2,068,212 in federal reimbursement for activities related to the earthquake damage. This will programmatically approve the remaining structure repairs due to the March 18, 2020 earthquake, and allow for federal emergency funds to reimburse the Bridge Preservation Program for prior emergency expenditures.



**2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)**  
**Board Modification**

**New Project**

Tooele Valley											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	Grantsville	Various	New	Durfee Street Sidewalk	Construct Sidewalk on the south side of Durfee Street, from Willow Street to LDS Chapel	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$328,000	\$0	<b><i>New Project</i></b>	<b>\$305,794</b>	2020-2021
						LOCAL_GOVT Local Government Funds		\$0		<b>\$22,206</b>	

This project will construct missing sidewalk on the south side of Durfee Street between Willow Street and the LDS Chapel. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Grantsville	Various	New	South Quirk Street Sidewalk	Construct Sidewalk on the east side of Quirk Street, from Pear Street to Durfee Street	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$228,000	\$0	<b><i>New Project</i></b>	<b>\$212,564</b>	2020-2021
						LOCAL_GOVT Local Government Funds		\$0		<b>\$15,436</b>	

This project will construct missing sidewalk on the east side of Quirk Street between Pear Street to Durfee Street. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Grantsville	Various	New	Grantsville East Park & Ride	Construct a park & ride lot west of Lamb Lane and north of SR-138	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$482,000	\$0	<b><i>New Project</i></b>	<b>\$449,369</b>	2020-2021
						LOCAL_GOVT Local Government Funds		\$0		<b>\$32,631</b>	

This project will construct a park & ride lot west of Lamb Lane and north of SR-138. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting on 8 June 2020.

## 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

### Board Modification

#### New Projects (FY 2021 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. ● These projects are selected and administered through the Utah State Parks and Recreation Division. ● Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. ● For the 2021 Program, Utah has 44 projects totaling \$2,202,980 in Federal Aid Funds and \$5,563,744 of Sponsor Matching Funds for a total of \$7,766,724 in New Project Value (22 projects totaling \$6,307,972 in the WFRC Area.)

#### WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
Salt Lake County Parks & Recreation	UTAH AND SALT LAKE CANAL TRAIL, PHASE 4: Development of a 10-foot wide asphalt paved pedestrian/bicycle path to allow users to access the soon to be Magna Regional Park, a neighborhood park in the Elk Run subdivision and other regional trails.	\$100,000	\$938,000
Salt Lake County Parks & Recreation	CARDIFF FORK BOARDWALK AND BRIDGE: Re-align/extend Donut Falls from the Cardiff Fork trailhead by moving hikers off Cardiff road and onto a shaded trail that brings users to Donut Falls. Adding an 8-foot wide boardwalk that will cross 350' of wetland.	\$100,000	\$475,000
Friends of Utah Avalanche Forecast	TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.	\$13,189	\$26,436
Wasatch Mountain Institute	EASTERN GATEWAY TRAIL PROJECT AT JORDANELLE STATE PARK (ORIGINALLY ASKING FOR \$100,000): Facilitate the restoration, rehabilitation, and the re-opening of trailhead and trail system at the Rock Cliff Recreation Area of Jordanelle State Park. The intended work includes repairing damaged boardwalk networks which will provide access to the Rock Cliff Nature Center. The installation of vaulted toilets in the parking area and restore utilities and upgrade interior portions of the shuttered Rock Cliff Nature Center.	\$66,750	\$204,600
Salt Lake County Parks & Recreation	WHITE CITY CANAL TRAIL - PHASE 2 (ORIGINALLY ASKING FOR \$100,000): Developing .5 miles of 12' wide asphalt paved pedestrian/bicycle multi-use trail with the potential of an additional 6' wide soft gravel running trail along the Sandy Canal corridor.	\$70,000	\$767,821
US Forest Service, Uinta Wasatch Cache National Forest & Ogden Ranger District	WHEELER CREEK TRAIL RESTORATION - PHASE 2 (ORIGINALLY ASKING FOR \$39,920): Reconstruction of Wheeler Creek trail to its junction with Middle Fork Wheeler Creek. Intended to improve 3.3 miles of non-motorized trail to class three Forest Service trail standards. Improvements include re-alignment to reduce grades and improve drainage.	\$37,000	\$96,124
Salt Lake Climbers Alliance	JACOB'S LADDER TRAIL REROUTE TO LONE PEAK CIRQUE: Reroute a steep section of the unsustainable trail to Lone Peak Cirque known as Jacob's Ladder. This proposal intends to stabilize this highly impacted section that is closed in protected watersheds and borders Lone Peak Wilderness by the rehabilitation of the current alignment and construction of a new alignment. This will greatly reduce the watershed caused by the trail.	\$45,000	\$167,000
Mountain Trails Foundation	WINTER GROOMING SNOWMOBILE PURCHASE (ORIGINALLY ASKING FOR \$6,915): The purchase of a 2021 Ski-Doo Expedition Snowmobile to assist with winter grooming in Round Valley.	\$2,500	\$13,830
Trails Utah	BONNEVILLE SHORELINE TRAIL - PARLEY'S POINTE SECTION: Construction of a half-mile of community access trails and the development of an additional 3.5 miles of a new trail segment.	\$55,000	\$150,000

## 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

### Board Modification

#### New Projects (FY 2021 Recreational Trails Program) - *Continued*

WFRC Area								
Sponsor	Concept/ Type of Improvement/ Location						Funding Amount	Total Project Value
Non-Motorized								
Salt Lake Ranger District & Uinta Wasatch Cache National Forest	SPRUCES WINTER SKI AND SNOWSHOE TRAIL: Funds would be used to establish 5 miles of cross-country ski and snowshoe trails at Spruce Campground in Big Cottonwood Canyon. The first year, 2.5 miles of road in Spruce Campground would be marked and groomed to their full width and during the summer, work will be done on the Spruce/Donut Falls trail to extend the trail network. The second year, the remaining miles of single-track trails would be marked and groomed to connect Spruce to the winter camping at Jordan Pines Campground, the sledding hills at Cardiff Fork and the Donut Falls trail.						\$41,454	\$84,156
Uinta Wasatch Cache National Forest	UINTA-WASATCH-CACHE NON-MOTORIZED TRAIL RESTORATION: Funding will be utilized to complete heavy maintenance on 133 miles of high priority trails located across the U-W-C National Forest. Heavy Maintenance includes replacing five minor bridges, repair of two boardwalks, rerouting several sections of unsustainable trail, and the creation of one new access trail. Additional maintenance includes heavy tread, brushing, hazardous tree removal, down tree clearing, drainage work, closures of switchback shortcuts, and retaining walls where needed.						\$100,000	\$400,000
Trails Foundation of Northern Utah (TFNU)	WEBER RIVER PARKWAY FISHERMAN'S POINT EXTENSION: Creation of 1.44 miles of non-motorized multi-use pathways along the Weber River, including three bridges and an underpass under I-84. This proposal intends to provide a connection to the mouth of the Weber Canyon and the Bonneville Shoreline Trail.						\$97,770	\$597,770
WFRC Area								
Sponsor	Concept/ Type of Improvement/ Location						Funding Amount	Total Project Value
Motorized								
Utah Division of Parks & Recreation	OHV TRAIL CREW: Hire two seasonal employees to work on a statewide OHV trail crew that will help assist agencies and partners complete trail work.						\$35,000	\$70,000
Utah Division of Parks & Recreation	UTAH TRAIL HOST/OHV VOLUNTEER SPECIALIST: Asking for additional support for the current Utah Trail Host/OHV Volunteer Specialist position to help increase the amount of sponsored projects, monitor efforts, and outreach opportunities that occur on public land statewide.						\$50,000	\$139,968
Utah Division of Parks & Recreation	SNOWMOBILE GROOMING EQUIPMENT MAINTENANCE: Maintenance of previously purchased RTP grooming equipment which grooms the 13 snowmobile complexes located in Utah.						\$110,000	\$240,000
Utah Division of Parks & Recreation	SNOWMOBILE TRAIL GROOMING, MAINTENANCE, AND TRAILHEAD SNOW REMOVAL: Provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal. Replace and/or repair trailblazers, markers, t-posts, and clearing of trails.						\$190,000	\$383,840
Utah Division of Parks & Recreation	OHV GREAT TRAILS WORKSHOP (ORIGINALLY ASKING FOR \$60,000): Allow the OHV Program for the Division of Utah State Parks to host four trail training workshops. Funding is intended to be used to conduct one day in the classroom and two days in the field. The curriculum will be based on NOHVCC's Great Trails publication, with emphasis on seeing the principals firsthand.						\$124,668	\$249,336
Friends of Utah Avalanche Forecast	TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.						\$18,456	\$37,196
Forest Service Utah Avalanche Center	CENTRAL UTAH AVALANCHE FORECASTING - MATI-SKYLINE MOUNTAINS: Data collection and fieldwork to monitor snow conditions estimating 160 days over the next two years. This data will be published and used to forecast current and future winter trail conditions.						\$30,000	\$117,817

**2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)****Board Modification****New Projects (FY 2021 Recreational Trails Program) - *Continued*****WFRC Area**

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Motorized			
Salt Lake Ranger District	STANSBURY MOUNTAINS MOTORIZED TRAIL SIGNAGE IMPROVEMENT: Funding will be used to purchase and install road signs, motorized trail signs, travel management, and regulation signs, large trailhead maps, and an informational kiosk.	\$21,639	\$43,530
Uinta Wasatch Cache National Forest	2021 UINTA-WASATCH-CACHE NATIONAL FOREST MOTORIZED GRANT PROGRAM (ORIGINALLY ASKED \$100,000): 456 miles of trail will receive general maintenance including corridor clearing, light tread, and drainage work, as well as minor sign and trail structure maintenance. Heavy maintenance will include reestablishing tread prism, heavy brushing to re-establish corridors, installing new drainage, repairing boardwalks, and/or repairing switchbacks or implementing minor reroutes.	\$187,500	\$375,500
Jordan River OHV Recreation Area	FY21 JORDAN RIVER OHV RECREATION AREA TRACK GROOMING AND PARK IMPROVEMENT: Daily track grooming that includes: jumps, berms, turns and obstacles, and the installation of informational and regulatory signs.	\$70,000	\$730,048

**DATE:** August 20, 2020  
**AGENDA ITEM:** 4c  
**SUBJECT:** **ACTION:** Recommend approval of the 2021-2026 Transportation Improvement Program  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt a 2021-2026 Transportation Improvement Program (TIP) at its August meeting. Developed in close coordination with UDOT and UTA, the TIP includes hundreds of priority transportation projects totaling approximately \$3.4 billion to enhance mobility, strengthen the economy, connect communities, increase access to opportunities, and improve health along the Wasatch Front.

A draft 2021-2026 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 2021-2026 TIP conforms to the state air quality plans. The public comment period extended from June 27 through August 8, 2020. The extensive outreach included detailed emails to thousands of stakeholders about opportunities to provide public comment, an interactive map on WFRC's website, a news release, two virtual open houses, coordination with UDOT and UTA, and social media posts. In addition to our substantial public engagement, targeted outreach was made to low income populations and communities. A summary of the public comments with respective responses is included along with the list of individual comments received.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121, bwuthrich@wfrc.org

**RECOMMENDATIONS:**

The Salt Lake/ West Valley and the Ogden/ Layton Area Technical Advisory Committees reviewed the 2021-2026 Transportation Improvement Program (TIP) and the WFRC staff recommend that Trans Com make a motion "to recommend to the Regional Council the adoption of the resolution approving the 2021-2026 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding."

**EXHIBITS:**

- Resolution approving the 2021-2026 TIP
- Project Listing for the Draft 2021-2026 TIP
  - a. WFRC Program Section
  - b. Glossary of Funding Types
  - c. Other Federal and State Funded Section
  - d. Transit Project Section
- Draft 2021-2026 TIP Conformity Finding (Memorandum 39b)
- Summary of Public Comments and Respective Responses
- List of Individual Comments Received

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
APPROVING THE 2021 - 2026  
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 2021-2026 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 2021-2026 Transportation Improvement Program,
- (2) Finds 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) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

---

Commissioner Bob Stevenson  
Chair  
Wasatch Front Regional Council

---

Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: August 27, 2020

***DRAFT***  
**2021-2026 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 39b





# Surface Transportation Program STP Funded Projects

---

***DRAFT***  
**2021-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

---

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

DRAFT - Surface Transportation Program (STP)  
2021-2026 Transportation Improvement Program (TIP)

Print Date: 25-Jun-20												Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year (FFY) 2020	Estimated Funding and Phasing (Federal Fiscal Year)					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026	
SALT LAKE/ WEST VALLEY URBAN AREA																		
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	New Construction	2013	\$ 6,266,378	\$ 5,236,150	\$ 5,842,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ 9,047,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Bluffdale		NEWPROJ()	16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	\$ 128,600	\$ 119,894	\$ -	\$ -	\$ 119,894	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	Intersection Improvements	2009	\$ 6,626,000	\$ 5,893,000	\$ 5,173,180	\$ 720,324	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Cottonwood Heights		F-2082 (11 )11	8110	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ -	\$ -		
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	\$ 3,681,214	\$ 10,661	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Draper		NEWPROJ()	16923	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	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ 2,970,000	\$ -		
Salt Lake	Draper	Var	New Project - 004()	17807	Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,140,000	\$ 3,980,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 3,630,000		
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	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ 400,801	\$ 1,842,871	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -		
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	\$ -	\$ -		
Salt Lake	Magna		NEWPROJ()	16928	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	\$ -		
Salt Lake	Midvale/ UDOT	Var	New Project - 009()	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	\$ 323,000	\$ 287,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,148		
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	\$ -	\$ -	\$ -	\$ 2,527,931	
Salt Lake	Millcreek		NEWPROJ()	16930	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	\$ 1,407,773	\$ 2,592,227	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ 4,000,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ -	\$ -	\$ -		
Salt Lake	Murray	Var	New Project - 007()	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	\$ 2,753,900	\$ 2,567,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,567,461		
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	\$ 18,858,189	\$ 6,250,000	\$ -	\$ 6,250,000	\$ -	\$ -	\$ -	\$ -	\$ -		

DRAFT - Surface Transportation Program (STP)  
2021-2026 Transportation Improvement Program (TIP)

Print Date: 25-Jun-20												Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year (FFY) 2020	Estimated Funding and Phasing (Federal Fiscal Year)				Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026
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	\$ 6,401,834	\$ 370,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	
Salt Lake	Salt Lake City		NEWPROJ()	16924	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	\$ -	
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	\$ 2,000,000	\$ 302,998	\$ 1,697,002	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 1,409,794	\$ 102,374	\$ -	\$ 1,409,794	\$ -	\$ -	\$ -	\$ -	
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	\$ 14,175,040	\$ 1,864,600	\$ 2,510,440	\$ 3,000,000	\$ 4,500,000	\$ 2,300,000	\$ -	\$ -	
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	\$ 573,365	\$ 5,423,189	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	SR-209	NEWPROJ()	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,200,000	\$ 2,565,585	\$ 1,634,415	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	\$ -	
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	\$ 999,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 3,276,721	\$ 1,823,660	\$ 1,431,221	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	
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	\$ -	\$ -	
Salt Lake	South Jordan	Var	New Project - 005()	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	Reconstruct existing roadway and improve the vertical curve to increase site distance	2019	\$ 2,301,300	\$ 2,145,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,145,502	
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	\$ -	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake		NEWPROJ()	16925	700 West; 3300 South to Carlisle Avenue (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	\$ -	
Salt Lake	South Salt Lake/ UDOT	Var	New Project - 006()	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	\$ 783,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 783,132	
Salt Lake	Taylorsville		F-0068 (73 )52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	\$ 12,159,548	\$ 1,864,600	\$ 5,474,158	\$ -	\$ -	\$ -	\$ -	\$ -	

DRAFT - Surface Transportation Program (STP)  
2021-2026 Transportation Improvement Program (TIP)

Print Date: 25-Jun-20											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year (FFY) 2020	Estimated Funding and Phasing (Federal Fiscal Year)				Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026
Salt Lake	Taylorsville		F-0068 (73 )52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ -	\$ 4,820,791	\$ -	\$ 4,820,791	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Taylorsville		NEWPROJ( )	11082	1780 BRT Connector Road; Bruin Blvd to 4700 S Proj combined to PIN 11082 (Redwood Rd) was PIN 16931	New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Taylorsville	Var	NEWPROJ( )	17953	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	\$ -	\$ -	
Salt Lake	Taylorsville/ UDOT	Var	New Project - 008( )	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500	\$ 364,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,995	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA		Transfer to FTA	11984	Salt Lake Central Bus Maintenance Facility	Relocate, Replace, and Expand the Bus Maintnenace Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ 3,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA		Transfer to FTA	16932	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	
Salt Lake	West Jordan	Var	NEWPROJ( )	15936	8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan		NEWPROJ( )	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	
Salt Lake	West Jordan		NEWPROJ( )	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	\$ 1,499,977	\$ -	\$ -	\$ 1,499,977	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan/ UDOT		NEWPROJ( )	14039	1300 West; 6600 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	\$ 12,500,000	\$ 755,163	\$ 744,837	\$ 3,000,000	\$ 3,200,000	\$ 4,800,000	\$ -	\$ -	
Salt Lake	West Valley City		Newproject-004( )	8557	6200 South; 6100 West to SR-111	New Construction	2010	\$ 6,655,000	\$ 5,463,000	\$ 4,935,176	\$ 527,823	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Var	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	#REF!	\$ 7,806,221	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Var	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 3,421,462	\$ 3,421,462	\$ 3,421,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Var	New Project - 003( )	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,767,800	\$ 5,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,300,000	\$ -
Salt Lake	WFRC	Var	F-R299(50)	16849	Project Planning Support - Salt Lake County	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 4,060,750	\$ 672,750	\$ 1,017,933	\$ 1,038,720	\$ 735,132	\$ 757,186	\$ 779,902	\$ 803,299
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 260,000	\$ 2,637,146	\$ -	\$ 583,430	\$ 600,933	\$ 618,961	\$ 637,530	\$ 656,656	\$ 676,355

DRAFT - Surface Transportation Program (STP)  
2021-2026 Transportation Improvement Program (TIP)

Print Date: 25-Jun-20											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year (FFY) 2020	Estimated Funding and Phasing (Federal Fiscal Year)				Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026
Salt Lake	Cottonwood Heights	Bengal Blvd	Newproject-001(2020)	18816	Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	\$ 1,657,000	\$ 1,544,821		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,544,821
Salt Lake	UTA	Var	Newproject-002(2020)	18817	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 500,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Salt Lake	UDOT TOC	Var	Newproject-003(2020)	18818	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham	2020	\$ 690,000	\$ 643,287		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 643,287
Salt Lake	UTA	Var	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 225,000	\$ 237,736		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,736
Salt Lake	South Salt Lake	700 West	Newproject-005(2020)	18820	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2020	\$ 4,908,805	\$ 4,200,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000
Salt Lake	South Jordan	1300 West	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	\$ 460,800	\$ 429,604		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 429,604
Salt Lake	Draper	Fort Street	Newproject-007(2020)	18822	Fort Street; Pioneer Road to 13200 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 4,451,100	\$ 3,234,467		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,234,467
Salt Lake	West Valley City	3650 South	Newproject-008(2020)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 5,869,100	\$ 2,570,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,570,000
Salt Lake	West Jordan	9000 South	Newproject-009(2020)	18824	9000 South; New Bingham Highway to SR-111	New Construction of a 5-lane facility with shoulders, curb, gutter, parkstrip, and sidewalk	2020	\$ 15,174,900	\$ 3,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Salt Lake	UDOT	SR-68	Newproject-010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215	Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection.	2020	\$ 9,858,600	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Salt Lake	Magna	8000 West	Newproject-011(2020)	18826	Magna - 8000 West; SR-201 to 3100 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 2,679,000	\$ 2,497,632		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,497,632
Salt Lake	Millcreek	3800 South	Newproject-012(2020)	18827	3800 South Skyline HS; Virginia Way to Birch Drive	Reconstruct with operational Improvements with turning restrictions and construction of a roundabout to increase safety	2020	\$ 2,082,000	\$ 1,801,204		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,801,204
Salt Lake	Salt Lake City	Transit	Newproject-013(2020)	17850	Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road	Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation	2020	\$ 3,936,600	\$ 2,270,092		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,270,092

## 2021-2026 Transportation Improvement Program (TIP)

Print Date: 25-Jun-20												Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year (FFY) 2020	Estimated Funding and Phasing (Federal Fiscal Year)				Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026
OGDEN/ LAYTON URBAN AREA																	
Weber	Brigham City		NEWPROJ()	16938	1200 West Box Elder Creek Bridge; 550 South to 650 North	Widen Existing Bridge to accomdate the widening of 1200 West	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ -	\$ -	\$ -	\$ 791,057	\$ 791,056	\$ -	
Davis	Clearfield/ Syracuse		NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ 6,766,000	\$ 4,352,629	\$ 389,953	\$ 22,677	\$ -	\$ 4,950,000	\$ -	\$ -	\$ -	
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	\$ 1,176,471	\$ 1,608,179	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington	SR-106	New Project - 011()	17793	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,053,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,053,670	
Davis	Farmington	SR-106	NEWPROJ()	16933	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	\$ -	\$ -	\$ -	\$ -	\$ 925,960	\$ 925,960	\$ -	
Weber	Harrisville		F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 3,748,000	#REF!	\$ 946,476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville		F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,577,523	\$ 2,577,523	\$ 2,577,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville		F-R199(133)	11993	Washington Blvd & Larsen Lane ((was PIN 11091))	Intersection Improvements	2012	\$ 669,000	\$ 534,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville	Harrisville Road	New Project - 016()	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	\$ 3,460,200	\$ 3,109,407	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,109,407	
Weber	Hooper		NEWPROJ()	14045	4700 West; 4800 South to 5100 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 2,915,200	\$ 2,717,841	\$ 1,176,471	\$ 1,269,586	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	Intersection - Improvements	2014	\$ 3,271,900	\$ 3,050,392	\$ 3,050,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Kaysville/ Farmington		NEWPROJ()	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 4,300,000	\$ -	\$ -	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	
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	\$ 1,176,471	\$ 1,104,714	\$ 1,104,714	\$ -	\$ -	\$ -	\$ -	
Weber	North Ogden	2019	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 5,370,300	#REF!	\$ 240,654	\$ 2,070,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Ogden	2019	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 1,829,346	\$ 1,829,346	\$ 1,829,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,938,300	\$ 1,778,176	\$ 1,636,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	North Salt Lake		NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,312,200	\$ 1,223,364	\$ 10,000	\$ 160,000	\$ -	\$ 1,063,364	\$ -	\$ -	\$ -	
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,477,200	\$ 3,000,000	\$ 1,168	\$ 2,850,961	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Ogden/ UTA	BRT	Transfer to FTA	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	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	



DRAFT - Surface Transportation Program (STP)  
2021-2026 Transportation Improvement Program (TIP)

Print Date: 25-Jun-20												Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year (FFY) 2020	Estimated Funding and Phasing (Federal Fiscal Year)				Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026
Weber	Ogden/ UTA	BRT	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Box Elder	Perry		NEWPROJ()	14841	1200 West; 3600 South to Willard City Boundary	New Construction, 3-lane facility with Shoulders including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 2,915,200	\$ 2,717,841	\$ -	\$ 2,000,000	\$ 446,057	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	17954	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ 1,712,089	\$ 1,712,089	\$ -	
Weber	South Ogden		NEWPROJ()	16936	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	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 3,000,000	\$ -	
Davis	Sunset	2018	F-LC11 (53 )	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,547,000	\$ 2,258,000	\$ 855,529	\$ 1,176,471	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Syracuse City	2019	NEWPROJ()	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,282,100	\$ 3,000,000	\$ 956,387	\$ 2,053,614	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Syracuse City	500 West	New Project - 013()	17794	500 West Phase II; 2010 South to 2800 South	Widen roadway and Signal Installation	2019	\$ 3,990,800	\$ 3,720,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,720,623	
Davis	UDOT	37	F-0037(4)0	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 2,695,231	\$ 1,775,116	\$ 424,884	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	UDOT	I-15	F-I15-7(301)313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	I-15; South Davis Operational Upgrades	2013	\$ 121,000,000	\$ 22,830,999	\$ 22,830,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	
Weber	Washington Terrace	LC57	Newproject-006( )	8559	Adams Avenue; City Limits to US-89	Reconstruct	2010	\$ 5,290,000	\$ 4,964,287	\$ 4,730,764	\$ 233,523	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Washington Terrace	300 West	New Project - 014()	17795	300 West; 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	2019	\$ 3,024,100	\$ 2,702,831	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,702,831	
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	\$ 1,148,386	\$ 588,235	\$ 588,235	\$ -	\$ -	\$ -	\$ -	
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	\$ 1,073,529	\$ 588,235	\$ 588,238	\$ -	\$ -	\$ -	\$ -	
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, 7223	Planning - Urban Transportation	2003	\$ 2,831,042	\$ 2,639,380	\$ 2,639,380	\$ 362,250	\$ 548,118	\$ 559,311	\$ 395,840	\$ 407,716	\$ 419,947	\$ 432,545
Var	WFRC	Var	F-LC11 (50 )	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 2,132,855	\$ -	\$ 437,570	\$ 450,697	\$ 464,218	\$ 478,145	\$ 492,489	\$ 507,264
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	\$ 3,064,505	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Woods Cross	800 West	New Project - 015()	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 984,975	
Var	UTA	Var	Newproject-014(2020)	18802	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 200,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000

**DRAFT - Surface Transportation Program (STP),  
2021-2026 Transportation Improvement Program (TIP)**

[illegible]

# **Congestion Mitigation / Air Quality Program CMAQ Funded Projects**

---

***DRAFT***

**2021-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

***For the***

---

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







[illegible]



**DRAFT - Congestion Mitigation/ Air Quality Program (CMAQ)**  
2021-2026 Transportation Improvement Program (TIP)

County	Project Type	Sponsor	CMAQ Source	Project Number	Project Information			Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Federal Fiscal Year	Estimated CMAQ Funds and Phasing (Federal Fiscal Year)					Concept Development	
					PIN	Location/ Limits	Concept/ Type of Improvement						2020	2021	2022	2023	2024	2025	2026	
Davis	ATMS	UDOT	Regular	New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$ 332,900	\$ 310,363	\$ 22,537	\$ -	\$ 150,000	\$ 160,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UDOT	PM <sub>2.5</sub>	F-R199(160)	14845	Advance Signal Detection	Install and Integrate Advance Signal Detection in Ogden	2016	\$ 525,000	\$ 489,458	\$ 35,543	\$ -	\$ -	\$ -	\$ 489,458	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	ATMS	UDOT	Regular	F-0089(394)	16041	US-89 VMS; Just North of Shepard Lane	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 62,677	\$ 863,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UDOT/ North Salt Lake	Regular	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UTA	Regular	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	\$ -	\$ -	\$ -
Weber	Trans	UTA	PM <sub>2.5</sub>	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UTA	Regular	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	PM <sub>2.5</sub>	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400,000	\$ 950,000	\$ 68,985	\$ -	\$ -	\$ 870,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	Regular	CM-9999( )	Tran SEC.	ITS/APTS Deployment in Weber Co	Air Quality - FTA Fund Transfer	1999	\$ -	\$ -	\$ -	\$ 1,101,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	Regular	CM-9999( )	Tran SEC.	Lease Vans in Weber Co	Air Quality - FTA Fund Transfer	1994	\$ 509,707	\$ 475,200	\$ 34,507	\$ 504,400	\$ 118,800	\$ 118,800	\$ 118,800	\$ 118,800	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	Regular	CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 847,661	\$ 790,274	\$ 57,387	\$ 1,294,440	\$ 157,130	\$ 157,130	\$ 157,130	\$ 157,130	\$ 161,754	\$ -	\$ -	\$ -
Weber	Trans	UTA	Regular	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	\$ 2,813,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Bike	West Haven	Regular	STP-LC11(25)	12166	River Parkway Trail; D&RGW Rail to 1800 So, Weber	Air Quality - Bike Ped Facility	2003	\$ 1,500,000	\$ 136,009	\$ 38,124	\$ 525,010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA/ Ogden	Regular	Newproject-027(2020)	18828	Bus Rapid Transit - Operating Subsidy	Operating cost subsidy for 3 years for the Ogden/WSU BRT.	2020	\$ 1,230,700	\$ 1,147,382	\$ 83,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,147,382
Weber	Trans	UTA	PM <sub>2.5</sub>	Newproject-028(2020)	18829	On Route Electric Bus Charging Infrastructure	Construct electric charging station for 10 electric buses.	2020	\$ 1,500,000	\$ 1,398,450	\$ 101,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,398,450
Weber	Bike	Ogden	Regular	Newproject-029(2020)	18830	Ogden City Bike Share Expansion	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	2020	\$ 435,200	\$ 405,737	\$ 29,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 405,737
																		\$ -	\$ -	



# **Transportation Alternatives Program TAP Funded Projects**

---

***DRAFT***

**2021-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

***For the***

---

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

DRAFT - Transportation Alternatives Program (TAP)  
2021-2026 Transportation Improvement Program (TIP)

											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds					
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Estimated TAP Funds and Phasing (Federal Fiscal Year)				Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026	
SALT LAKE/ WEST VALLEY URBAN AREA																		
Salt Lake	Cottonwood Heights		New Project	16948	2600 East Sidewalk; 7550 South to 7655 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 415,400	\$ 386,905	\$ -	\$ 386,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 734,722	\$ 228,818	\$ 505,903	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Kearns Metro Township		New Project	15926	Kearns Bicycle Route Signing Wayfinding; Kearns Metro Boundaries	Provide wayfinding and route direction with pavement markings, signing and striping to city bike ways, bus stops, schools, industrial parks, trails, and parks.	2017	\$ 80,000	\$ 60,000	\$ 19,112	\$ 40,888	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Kearns Metro Township		New Project	16949	Northwest Avenue Sidewalk; 5415 South to 5570 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 208,000	\$ 193,918	\$ 25,526	\$ 168,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Magna	Var	New Project - 026()	17867	2820 South; 7584 West to 7630 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 199,000	\$ 185,528	\$ -	\$ -	\$ 185,528	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Magna	Var	New Project - 027()	17868	Utah & Salt Lake Canal Trail, Phase 5	New Trail Construction	2019	\$ 100,000	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek		New Project	16951	3300 South Sidewalk; 2600 East to 2700 East	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 429,500	\$ 400,423	\$ -	\$ 400,423	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	Var	New Project - 029()	17870	4500 South (SR-266); 1500 East to 1630 East	Construct Missing Sidewalk	2019	\$ 357,600	\$ 333,390	\$ -	\$ -	\$ 333,390	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 60,600	\$ 121,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		New Project	15927	Transit Stop Improvements; City Wide	This project would include concrete pads, ADA accessibility, and amenities at the busiest and highest need stops.	2017	\$ 200,000	\$ 186,000	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City		F-R299(299)	16869	SLC Bike Share (GREENbike) Expansion	Construct Additional Bike Docking Stations/ Purchase Additional Bikes	2017	\$ 373,973	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City	Var	New Project - 030()	17757	SLC Bike Share (GREENbike) Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 375,416	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	

DRAFT - Transportation Alternatives Program (TAP)

2021-2026 Transportation Improvement Program (TIP)

														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Estimated TAP Funds and Phasing (Federal Fiscal Year)				Concept Development		
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026	
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	\$ 537,927	\$ 250,384	\$ 287,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 186,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County		New Project	15929	Salt Lake County Bicycle Counters	This project will place automatic counters at strategic locations around Salt Lake County to begin collecting vital user data.	2017	\$ 299,900	\$ 200,000	\$ 32,631	\$ 167,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan		New Project	14950	Daybreak Parkway & Lake Run Intersection	Improve Pedestrain/ Bicycle Crossing facilities (Safe Routes to School Project)	2016	\$ 269,400	\$ 251,162	\$ 251,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 199,951	\$ 68,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA		New Project	16950	Salt Lake Urbanized Area Bike Rack Expansion	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	2018	\$ 91,200	\$ 33,198	\$ 33,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA		New Project	15928	Update Bike Cars on FrontRunner	This request is for new bike racks on 10 of UTA’s 16 FrontRunner bike cars.	2017	\$ 194,800	\$ 181,612	\$ 181,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 186,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 144,507	\$ 179,654	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley		New Project	15925	Utah & Salt Lake Canal Trail; MVC Trail to 6400 West	Project extends the UTSL Canal Trail to 6400 West, improving access to the regional trail network.	2017	\$ 291,000	\$ 271,299	\$ -	\$ 271,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Var	New Project - 028( )	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$ 600,000	\$ 451,458	\$ -	\$ -	\$ 451,458	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Magna	2820 South	Newproject-030(2020)	18836	2820 South; 7563 West to 7440 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 224,900	\$ 204,706	\$ -	\$ -	\$ -	\$ 204,706	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City	Kensington	Newproject-031(2020)	18837	Kensington Avenue; West Temple tp 600 East	Kensington East-West Neighborhood Byway	2020	\$ 538,600	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County	8425 South	Newproject-032(2020)	18838	8425 South; 1300 East to 1475 East - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 396,200	\$ 322,855	\$ -	\$ -	\$ -	\$ 322,855	\$ -	\$ -	\$ -	\$ -	

**DRAFT - Transportation Alternatives Program (TAP)**  
2021-2026 Transportation Improvement Program (TIP)

											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Estimated TAP Funds and Phasing (Federal Fiscal Year)				Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington		New Project	14851	200 West and 125 South	Pedestrian Crossing Signal Installation	2016	\$ 148,000	\$ 137,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington		New Project	16953	State Street and 400 West	Relocate and Signalize Pedestrian Crossing	2018	\$ 250,000	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington		New Project	16954	326 West Park Lane	Construct missing sidewalk	2018	\$ 76,200	\$ 71,041	\$ -	\$ 71,041	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Var	New Project - 023()	17864	Redwood Road West side path connections	Construct Missing Sidewalk	2019	\$ 229,600	\$ 182,600	\$ -	\$ -	\$ 182,600	\$ -	\$ -	\$ -	\$ -	
Weber	Ogden	Var	New Project - 024()	17865	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	\$ 407,100	\$ 239,000	\$ -	\$ -	\$ 239,000	\$ -	\$ -	\$ -	\$ -	
Weber	Plain City		New Project	16952	1975 North; 3600 West to 3525 West	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 360,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Roy	Var	New Project - 025()	17866	3100 West; 4800 South to 5000 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk		2019	\$ 301,700	\$ 271,530	\$ -	\$ -	\$ 271,530	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden		New Project	14852	Jefferson Avenue; Madison to 4400 South	Construct Sidewalk (Safe Routes to School Project)	2016	\$ 343,800	\$ 320,525	\$ 320,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 966,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

**DRAFT - Transportation Alternatives Program (TAP)**  
2021-2026 Transportation Improvement Program (TIP)

														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Federal Fiscal Year	Estimated TAP Funds and Phasing (Federal Fiscal Year)					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2020	2021	2022	2023	2024	2025	2026	
Weber	Riverdale	1050 West	Newproject-033(2020)	18834	UDOT Reg One/ Riverdale - 1050 West & I-84 Sidewalk, Bike/ Ped Facility	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 507,525	\$ 480,000	\$ -	\$ -	\$ -	\$ 480,000	\$ -	\$ -	\$ -	\$ -	
Davis	Layton	Kay's Creek	Newproject-034(2020)	18835	East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass	New Trail Construction	2020	\$ 790,500	\$ 395,250	\$ -	\$ -	\$ -	\$ 395,250	\$ -	\$ -	\$ -	\$ -	
Funding Swapped with UDOT TAP funds on West Haven 'River Parkway Trail; 1800 South to City Cemetery'																		
OGDEN/ LAYTON URBAN AREA										Federal Funds	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	\$ 111,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington		New Project	14851	200 West and 125 South	Pedestrian Crossing Signal Installation	2016	\$ 148,000	\$ 137,732	\$ 137,732	\$ 147,734	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	\$ 402,231	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

# Glossary of Federal Funding Types

---

***DRAFT***

**2021-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

---

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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

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_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	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_TPPF	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_2018_FBD	FERRY BOAT DISR FUNDS - 2018	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_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F
EM_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	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_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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
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_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_ATCMTD	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
FA_INFRA@100	INFRA GRANT	MISC	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
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	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





# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F
FTA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	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
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_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Y	F
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
LOCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Y	O
LOCAL_WFRC	LOCAL FUNDS FROM WFRC	LOCAL	0.00	Y	F
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	O
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
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_DEVICS90	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
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_BR	HIF BRIDGE REPLACE & REHAB (2020)	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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	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
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_CAV	CONNECTED AUTONOMOUS VEHICLE	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_CEVF	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	N	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_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_ITS	STATE ITS FUNDS	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
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_RESEARCH	STATE RESEARCH MATCH FUNDS	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S
ST_RET_ROW_S	STATE RETAINED ROW FUNDS	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_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00	Y	S
ST_T&S_FUND	STATE TRAFFIC & SAFETY 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_ACT	STATE TIF ACTIVE FUNDS	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_FMLM	STATE TIF FIRST MILE LAST MILE	STATE	0.00	Y	S



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

Report run on: June 25, 2020 1:26 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_MATCH	STATE TIF MATCH FUNDS	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_TIF_TRANS	STATE TTIF FUNDS	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
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00	Y	S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	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
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTC0_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

# **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





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid		
<b>Box Elder County Projects</b>															
BOX EL	18257	Funding	NEWPROJ(18257)	84			I-84 Pocatello Valley Interch Bridge Replacement				New Bridge/Bridge Replacement				
		To Be Adv Dt:					POCATELLO/VALLEY - OVERPASS; MP .00 - .25								
NEW		NHPP_BR			\$0	\$0	\$0	\$0	\$800,000		\$6,500,000	\$7,300,000	\$6,805,790	\$494,210	\$0
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								
		NHPP_NHS			\$0	\$0	\$0	\$20,000,000	\$0		\$0	\$20,000,000	\$18,646,000	\$1,354,000	\$0
BOX EL	16938	STIP	F-1098(2)1	1098	1		1200 West Box Elder Creek Bridge at 600 North				New Bridge/Bridge Replacement				
		To Be Adv Dt:					Cnty:FA-1098; MP .81 - .81								
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0		\$53,000	\$53,000	\$0	\$0	\$53,000
		STP_URB_O/L			\$0	\$0	\$0	\$848,500	\$0		\$848,500	\$1,697,000	\$1,582,113	\$0	\$114,887
		Total			\$0	\$0	\$0	\$848,500	\$0		\$901,500	\$1,750,000	\$1,582,113	\$0	\$167,887
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								
		CMAQ_BOX_ELD			\$0	\$91,172	\$0	\$0	\$0		\$0	\$91,172	\$85,000	\$0	\$6,172
BOX EL	14841	Scoping	S-LC03(25)	OTHER			1200 West; 3600 S. to S. Perry Boundry Extension				TIF - Transportation Investment Fund				
		Will Not Adv					1200 West; 3600 South to Southern Perry Boundary								
		LOCAL_MATCH			\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH			\$0	\$207,915	\$0	\$0	\$0		\$0	\$207,915	\$0	\$0	\$207,915
		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	\$2,079,148	\$0	\$0	\$0		\$0	\$2,079,148	\$0	\$2,079,148	\$0
		Total			\$0	\$2,287,063	\$0	\$0	\$0		\$0	\$2,287,063	\$0	\$2,079,148	\$207,915
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								
		CMAQ_BOX_ELD			\$0	\$0	\$662,000	\$0	\$0		\$0	\$662,000	\$617,183	\$0	\$44,817
		LOCAL_GOV			\$0	\$0	\$33,000	\$0	\$0		\$0	\$33,000	\$0	\$0	\$33,000
		Total			\$0	\$0	\$695,000	\$0	\$0		\$0	\$695,000	\$617,183	\$0	\$77,817





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location	Concept Description	CD	Total	Fed Aid	State	Other
		Fund	Prior		2021		2022	2023		2024			
<b>Davis County Projects</b>													
DAVIS	17812	Scoping Will Not Adv	S-I15-7(361)313	15	313	24	I-15 Ramp Destination Sensors in Davis County I-15; MP 313.00 - 337.00	Local/MPO/Other Agency Pass-Through					
		LOCAL_GOV			\$0		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
DAVIS	15022	Scoping Will Not Adv	S-0037(13)	37		2	SR-37; Corridor Preservation SR-37; MP .00 - 2.00	Corridor Preservation					
		ST_CORR_PRES			\$4,770,101		\$0	\$0	\$0	\$0	\$4,770,101	\$0	\$4,770,101
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						
		STP_URB_O/L			\$1,904,018		\$455,737	\$0	\$0	\$0	\$0	\$2,359,755	\$2,200,000
		ST_CONCPT_D1			\$16,583		\$0	\$0	\$0	\$0	\$0	\$16,583	\$0
		Total			\$1,920,601		\$455,737	\$0	\$0	\$0	\$0	\$2,376,338	\$2,200,000
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					
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH			\$0		\$34,250	\$0	\$0	\$0	\$0	\$34,250	\$34,250
		ST_PVMT			\$0		\$98,750	\$0	\$0	\$0	\$0	\$98,750	\$0
		Total			\$0		\$133,000	\$0	\$0	\$0	\$0	\$98,750	\$34,250
DAVIS	17864	STIP To Be Adv Dt:	F-0068(127)64	68	64	1	Redwood Road West side path connections SR-68; MP 64.37 - 65.74	Safe Sidewalk					
		LOCAL_GOV			\$0		\$33,740	\$0	\$0	\$0	\$0	\$33,740	\$33,740
		TAP_URB_O/L			\$0		\$195,860	\$0	\$0	\$0	\$182,600	\$0	\$13,260
		Total			\$0		\$229,600	\$0	\$0	\$0	\$182,600	\$0	\$47,000
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					
		ST_CONCPT_D1			\$18,981		\$33,147	\$0	\$0	\$0	\$0	\$52,128	\$0
		ST_TIF			\$953,277		\$0	\$0	\$0	\$0	\$0	\$953,277	\$0
		Total			\$972,258		\$33,147	\$0	\$0	\$0	\$0	\$1,005,405	\$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					
		CMAQ_WFRC			\$0		\$0	\$0	\$0	\$1,322,536	\$1,322,536	\$1,233,000	\$89,536
DAVIS	13120	STIP To Be Adv Dt: 09/06/16	F-LC11(59)	89	399		Nicholls Road / US-89 Grade Searation US-89; MP 398.50 - 398.90	PE					
		STP_URB_O/L			\$0		\$0	\$0	\$0	\$1,081,100	\$1,081,100	\$1,007,910	\$73,190
DAVIS	18835	Funding To Be Adv Dt:	NEWPROJ(18835)	89	402		East/ West Kay's Creek Trail Connections US-89; MP 401.91 - 402.16	Transportation Alternatives					
NEW		LOCAL_GOV			\$0		\$0	\$0	\$0	\$366,549	\$366,549	\$0	\$366,549
		TAP_URB_O/L			\$0		\$0	\$0	\$0	\$423,952	\$423,952	\$395,250	\$28,702
		Total			\$0		\$0	\$0	\$0	\$790,500	\$790,500	\$395,250	\$395,250



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid		
<b>Davis County Projects</b>															
DAVIS	15917	STIP	F-0105(8)1	105	1		Parrish Lane (SR105) 400 West Intersec Centerville					Intersection Improvements			
		To Be Adv Dt:					SR-105; MP .78 - .78								
		CMAQ_PM2.5			\$0	\$0	\$0	\$1,072,616	\$0		\$836,684	\$1,909,300	\$1,780,040	\$0	\$129,260
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		Total			\$0	\$0	\$0	\$1,072,616	\$0		\$836,684	\$1,909,300	\$1,780,040	\$0	\$129,260
DAVIS	17845	STIP	F-0125(2)1	105	1		Marketplace Drive & Parrish Lane Intersection					Intersection Modification			
		To Be Adv Dt:					SR-105; MP .66 - .66								
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0		\$1,501,663	\$1,501,663	\$1,400,000	\$0	\$101,663
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0		\$256,137	\$256,137	\$0	\$0	\$256,137
		Total			\$0	\$0	\$0	\$0	\$0		\$1,757,800	\$1,757,800	\$1,400,000	\$0	\$357,800
DAVIS	16933	STIP	F-0106(21)8	106	8	1	Main Street (SR-106); Park Lane to Shepard Lane					Reconstruct & Widening			
		To Be Adv Dt:					SR-106; MP 8.30 - 9.05								
		STP_URB_O/L			\$0	\$0	\$0	\$993,200	\$0		\$993,200	\$1,986,400	\$1,851,921	\$0	\$134,479
DAVIS	17793	STIP	F-0106(23)8	106	8	1	Main Street (SR-106); Park Lane to Shepard Lane					Reconstruct & Widening			
		To Be Adv Dt:					SR-106; MP 8.30 - 9.04								
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0		\$84,200	\$84,200	\$0	\$0	\$84,200
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0		\$2,202,800	\$2,202,800	\$2,053,670	\$0	\$149,130
		Total			\$0	\$0	\$0	\$0	\$0		\$2,287,000	\$2,287,000	\$2,053,670	\$0	\$233,330
DAVIS	15680	Scoping	S-0108(36)6	108	6	2	SR-108; 300 North to 1800 North					Widen Existing Facility			
		To Be Adv Dt:	11/02/21				SR-108; MP 6.00 - 7.51								
		ST_TIF			\$2,000,000	\$10,000,000	\$9,640,000	\$26,660,000	\$0		\$11,700,000	\$60,000,000	\$0	\$60,000,000	\$0
DAVIS	16954	Scoping	F-0225(8)1	225	1		Park Lane & 326 West Sidewalk - Farmington					Pedestrian/Bike facility			
		To Be Adv Dt:	10/16/20				SR-225; MP .66 - .68								
		TAP_URB_O/L			\$0	\$76,200	\$0	\$0	\$0		\$0	\$76,200	\$71,041	\$0	\$5,159
DAVIS	16937	Scoping	F-1384(0)0	1384			Main Street; Center Street to 350 North - NSL					Reconstruct no widening			
		To Be Adv Dt:	09/18/20				Cnty:FA-1384; MP .19 - .64								
		STP_URB_O/L			\$10,000	\$160,892	\$1,141,308	\$0	\$0		\$0	\$1,312,200	\$1,223,364	\$0	\$88,836
DAVIS	18813	Funding	NEWPROJ(18813)	1384	1	1	Main St Sidewalk; I-15 to Pacific Avenue					Transportation Alternatives			
		To Be Adv Dt:					Cnty:FA-1384; MP .80 - 1.31								
NEW		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0		\$71,606	\$71,606	\$0	\$0	\$71,606
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0		\$294,594	\$294,594	\$274,650	\$0	\$19,944
		Total			\$0	\$0	\$0	\$0	\$0		\$366,200	\$366,200	\$274,650	\$0	\$91,550
DAVIS	16953	Scoping	F-1454(1)1	1454	1		State Street and 400 West Ped Crossing and Signal					Pedestrian/Bike facility			
		To Be Adv Dt:	10/16/20				Cnty:FA-1454; MP .81 - .84								
		TAP_URB_O/L			\$0	\$250,000	\$0	\$0	\$0		\$0	\$250,000	\$233,075	\$0	\$16,925



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description					
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid	State	Other	
Davis County Projects																
DAVIS	18810	Funding	NEWPROJ(18810)		1489	1	300 North; 2000 West to 3000 West				Reconstruct & Widening					
		To Be Adv Dt:					Cnty:FA-1489; MP .00 - 1.01									
NEW		LOCAL_GOV					\$0	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$115,000	
		STP_URB_O/L					\$0	\$0	\$0	\$0	\$0	\$3,197,700	\$3,197,700	\$2,981,216	\$0	\$216,484
		Total					\$0	\$0	\$0	\$0	\$0	\$3,312,700	\$3,312,700	\$2,981,216	\$0	\$331,484
DAVIS	15899	Undr Const	S-1492(1)2		1492	2	800 North; 2000 W to 3000 W, Clinton/ West Point				Reconstruct & Widening					
		Will Not Adv					Cnty:FA-1492; MP 1.51 - 2.51									
		LOCAL_GOV					\$0	\$1,356,352	\$0	\$0	\$0	\$0	\$1,356,352	\$0	\$0	\$1,356,352
		LOCAL_MATCH					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH					\$0	\$236,695	\$0	\$0	\$0	\$0	\$236,695	\$0	\$0	\$236,695
		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					\$48,820	\$2,318,132	\$0	\$0	\$0	\$0	\$2,366,952	\$0	\$2,366,952	\$0
		Total					\$48,820	\$3,911,179	\$0	\$0	\$0	\$0	\$3,959,999	\$0	\$2,366,952	\$1,593,047
DAVIS	17848	STIP	F-1504(1)3		1504	3	1500 West & 1300 North Round-a-bout				Intersection Modification					
		To Be Adv Dt:					Cnty:FA-1504; MP 3.01 - 3.01									
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$0	\$911,724	\$911,724	\$850,000	\$0	\$61,724
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$0	\$1,278,376	\$1,278,376	\$0	\$0	\$1,278,376
		Total					\$0	\$0	\$0	\$0	\$0	\$2,190,100	\$2,190,100	\$850,000	\$0	\$1,340,100
DAVIS	17365	STIP	F-I84-5(50)1		1508	1	Adams Ave over I-84 Deck Replacement (0C 644)				Deck Repair/Replacement					
		To Be Adv Dt:					Cnty:FA-1508; MP .60 - .82									
		STP_BRIDGE					\$0	\$0	\$600,000	\$5,500,000	\$0	\$0	\$6,100,000	\$5,687,030	\$412,970	\$0
DAVIS	11268	Advertised	S-R199(229)		MULT		West Davis Corridor				New Capacity					
		Adv Dt:	04/16/20				SR-67; West Davis Corridor Construction, Davis Co.									
		ST_TIF					\$136,771,656	\$65,000,000	\$146,000,000	\$210,000,000	\$210,000,000	\$41,336,613	\$809,108,269	\$0	\$809,108,269	\$0
DAVIS	15678	STIP	F-I15-7(343)319		MULT		I-15; Pages Lane to Lagoon				High Volume					
		To Be Adv Dt:					I-15; MP 318.50 - 324.75 & I-15; MP 318.50 - 324.75									
		NHPP_IM					\$0	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000	\$37,672,000	\$2,328,000	\$0
DAVIS	15682	STIP	S-I15-8(157)336		MULT		I-15; 1800 North Interchange				New Interchange on Existing Freeway					
		To Be Adv Dt:					I-15; MP 336.40 - 337.40 & I-15; MP 336.40 - 337.40 & SR-37; MP .00 - 2.00 & To add the map for the widening of roadway on sr-37									
		ST_TIF					\$0	\$0	\$0	\$30,000,000	\$60,000,000	\$90,000,000	\$0	\$90,000,000	\$0	\$0
DAVIS	15684	Scoping	S-I15-7(340)325		MULT		I-15; Shepard Lane Interchange				New Interchange on Existing Freeway					
		To Be Adv Dt:	10/26/23				I-15; MP 325.20 - 326.00 & I-15; MP 325.20 - 326.00									
		ST_TIF					\$1,357,254	\$800,000	\$5,000,000	\$10,000,000	\$0	\$29,842,746	\$47,000,000	\$0	\$47,000,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other	
Davis County Projects													
DAVIS	14843	Scoping	F-LC11(68)	MULT	500 West; 2000 S. to D St., Extension, Clearfield				TIF - Transportation Investment Fund				
		To Be Adv Dt: 04/12/21											
		LOCAL_GOV		\$995,957	\$0	\$0	\$0	\$0	\$995,957	\$0	\$0	\$995,957	
		STP_URB_O/L		\$488,908	\$2,742,487	\$2,520,648	\$0	\$0	\$5,752,043	\$5,362,630	\$0	\$389,413	
		Total		\$1,484,865	\$2,742,487	\$2,520,648	\$0	\$0	\$6,748,000	\$5,362,630	\$0	\$1,385,370	
DAVIS	14854	Scoping	S-LC11(71)	MULT	D&RGW Trail Crossings; 1300 N. & 2300 N., Clinton				Pedestrian/Bike facility				
		Will Not Adv											
		ST_PVMT_TAP		\$0	\$103,579	\$0	\$0	\$0	\$103,579	\$0	\$103,579	\$0	
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total		\$0	\$103,579	\$0	\$0	\$0	\$103,579	\$0	\$103,579	\$0	
DAVIS	16935	STIP	S-LC11(74)	OTHER	WDC Connector; West Davis to Shepard Ln & I-15				New Capacity				
		Will Not Adv											
		LOCAL_GOV		\$365,500	\$0	\$0	\$0	\$0	\$365,500	\$0	\$0	\$365,500	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_PVMT		\$3,289,500	\$0	\$0	\$0	\$0	\$3,289,500	\$0	\$3,289,500	\$0	
		Total		\$3,655,000	\$0	\$0	\$0	\$0	\$3,655,000	\$0	\$3,289,500	\$365,500	
DAVIS	7176	Scoping	S-0067(14)0	OTHER	West Davis Corridor EIS				Document EA/EIS				
		Will Not Adv											
		ST_GF_CHN		\$9,453,585	\$0	\$0	\$0	\$0	\$9,453,585	\$0	\$9,453,585	\$0	
		ST_TIF		\$2,127,807	\$422,193	\$0	\$0	\$0	\$2,550,000	\$0	\$2,550,000	\$0	
		ST_TIF_SB229		\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0	
		Total		\$16,581,391	\$422,193	\$0	\$0	\$0	\$17,003,585	\$0	\$17,003,585	\$0	
DAVIS	7318	Active	S-R199(50)	OTHER	West Davis Corridor Preservation								
		Will Not Adv											
		L_CORR_DAVIS		\$12,861,887	\$2,753,565	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$15,615,452	
		L_CORR_MATCH		\$2,844,501	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$2,844,501	
		Total		\$15,706,388	\$2,753,565	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$18,459,953	
DAVIS	14849	Active	F-LC11(73)	OTHER	2000 West & 1300 North Intersection, Clinton				Intersection Modification				
		To Be Adv Dt: 09/22/20											
		CMAQ_WFRC		\$435,500	\$604,484	\$0	\$0	\$0	\$1,039,984	\$969,577	\$0	\$70,407	
		LOCAL_GOV		\$311,516	\$0	\$0	\$0	\$0	\$311,516	\$0	\$0	\$311,516	
		Total		\$747,016	\$604,484	\$0	\$0	\$0	\$1,351,500	\$969,577	\$0	\$381,923	
DAVIS	14855	Scoping	S-LC11(72)	OTHER	Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl.				Pedestrian/Bike facility				
		Will Not Adv											
		L_PASS_MATCH		\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000	
		ST_PVMT_TAP		\$0	\$375,000	\$0	\$0	\$0	\$375,000	\$0	\$375,000	\$0	
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Total		\$0	\$450,000	\$0	\$0	\$0	\$450,000	\$0	\$375,000	\$75,000	



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Davis County Projects</b>													
DAVIS	15915	STIP	F-R199(238)	OTHER	Davis County Ski Bus, Layton to Snow Basin, Layton				Transportation Alternatives				
		Will Not Adv			Commuter Rail Layton Station to Snow Basin via Layton Hills Mall Area Hotels and Park and Ride Lots								
		CMAQ_WFRC		\$0	\$979,116	\$0	\$0	\$0	\$0	\$979,116	\$912,830	\$0	\$66,286
		LOCAL_GOV		\$0	\$40,884	\$0	\$0	\$0	\$0	\$40,884	\$0	\$0	\$40,884
		Total		\$0	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000	\$912,830	\$0	\$107,170
DAVIS	15924	Scoping	F-R199(237)	OTHER	Davis/ Weber Bicycle Counters				Transportation Alternatives				
		Will Not Adv			'Davis/Weber County Bicycle Counters								
		LOCAL_GOV		\$0	\$285,477	\$0	\$0	\$0	\$0	\$285,477	\$0	\$0	\$285,477
		TAP_URB_WFRC		\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$200,000	\$0	\$300,000
DAVIS	17794	STIP	F-0199(9)	OTHER	500 West Phase II; 2010 South to 2800 South				Reconstruct & Widening				
		To Be Adv Dt:			500 West Phase II; 2010 South to 2800 South, Syracuse Utah								
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,990,800	\$3,990,800	\$3,720,623	\$0	\$0	\$270,177
DAVIS	17796	Scoping	F-0199(8)	OTHER	800 West & 1500 South Intersection				Intersection Modification				
		To Be Adv Dt: 09/28/21			800 West & 1500 South Intersection, Woods Cross, Utah 84087								
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$1,056,500	\$1,056,500	\$984,975	\$0	\$0	\$71,525
DAVIS	18807	Funding	NEWPROJ(18807)	OTHER	Commerce Drive Road; Burke Lane to 950 North				New Capacity				
		To Be Adv Dt:			Burke Lane to 950 North, Farmington Utah								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$4,904,652	\$4,904,652	\$0	\$0	\$0	\$4,904,652
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$0	\$217,848
		Total		\$0	\$0	\$0	\$0	\$8,122,500	\$8,122,500	\$3,000,000	\$0	\$0	\$5,122,500
DAVIS	4955	Active	SP-9999(807)		West Davis Corridor; Corridor Preservation								
		Will Not Adv			North Legacy Corridor; N Ext. of Legacy Parkway								
		ST_CORR_PRES		\$35,563,571	\$4,741,991	\$0	\$0	\$0	\$0	\$40,305,561	\$0	\$40,305,561	\$0
DAVIS	11990	Active	F-LC11(50)		Transportation and Land Use Connection Program				Local/MPO/Other Agency Pass-Through				
		Will Not Adv			Project Planning Support -Weber & Davis County								
		L_PASS_MATCH		\$63,902	\$110,480	\$31,121	\$0	\$0	\$0	\$205,503	\$0	\$0	\$205,503
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_UR_O/L@1		\$1,972,855	\$428,570	\$428,570	\$0	\$0	\$0	\$2,829,995	\$2,829,995	\$0	\$0
		ST_TRANS_SOL		\$49,834	\$400,166	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0
		Total		\$2,086,590	\$939,216	\$459,691	\$0	\$0	\$0	\$3,485,498	\$2,829,995	\$450,000	\$205,503



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Davis County Projects</b>													
DAVIS	11996	Scoping	S-LC11(53)		800 North; Main St (SR-126) to 450 West				Reconstruct no widening				
		Will Not Adv			800 North; Main St (SR-126) to 450 West								
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$172,720	\$0	\$0	\$0	\$0	\$172,720	\$0	\$0	\$0	\$172,720
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONCPT_D1	\$3,513	\$0	\$0	\$0	\$0	\$0	\$3,513	\$0	\$3,513	\$0	\$0
		ST_CONT_PG	\$0	\$10,726	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0	\$0
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH	\$0	\$1,727,200	\$0	\$0	\$0	\$0	\$1,727,200	\$0	\$1,727,200	\$0	\$0
		Total	\$3,513	\$1,910,646	\$0	\$0	\$0	\$0	\$1,914,159	\$0	\$1,741,439	\$172,720	\$0
DAVIS	11997	Undr Const	S-LC11(54)		300 North; 1000 West to 2000 West				Reconstruct no widening				
		Will Not Adv			300 North; 1000 West to 2000 West								
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$191,250	\$0	\$0	\$0	\$0	\$191,250	\$0	\$0	\$0	\$191,250
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONCPT_D1	\$1,886	\$0	\$0	\$0	\$0	\$0	\$1,886	\$0	\$1,886	\$0	\$0
		ST_CONT_PG	\$10,726	\$0	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0	\$0
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH	\$1,912,500	\$0	\$0	\$0	\$0	\$0	\$1,912,500	\$0	\$1,912,500	\$0	\$0
		Total	\$1,925,112	\$191,250	\$0	\$0	\$0	\$0	\$2,116,362	\$0	\$1,925,112	\$191,250	\$0
DAVIS	14043	Undr Const	F-LC11(63)		Bluff Road; 550 West (on Gentile) to 1000 West				Reconstruct & Widening				
		Adv Dt: 12/28/19			Bluff Road; 550 West (on Gentile) to 1000 West								
		LOCAL_GOV'T	\$495,000	\$0	\$0	\$0	\$0	\$0	\$495,000	\$0	\$0	\$0	\$495,000
		L_BETTERMENT	\$443,312	\$0	\$0	\$0	\$0	\$0	\$443,312	\$0	\$0	\$0	\$443,312
		STP_URB_O/L	\$3,228,575	\$0	\$0	\$0	\$0	\$0	\$3,228,575	\$3,010,000	\$0	\$0	\$218,575
		ST_TIF	\$916,731	\$0	\$0	\$0	\$0	\$0	\$916,731	\$0	\$916,731	\$0	\$0
		Total	\$5,083,618	\$0	\$0	\$0	\$0	\$0	\$5,083,618	\$3,010,000	\$916,731	\$1,156,886	\$0
DAVIS	14044	STIP	F-LC11(64)		Layton FrontRunner Station Parking				UTA/Transit				
		To Be Adv Dt: 11/15/21			Layton FrontRunner Station Parking								
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$0	\$145,232
DAVIS	14053	STIP	F-LC11(67)		TOD Ped/ Bike; FrontRunner Sta. to Freeport				Pedestrian/Bicycle Safety				
		Will Not Adv			Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center								
		CMAQ_WFRC	\$0	\$1,769,816	\$0	\$0	\$0	\$0	\$1,769,816	\$1,649,999	\$0	\$0	\$119,817



# DRAFT

DRAFT STIP

## UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2021	2022	2023	2024		CD	Total	Fed Aid		
<b>Morgan County Projects</b>														
MORGAN	15896	Active	S-0167(7)2	167	2	Mtn. Green Interchange Corridor Preservation				Corridor Preservation				
		Will Not Adv				SR-167; MP 1.50 - 1.65								
		ST_CORR_PRES			\$6,583,468	\$9,608	\$0	\$0	\$0	\$0	\$6,593,076	\$0	\$6,593,076	\$0
MORGAN	16512	Scoping	F-1972(2)9	1972	9	4300 N over UPRR Bridge Preservation, 029007F				Preservation - Structure				
		To Be Adv Dt: 01/06/22				Cnty:FA-1972; MP 8.69 - 8.78								
		NHPP_BR			\$800,000	\$2,002,000	\$0	\$0	\$0	\$0	\$2,802,000	\$2,612,305	\$0	\$189,695
MORGAN	12624	Active	F-R199(194)	1980		Devil's Slide Bridge, Near Croydon, 029014D				Rehabilitation or Replacement				
		To Be Adv Dt: 03/03/21				Cnty:FA-1980; MP .00 - .14								
		STP_BRIDGE			\$1,083,100	\$2,905,900	\$0	\$0	\$0	\$0	\$3,989,000	\$3,718,945	\$0	\$270,055
MORGAN	13886	Undr Const	F-LC29(10)	MULT		Morgan Valley Drive, Peterson to Porterville				Non-Urban				
		Adv Dt: 06/15/19				Cnty:FA-1970; MP .00 - 3.90 & Cnty:FA-1972; MP .92 - 8.87 & Morgan Valley Drive, Peterson to Porterville								
		LOCAL_GOV			\$0	\$34,768	\$0	\$0	\$0	\$0	\$34,768	\$0	\$0	\$34,768
		STP_FLX_ST			\$2,037,973	\$0	\$0	\$0	\$0	\$0	\$2,037,973	\$1,900,002	\$0	\$137,971
		STP_RURAL			\$107,259	\$0	\$0	\$0	\$0	\$0	\$107,259	\$99,998	\$0	\$7,261
		Total			\$2,145,232	\$34,768	\$0	\$0	\$0	\$0	\$2,180,000	\$2,000,000	\$0	\$180,000
MORGAN	16595	STIP	F-R199(254)	OTHER		Young Street Bridge and Connector Road				Non-Urban				
		To Be Adv Dt:				Young Street Bridge and Connector Road								
		LOCAL_GOV			\$0	\$1,659,768	\$0	\$0	\$0	\$0	\$1,659,768	\$0	\$0	\$1,659,768
		STP_RURAL			\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total			\$0	\$3,805,000	\$0	\$0	\$0	\$0	\$3,805,000	\$2,000,000	\$0	\$1,805,000





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	16927	Scoping	F-0048(42)2		48	2	7000 South & 1500 West Pedestrian Bridge				Pedestrian/Bike facility				
		To Be Adv Dt: 05/12/21					SR-48; MP 2.29 - 2.29								
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0		\$1,608,900	\$1,608,900	\$1,499,977	\$0	\$108,923
SALT L	17841	STIP	F-0048(44)4		48	4	7200 South and 300 West Intersection				Intersection Modification				
		To Be Adv Dt:					SR-48; MP 4.08 - 4.08								
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0		\$15,000	\$15,000	\$0	\$0	\$15,000
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0		\$308,000	\$308,000	\$287,148	\$0	\$20,852
		Total			\$0	\$0	\$0	\$0	\$0		\$323,000	\$323,000	\$287,148	\$0	\$35,852
SALT L	11082	Scoping	F-0068(73)52		68	52	1 Redwood Road 4100 South to 5400 South				Intersection Improvements				
		To Be Adv Dt: 02/25/21					SR-68; MP 52.31 - 53.31								
		LOCAL_GOV			\$0	\$300,000	\$0	\$0	\$0		\$0	\$300,000	\$0	\$0	\$300,000
		STP_HIF_SL			\$0	\$5,170,858	\$0	\$0	\$0		\$0	\$5,170,858	\$4,820,791	\$0	\$350,067
		STP_URB_SL			\$2,500,000	\$5,371,670	\$0	\$0	\$0		\$0	\$7,871,670	\$7,338,758	\$0	\$532,912
		Total			\$2,500,000	\$10,842,528	\$0	\$0	\$0		\$0	\$13,342,528	\$12,159,549	\$0	\$1,182,979
SALT L	18825	Funding	NEWPROJ(18825)		68	50	Redwood Road (SR-68); 6200 South to I-215				Widen Existing Facility				
		To Be Adv Dt:					SR-68; MP 50.30 - 50.78								
NEW		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0		\$8,785,984	\$8,785,984	\$0	\$0	\$8,785,984
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0		\$1,072,616	\$1,072,616	\$1,000,000	\$72,616	\$0
		Total			\$0	\$0	\$0	\$0	\$0		\$9,858,600	\$9,858,600	\$1,000,000	\$72,616	\$8,785,984
SALT L	14942	Scoping	F-LC35(303)		71	10	6 SR-71 (700 E/ 900 E); Van Winkle to 90th South				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 10/16/23					SR-71; MP 10.19 - 15.72								
		CMAQ_WFRC			\$0	\$0	\$0	\$1,400,000	\$0		\$0	\$1,400,000	\$1,305,220	\$0	\$94,780
		LOCAL_GOV			\$0	\$0	\$0	\$2,110,100	\$0		\$0	\$2,110,100	\$0	\$0	\$2,110,100
		Total			\$0	\$0	\$0	\$3,510,100	\$0		\$0	\$3,510,100	\$1,305,220	\$0	\$2,204,880
SALT L	15688	Scoping	F-I80-3(193)125		80	125	3 I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S				High Volume				
		To Be Adv Dt: 01/12/21					I-80; MP 124.96 - 127.57								
		NHPP_BR			\$0	\$13,700,000	\$0	\$0	\$0		\$0	\$13,700,000	\$12,772,510	\$927,490	\$0
		NHPP_IM			\$10,000,000	\$65,000,000	\$0	\$0	\$0		\$0	\$75,000,000	\$70,635,000	\$4,365,000	\$0
		STP_BRIDGE			\$0	\$10,300,000	\$0	\$0	\$0		\$0	\$10,300,000	\$9,602,690	\$697,310	\$0
		Total			\$10,000,000	\$89,000,000	\$0	\$0	\$0		\$0	\$99,000,000	\$93,010,200	\$5,989,800	\$0
SALT L	8166	Active	S-0154(58)3		154		12 BANGERTER HWY CORRIDOR PRESERVATION								
		Will Not Adv					SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION								
		ST_CORR_PRES			\$7,338,053	\$155,990	\$0	\$0	\$0		\$0	\$7,494,044	\$0	\$7,494,044	\$0
SALT L	18808	STIP	S-0154(92)0		154		22 Bangerter Highway Corridor - Environmental				Document EA/EIS				
		To Be Adv Dt:					SR-154; MP .00 - 22.35								
		ST TIF			\$0	\$0	\$0	\$0	\$0		\$8,000,000	\$8,000,000	\$0	\$8,000,000	\$0





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects															
SALT L	16951	Scoping	F-0171(57)15	171	14	3300 South Sidewalk; 2600 East to 2700 East				Pedestrian/Bike facility					
		To Be Adv Dt: 12/15/20				SR-171; MP 14.50 - 14.59									
		TAP_URB_WFRC			\$69,831		\$359,669	\$0	\$0	\$0	\$0	\$429,500	\$400,423	\$0	\$29,077
SALT L	17837	Scoping	F-0171(60)9	171	9	3300 South and 900 West				Pedestrian/Bicycle Safety					
		To Be Adv Dt: 01/29/21				SR-171; MP 9.22 - 9.22									
		STP_FLX_ST			\$0		\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$0	\$33,850
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$840,000	\$840,000	\$783,132	\$0	\$56,868
		Total			\$0		\$500,000	\$0	\$0	\$0	\$840,000	\$1,340,000	\$1,249,282	\$0	\$90,718
SALT L	18833	Funding	NEWPROJ(18833)	171	4	3500 South (SR-171) Sidewalk Improvements				Transportation Alternatives					
		To Be Adv Dt:				SR-171; MP .00 - 3.50									
NEW		CMAQ_WFRC			\$0		\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$36,308	\$0
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$1,517,792	\$1,517,792	\$0	\$0	\$1,517,792
		Total			\$0		\$0	\$0	\$0	\$0	\$2,054,100	\$2,054,100	\$500,000	\$36,308	\$1,517,792
SALT L	14413	Undr Const	F-0172(32)7	172	6	3	SR-172; 5600 W. Railroad Crossing				Widen Existing Facility				
		Adv Dt: 08/24/19					SR-172; MP 6.18 - 9.21								
		FA_INFRA@100			\$11,352,772		\$0	\$0	\$0	\$0	\$0	\$11,352,772	\$11,352,772	\$0	\$0
		L_BETTERMENT			\$0		\$72,600	\$0	\$0	\$0	\$0	\$72,600	\$0	\$0	\$72,600
		NHFP			\$21,992,057		\$0	\$0	\$0	\$0	\$0	\$21,992,057	\$20,503,195	\$1,488,862	\$0
		NHPP_NHS			\$8,724,598		\$0	\$0	\$0	\$0	\$0	\$8,724,598	\$8,133,943	\$590,655	\$0
		R/H_DEVICES90			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		R/H_HZ_EL90S			\$500,000		\$0	\$0	\$0	\$0	\$0	\$500,000	\$450,000	\$50,000	\$0
		R/H_HZ_ELM90			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST			\$0		\$15,231,145	\$0	\$0	\$0	\$0	\$15,231,145	\$14,199,996	\$1,031,149	\$0
		STP_HIF_SL			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL			\$1,930,709		\$0	\$0	\$0	\$0	\$0	\$1,930,709	\$1,800,000	\$130,709	\$0
		ST_TIF			\$8,344,090		\$0	\$0	\$0	\$0	\$0	\$8,344,090	\$0	\$8,344,090	\$0
		ST_TIF_MATCH			\$0		\$7,568,515	\$0	\$0	\$0	\$0	\$7,568,515	\$0	\$7,568,515	\$0
		UPRR			\$0		\$6,909,045	\$0	\$0	\$0	\$0	\$6,909,045	\$0	\$0	\$6,909,045
		Total			\$52,844,227		\$29,781,304	\$0	\$0	\$0	\$0	\$82,625,531	\$56,439,906	\$19,203,980	\$6,981,645
SALT L	7650	Scoping	F-0172(18)	172	1	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)									
		Will Not Adv				SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)									
		CMAQ_WFRC			\$0		\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total			\$0		\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
SALT L	15921	Scoping	F-0173(36)9	173	9	5300 South & College Dr Intersection - Murray				Intersection Improvements					
		To Be Adv Dt: 10/25/21				SR-173; MP 9.05 - 9.05									
		CMAQ_PM2.5			\$0		\$0	\$0	\$1,817,400	\$0	\$0	\$1,817,400	\$1,694,362	\$0	\$123,038
		CMAQ_WFRC			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$0		\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$0	\$25,000
		Total			\$0		\$0	\$0	\$1,842,400	\$0	\$0	\$1,842,400	\$1,694,362	\$0	\$148,038



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	17840	STIP	F-0173(40)7		173	7	5400 South and 1900 West Intersection				Intersection Modification				
		To Be Adv Dt:					SR-173; MP 7.05 - 7.05								
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$0	\$0	\$15,000
		STP_URB_SL					\$0	\$0	\$0	\$0	\$391,500	\$391,500	\$364,995	\$0	\$26,505
		Total					\$0	\$0	\$0	\$0	\$406,500	\$406,500	\$364,995	\$0	\$41,505
SALT L	14412	Scoping	S-0209(35)10		209	10	2 SR-209 (9000 S); Redwood Rd. to 700 West				Widen Existing Facility				
		To Be Adv Dt:	11/29/21				SR-209; MP 9.68 - 11.30								
		ST_TIF					\$1,958,473	\$3,041,527	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
SALT L	16921	Active	F-0209(47)12		209	12	Monroe and 90th Street (SR-209) Intersection Imp				Intersection Modification				
		To Be Adv Dt:	06/29/20				SR-209; MP 11.92 - 11.92								
		LOCAL_GOV					\$5,812,184	\$0	\$0	\$0	\$0	\$5,812,184	\$0	\$0	\$5,812,184
		STP_URB_SL					\$3,500,937	\$1,004,051	\$0	\$0	\$0	\$4,504,988	\$4,200,000	\$0	\$304,988
		Total					\$9,313,121	\$1,004,051	\$0	\$0	\$0	\$10,317,172	\$4,200,000	\$0	\$6,117,172
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								
		ST_GF_HB3					\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_TIF					\$4,231,875	\$2,800,000	\$949,009	\$0	\$0	\$7,980,884	\$0	\$7,980,884	\$0
		Total					\$4,731,875	\$2,800,000	\$949,009	\$0	\$0	\$8,480,884	\$0	\$8,480,884	\$0
SALT L	17985	Awarded	S-0210(34)10		210	10	3 LCC Early Action: High Tees				Spot improvement				
		Adv Dt:	05/16/20				SR-210; MP 10.00 - 13.00								
		ST_TIF					\$2,495,000	\$0	\$0	\$0	\$0	\$2,495,000	\$0	\$2,495,000	\$0
SALT L	17986	Advertised	S-0210(35)3		210	3	1 LCC Early Action: Merge Lane				Spot improvement				
		Adv Dt:	06/06/20				SR-210; MP 3.43 - 4.34								
		ST_TIF					\$305,000	\$3,300,000	\$1,900,000	\$0	\$0	\$5,505,000	\$0	\$5,505,000	\$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								
		NHPP_NHS					\$0	\$0	\$0	\$0	\$70,000,000	\$70,000,000	\$65,261,000	\$4,739,000	\$0
SALT L	16822	Scoping	S-R299(298)		215		I-215; 3900 South Interchange				Upgrade Existing Interchange				
		Will Not Adv					FROM 3900 SOUTH TO I-215N; MP .00 - .09								
		ST_TIF					\$264,900	\$0	\$0	\$0	\$0	\$264,900	\$0	\$264,900	\$0
SALT L	17953	Scoping	F-I215(196)16		215	16	1 I-215 Frontage Rd, 4100 - 4700 S and 2700 W Access				New Capacity				
		To Be Adv Dt:	08/24/21				I-215; MP 15.53 - 16.53								
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$5,627,721	\$5,627,721	\$0	\$0	\$5,627,721
		STP_URB_SL					\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total					\$0	\$0	\$0	\$0	\$8,845,569	\$8,845,569	\$3,000,000	\$0	\$5,845,569
SALT L	17870	Scoping	F-0266(71)6		266	6	4500 South (SR-266); 1500 East to 1630 East				Safe Sidewalk				
		To Be Adv Dt:	06/07/21				SR-266; MP 5.63 - 5.74								
		TAP_URB_WFRC					\$0	\$257,600	\$0	\$0	\$0	\$257,600	\$240,160	\$0	\$17,440



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2021	2022	2023	2024		CD	Total	Fed Aid		
<b>Salt Lake County Projects</b>														
SALT L	14938	Scoping	F-LC35(299)	282	1	University of Utah Intermodal Center				Transportation Alternatives				
		Will Not Adv				SR-282; MP .80 - .80 & South Campus near the Central Campus TRAX Station								
		CMAQ_WFRC			\$0	\$2,330,000	\$0	\$0	\$0	\$0	\$2,330,000	\$2,330,000	\$0	\$0
		UTA_FUNDS			\$0	\$2,573,900	\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$0	\$2,573,900
		Total			\$0	\$4,903,900	\$0	\$0	\$0	\$0	\$4,903,900	\$2,330,000	\$0	\$2,573,900
SALT L	17836	STIP	F-2030(2)1	2030	1	1 Bacchus Hwy (SR-111): 10200 South to 10700 South				Intersection Modification				
		To Be Adv Dt:				Cnty:FA-2030; MP .68 - 1.45								
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$2,301,300	\$2,301,300	\$2,145,502	\$0	\$155,798
SALT L	14940	Scoping	F-LC35(301)	2035	6	1 Riverton - 13400 So Bike Lanes; 2700 W to 3200 W				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 08/18/21				Cnty:FA-2035; MP 6.00 - 6.51								
		CMAQ_WFRC			\$0	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0
		LOCAL_GOV			\$0	\$210,900	\$0	\$0	\$0	\$0	\$210,900	\$0	\$0	\$210,900
		Total			\$0	\$490,900	\$0	\$0	\$0	\$0	\$490,900	\$280,000	\$0	\$210,900
SALT L	14830	Scoping	F-LC35(293)	2036	1	7800 S. Widening				TIF - Transportation Investment Fund				
		To Be Adv Dt: 10/17/22				Cnty:FA-2036; MP .00 - 1.05								
		LOCAL_GOV			\$0	\$1,579,300	\$1,579,300	\$0	\$0	\$0	\$3,158,600	\$0	\$0	\$3,158,600
		STP_URB_SL			\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$0	\$0
		Total			\$0	\$2,779,300	\$2,779,300	\$0	\$0	\$0	\$5,558,600	\$2,400,000	\$0	\$3,158,600
SALT L	16929	Scoping	F-2038(2)2	2038	2	14600 South Railroad Bridge Study - Bluffdale				Planning				
		Will Not Adv				Cnty:FA-2038; MP 2.17 - 2.17								
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$128,600	\$128,600	\$119,894	\$0	\$8,706
SALT L	17578	Active	F-ST99(580)	2040	14	RUC STSFA Federal Grant				Research				
		Will Not Adv				Cnty:FA-2040; MP 13.75 - 13.95 & Statewide research effort - non infrastructure								
		FA_MISC_50%			\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$1,250,000	\$1,250,000	\$0
SALT L	15910	Scoping	F-2040(1)7	2040	7	1 2700 West; 10000 S to 10200 S, Recon - So Jordan				Reconstruct & Widening				
		To Be Adv Dt: 01/02/23				Cnty:FA-2040; MP 6.65 - 7.16								
		LOCAL_GOV			\$0	\$0	\$0	\$118,932	\$0	\$0	\$118,932	\$0	\$0	\$118,932
		STP_URB_SL			\$0	\$0	\$0	\$834,268	\$0	\$0	\$834,268	\$777,788	\$0	\$56,480
		Total			\$0	\$0	\$0	\$953,200	\$0	\$0	\$953,200	\$777,788	\$0	\$175,412
SALT L	18822	Funding	NEWPROJ(18822)	2048	1	1 Fort Street; Pioneer Road to 13200 South				Reconstruct & Widening				
		To Be Adv Dt:				Cnty:FA-2048; MP .83 - 1.75								
NEW		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$981,759	\$981,759	\$0	\$0	\$981,759
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$3,469,341	\$3,469,341	\$3,234,467	\$0	\$234,874
		Total			\$0	\$0	\$0	\$0	\$0	\$4,451,100	\$4,451,100	\$3,234,467	\$0	\$1,216,633



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid		
<b>Salt Lake County Projects</b>															
SALT L	14039	Scoping	F-LC35(276)	2066	7	4	1300 West; 6600 South to 9400 South				Reconstruct & Widening				
	To Be Adv Dt: 11/09/21						Cnty:FA-2066; MP 6.65 - 10.16 & 1300 West; 6600 South to 9400 South								
		LOCAL_GOV					\$2,143,196	\$0	\$0	\$0	\$0	\$2,143,196	\$0	\$0	\$2,143,196
		STP_URB_SL					\$810,000	\$6,698,312	\$0	\$0	\$0	\$5,899,389	\$13,407,701	\$12,499,999	\$907,701
		Total					\$2,953,196	\$6,698,312	\$0	\$0	\$0	\$5,899,389	\$15,550,896	\$12,499,999	\$3,050,897
SALT L	18821	Funding	NEWPROJ(18821)	2066	4		1300 West & White Peach Drive (11170 South)				Intersection Improvements				
	To Be Adv Dt:						Cnty:FA-2066; MP 4.46 - 4.46								
NEW		STP_URB_SL					\$0	\$0	\$0	\$0	\$460,800	\$460,800	\$429,604	\$0	\$31,196
SALT L	16923	Scoping	F-2068(1)0	2068			1300 East; Wayne's World to Nashi Lane - Draper				Reconstruct & Widening				
	To Be Adv Dt: 10/08/20						Cnty:FA-2068; MP .06 - .40								
		STP_URB_SL					\$250,000	\$71,785	\$0	\$0	\$0	\$3,278,215	\$3,600,000	\$3,356,280	\$243,720
SALT L	15135	Scoping	S-R299(242)	2075	2		Bluffdale Reimbursement for Porter Rockwell				TIF - Transportation Investment Fund				
	Will Not Adv						Cnty:FA-2075; MP 2.38 - 2.62								
		ST_TIF					\$1,500,000	\$0	\$0	\$0	\$0	\$8,559,379	\$0	\$8,559,379	\$0
SALT L	11083	Undr Const	F-2076(1)	2076	5	1	1300 East; 1300 South to 2100 South				Reconstruct no widening				
	Adv Dt: 03/16/19						Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South								
		LOCAL_GOV					\$0	\$3,118,908	\$0	\$0	\$0	\$3,118,908	\$0	\$0	\$3,118,908
		LOCAL_INKIND					\$0	\$129,961	\$0	\$0	\$0	\$129,961	\$0	\$0	\$129,961
		STP_URB_SL					\$4,946,473	-\$474	\$0	\$0	\$0	\$4,945,999	\$4,611,155	\$0	\$334,844
		STP_URB_SL@1					\$1,790,236	\$334,876	\$0	\$0	\$0	\$2,125,112	\$2,125,112	\$0	\$0
		TAP_URB_WFRC					\$199,507	\$0	\$0	\$0	\$0	\$199,507	\$186,000	\$0	\$13,507
		Total					\$6,936,216	\$3,583,272	\$0	\$0	\$0	\$10,519,488	\$6,922,268	\$0	\$3,597,220
SALT L	15908	Scoping	F-2076(2)4	2076	4	1	1300 East; 2100 S to Highland Dr, Reconstruct, SLC				Reconstruct no widening				
	To Be Adv Dt: 09/22/21						Cnty:FA-2076; MP 3.55 - 4.59								
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0	\$95,000
		STP_URB_SL					\$0	\$0	\$0	\$0	\$0	\$3,806,300	\$3,548,613	\$0	\$257,687
		Total					\$0	\$0	\$0	\$0	\$0	\$3,901,300	\$3,548,613	\$0	\$352,687
SALT L	16924	Scoping	F-2076(3)3	2076	3	1	1300 East/ Richmond; 2100 So. to City So. Boundary				Reconstruct no widening				
	To Be Adv Dt: 09/08/23						Cnty:FA-2076; MP 3.24 - 4.59								
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$363,350	\$363,350	\$0	\$0	\$363,350
		STP_URB_SL					\$0	\$0	\$0	\$0	\$4,612,250	\$4,612,250	\$4,300,001	\$0	\$312,249
		Total					\$0	\$0	\$0	\$0	\$4,975,600	\$4,975,600	\$4,300,001	\$0	\$675,599
SALT L	15907	Scoping	F-2082(12)11	2082	11		Creek Rd & Highland Dr Interse, Cottonwood Heights				Intersection Modification				
	To Be Adv Dt: 06/01/21						Cnty:FA-2082; MP 10.60 - 10.60								
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$193,070	\$193,070	\$0	\$0	\$193,070
		STP_URB_SL					\$0	\$0	\$0	\$0	\$0	\$2,578,030	\$2,403,497	\$0	\$174,533
		Total					\$0	\$0	\$0	\$0	\$193,070	\$2,771,100	\$2,403,497	\$0	\$367,603



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
SALT L	14040	Active	F-LC35(277)	2085	2	2200 West Reconstruction w/ Minor Widening			Reconstruct & Widening				
		To Be Adv Dt: 12/04/20				Cnty:FA-2085; MP .00 - 2.49 & 2200 West; 9400 South to 11400 South							
		STP_URB_SL	\$4,041,256	\$2,964,644	\$0	\$0	\$0	\$0	\$7,005,900	\$6,531,601	\$0	\$474,299	
SALT L	18831	Funding	NEWPROJ(18831)	2093	4	9000 South and 450 W & Parkland Dr Intersection			Intersection Improvements				
		To Be Adv Dt:				Cnty:FA-2093; MP 4.47 - 4.66							
NEW		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$2,129,000	\$2,129,000	\$1,984,867	\$0	\$144,133	
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$56,000	\$56,000	\$0	\$0	\$56,000	
		Total	\$0	\$0	\$0	\$0	\$0	\$2,185,000	\$2,185,000	\$1,984,867	\$0	\$200,133	
SALT L	13116	Undr Const	F-LC35(252)	2094	1	3200 West; 10431 South to 10600 South			Reconstruct & Widening				
		Adv Dt: 10/26/19				Cnty:FA-2094; MP 1.48 - 1.71 & 3200 West; 10431 South to 10600 South							
		LOCAL_GOV	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	
		STP_URB_SL	\$1,072,615	\$1	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,616	
		Total	\$1,272,615	\$1	\$0	\$0	\$0	\$0	\$1,272,616	\$1,000,000	\$0	\$272,616	
SALT L	17851	STIP	F-2098(1)1	2098	1	9400 South & 700 East Intersection			Intersection Modification				
		To Be Adv Dt:				Cnty:FA-2098; MP 1.43 - 1.43							
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$2,788,802	\$2,788,802	\$2,600,000	\$0	\$188,802	
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$657,498	\$657,498	\$0	\$0	\$657,498	
		Total	\$0	\$0	\$0	\$0	\$0	\$3,446,300	\$3,446,300	\$2,600,000	\$0	\$846,300	
SALT L	11987	Undr Const	F-LC35(242)	2102	2	1 Vine Street; 900 East to 1300 East			Reconstruct & Widening				
		Adv Dt: 03/23/19				Cnty:FA-2102; MP 2.34 - 3.02 & Vine Street; 900 East to 1300 East							
		LOCAL_GOV	\$840,529	\$0	\$0	\$0	\$0	\$0	\$840,529	\$0	\$0	\$840,529	
		STP_URB_SL	\$4,290,464	\$0	\$0	\$0	\$0	\$0	\$4,290,464	\$4,000,000	\$0	\$290,464	
		Total	\$5,130,993	\$0	\$0	\$0	\$0	\$0	\$5,130,993	\$4,000,000	\$0	\$1,130,993	
SALT L	14923	Scoping	F-LC35(296)	2102	3	1 Vine Str; 1300 E to Van Winkle - Recon & Widen			Reconstruct & Widening				
		To Be Adv Dt: 03/05/21				Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL	\$743,560	\$7,271	\$4,075,941	\$0	\$0	\$0	\$4,826,772	\$4,500,000	\$0	\$326,773	
		Total	\$743,560	\$7,271	\$4,075,941	\$0	\$0	\$0	\$4,826,772	\$4,500,000	\$0	\$326,773	
SALT L	14947	Scoping	F-LC35(308)	2105	1	7800 So Jordan River Pedestrian Bridge at 1100 W			Pedestrian/Bicycle Safety				
		To Be Adv Dt: 02/01/21				Cnty:FA-2105; MP .93 - .93							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		TAP_URB_WFRC	\$180,000	\$167,700	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539	
		Total	\$180,000	\$167,700	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539	



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects															
SALT L	14034	Scoping	F-LC35(272)	2118	5	1	500 West; 3300 South to 3900 South				Reconstruct & Widening				
		To Be Adv Dt: 03/18/21 Cnty:FA-2118; MP 4.76 - 5.64 & 500 West; 3300 South to 3900 South													
		HSIP			\$0		\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925
		LOCAL_GOV			\$100,000		\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		STP_URB_SL			\$570,000		\$4,793,080	\$0	\$0	\$0	\$0	\$5,363,080	\$4,999,999	\$0	\$363,081
		Total			\$670,000		\$5,043,080	\$0	\$0	\$0	\$0	\$5,713,080	\$5,233,074	\$0	\$480,006
SALT L	17440	Scoping	F-2122(2)3	2122	3		5600 S over Jordan & SL Canal Bridge Replacement				Rehabilitation or Replacement				
		To Be Adv Dt: 10/29/21 Cnty:FA-2122; MP 2.64 - 2.79													
		STP_BRIDGE			\$0		\$0	\$0	\$997,000	\$0	\$0	\$997,000	\$929,503	\$0	\$67,497
SALT L	17838	STIP	F-2124(3)1	2124	1		Winchester and 700 West				Intersection Modification				
		To Be Adv Dt: 03/18/21 Cnty:FA-2124; MP 1.01 - 1.01													
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$2,753,900	\$2,753,900	\$2,567,461	\$0	\$186,439
SALT L	18845	STIP	S-2128(1)6	2128	6	2	300 W; 400 S to 2100 S - Separated Bike Lanes				Transportation Alternatives				
		To Be Adv Dt: 03/18/21 Cnty:FA-2128; MP 5.93 - 8.37													
		ST_TIF_ACT			\$0		\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000	\$0	\$2,100,000	\$0
SALT L	16925	Scoping	F-2138(1)0	2138		1	700 West; 3300 South to 3655 South (Carlisle Ave.)				Reconstruct & Widening				
		To Be Adv Dt: 10/03/22 Cnty:FA-2138; MP .32 - .86													
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$2,281,110	\$2,281,110	\$0	\$0	\$2,281,110
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$4,290,465	\$4,290,465	\$4,000,001	\$0	\$290,464
		Total			\$0		\$0	\$0	\$0	\$0	\$6,571,575	\$6,571,575	\$4,000,001	\$0	\$2,571,574
SALT L	18820	Funding	NEWPROJ(18820)	2138			700 W Reconstruct Phase II; Carlisle St - 3900 S				Reconstruct & Widening				
		To Be Adv Dt: 03/18/21 Cnty:FA-2138; MP .00 - .31													
NEW		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$403,817	\$403,817	\$0	\$0	\$403,817
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$4,504,988	\$4,504,988	\$4,200,000	\$0	\$304,988
		Total			\$0		\$0	\$0	\$0	\$0	\$4,908,805	\$4,908,805	\$4,200,000	\$0	\$708,805
SALT L	14951	Undr Const	F-LC35(312)	2148	5	1	200 W-MAIN ST, MAIN ST; S TEMPLE-500 S.				Transportation Alternatives				
		Adv Dt: 04/06/19 Cnty:FA-2148; MP 5.46 - 6.82													
		LOCAL_GOV			\$0		\$13,540	\$0	\$0	\$0	\$0	\$13,540	\$0	\$0	\$13,540
		L_BETTERMENT			\$0		\$11,000	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$11,000
		TAP_URB_WFRC			\$186,460		\$0	\$0	\$0	\$0	\$0	\$186,460	\$186,460	\$0	\$0
		UTA_FUNDS			\$52,339		\$0	\$0	\$0	\$0	\$0	\$52,339	\$0	\$0	\$52,339
		Total			\$238,799		\$24,540	\$0	\$0	\$0	\$0	\$263,339	\$186,460	\$0	\$76,879
SALT L	16928	Scoping	F-2151(1)1	2151	1	1	8000 West; 2600 South to 3100 South - Magna				Pedestrian/Bike facility				
		To Be Adv Dt: 01/25/23 Cnty:FA-2151; MP 1.49 - 2.21													
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$1,346,700	\$1,346,700	\$1,255,528	\$0	\$91,172
SALT L	18826	Funding	NEWPROJ(18826)	2151	1	1	8000 West; SR-201 to 3100 South				Reconstruct & Widening				
		To Be Adv Dt: 03/18/21 Cnty:FA-2151; MP 1.49 - 2.49													
NEW		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$2,679,000	\$2,679,000	\$2,497,632	\$0	\$181,368



**DRAFT**  
DRAFT STIP

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2021-2026**

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021	2022	2023	2024	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects														
SALT L	17869	Scoping	F-2162(2)1		2162	1	Cross Towne Trail; 2700 West to Bangerter Hwy			Transportation Alternatives				
		To Be Adv Dt: 11/18/20 Cnty:FA-2162; MP .37 - 1.60												
		LOCAL_GOV			\$0	\$115,759	\$0	\$0	\$0	\$0	\$115,759	\$0	\$0	\$115,759
		TAP_URB_WFRC			\$0	\$484,241	\$0	\$0	\$0	\$0	\$484,241	\$451,458	\$0	\$32,783
		Total			\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$451,458	\$0	\$148,542
SALT L	14831	Undr Const	F-LC35(294)		2172	4	4100 South; Bangerter Highway to 5460 West			Major Rehabilitation - Roadway				
		Adv Dt: 01/19/19 Cnty:FA-2172; MP 3.53 - 5.79 & Cnty FA-2172; MP 3.707 - 5.579												
		LOCAL_GOV			\$0	\$9,630,000	\$0	\$0	\$0	\$0	\$9,630,000	\$0	\$0	\$9,630,000
		LOCAL_MATCH			\$0	\$815,311	\$0	\$0	\$0	\$0	\$815,311	\$0	\$0	\$815,311
		L_BETTERMENT			\$249,427	\$4,196,058	\$0	\$0	\$0	\$0	\$4,445,485	\$0	\$0	\$4,445,485
		STP_HIF_SL			\$3,421,462	\$0	\$0	\$0	\$0	\$0	\$3,421,462	\$3,421,462	\$0	\$0
		STP_URB_SL			\$7,806,221	\$0	\$0	\$0	\$0	\$0	\$7,806,221	\$7,806,221	\$0	\$0
		Total			\$11,477,110	\$14,641,369	\$0	\$0	\$0	\$0	\$26,118,479	\$11,227,683	\$0	\$14,890,796
SALT L	16930	Active	F-2172(6)14		2172	14	3900 South; 2300 East to Wasatch Blvd			Reconstruct & Widening				
		To Be Adv Dt: 01/18/21 Cnty:FA-2172; MP 14.03 - 15.53												
		LOCAL_GOV			\$0	\$4,409,536	\$0	\$0	\$0	\$0	\$4,409,536	\$0	\$0	\$4,409,536
		STP_URB_SL			\$2,410,000	\$1,880,464	\$0	\$0	\$0	\$0	\$4,290,464	\$4,000,000	\$0	\$290,464
		Total			\$2,410,000	\$6,290,000	\$0	\$0	\$0	\$0	\$8,700,000	\$4,000,000	\$0	\$4,700,000
SALT L	15914	Scoping	F-2179(1)0		2179		Riverfront Parkway; 11050 S to 11400 S, Widen			Widen Existing Facility				
		To Be Adv Dt: 03/24/23 Cnty:FA-2179; MP .00 - .42												
		LOCAL_GOV			\$0	\$0	\$0	\$90,100	\$0	\$0	\$90,100	\$0	\$0	\$90,100
		STP_URB_SL			\$0	\$0	\$0	\$1,750,800	\$0	\$0	\$1,750,800	\$1,632,271	\$0	\$118,529
		Total			\$0	\$0	\$0	\$1,840,900	\$0	\$0	\$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			Spot Safety Improvement				
		To Be Adv Dt: 09/17/21 Cnty:FA-2180; MP .59 - 1.47												
		LOCAL_GOV			\$0	\$150,032	\$150,032	\$0	\$0	\$0	\$300,064	\$0	\$0	\$300,064
		STP_URB_SL			\$25,000	\$1,888,403	\$2,145,232	\$0	\$0	\$0	\$4,058,636	\$3,783,866	\$0	\$274,770
		Total			\$25,000	\$2,038,435	\$2,295,264	\$0	\$0	\$0	\$4,358,700	\$3,783,866	\$0	\$574,834
SALT L	17807	Scoping	F-2213(1)1		2213	1	Lone Peak Parkway; 12650 South to 12300 South			Reconstruct & Widening				
		To Be Adv Dt: 05/28/24 Cnty:FA-2213; MP 1.23 - 1.65												
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$870,988	\$870,988	\$0	\$0	\$870,988
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$4,269,012	\$4,269,012	\$3,980,000	\$0	\$289,012
		Total			\$0	\$0	\$0	\$0	\$0	\$5,140,000	\$5,140,000	\$3,980,000	\$0	\$1,160,000
SALT L	18823	Funding	NEWPROJ(18823)		2215	1	3650 South; 2700 West to 3200 West			Reconstruct & Widening				
		To Be Adv Dt: Cnty:FA-2215; MP .00 - 1.00												
NEW		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$3,112,477	\$3,112,477	\$0	\$0	\$3,112,477
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$2,756,623	\$2,756,623	\$2,570,000	\$0	\$186,623
		Total			\$0	\$0	\$0	\$0	\$0	\$5,869,100	\$5,869,100	\$2,570,000	\$0	\$3,299,100





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
SALT L	18816	Funding	NEWPROJ(18816)	2218	Bengal Boulevard & Highland Drive Intersection				Intersection Improvements				
		To Be Adv Dt:			Cnty:FA-2218; MP .00 - .07								
NEW		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$1,657,000	\$1,657,000	\$1,544,821	\$0	\$112,179
SALT L	16948	Scoping	F-2224(1)0	2224	2600 East Sidewalk; 7550 South to 7655 South				Pedestrian/Bike facility				
		To Be Adv Dt: 12/31/20			Cnty:FA-2224; MP .11 - .26								
		TAP_URB_WFRC		\$0	\$415,000	\$0	\$0	\$0	\$0	\$415,000	\$386,905	\$0	\$28,096
SALT L	17806	STIP	F-2233(1)1	2233	1	Parkway Blvd (2700 S); MVC to 6400 West				Reconstruct & Widening			
		To Be Adv Dt:			Cnty:FA-2233; MP 1.00 - 1.43								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$82,935	\$82,935	\$0	\$0	\$82,935
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$5,684,865	\$5,684,865	\$5,300,000	\$0	\$384,865
		Total		\$0	\$0	\$0	\$0	\$0	\$5,767,800	\$5,767,800	\$5,300,000	\$0	\$467,800
SALT L	17867	Scoping	F-2236(1)2	2236	2	2820 South; 7584 West to 7630 West - Sidewalk				Safe Sidewalk			
		To Be Adv Dt: 12/10/21			Cnty:FA-2236; MP 1.82 - 2.00								
		TAP_URB_WFRC		\$0	\$199,000	\$0	\$0	\$0	\$0	\$199,000	\$185,528	\$0	\$13,472
SALT L	18836	Funding	NEWPROJ(18836)	2236	2	2820 South; 7563 West - 7440 West				Transportation Alternatives			
		To Be Adv Dt:			Cnty:FA-2236; MP 1.89 - 1.94								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$5,329	\$5,329	\$0	\$0	\$5,329
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$219,571	\$219,571	\$204,706	\$0	\$14,865
		Total		\$0	\$0	\$0	\$0	\$0	\$224,900	\$224,900	\$204,706	\$0	\$20,194
SALT L	11085	Scoping	F-2240(2)0	2240	2	4700 South; 4000 West to 5600 West				Reconstruct no widening			
		To Be Adv Dt: 11/23/20			Cnty:FA-2240; MP .00 - 2.01								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$941,049	\$941,049	\$0	\$0	\$941,049
		STP_URB_SL		\$3,200,000	\$4,710,587	\$0	\$0	\$0	\$7,293,790	\$15,204,377	\$14,175,040	\$0	\$1,029,336
		Total		\$3,200,000	\$4,710,587	\$0	\$0	\$0	\$8,234,839	\$16,145,426	\$14,175,040	\$0	\$1,970,385
SALT L	14041	Active	F-LC35(278)	2266	1	Highland Drive; Spring Lane to Fardown Avenue				Reconstruct no widening			
		To Be Adv Dt: 06/15/20			Cnty:FA-2266; MP .24 - 1.08 & Highland Drive; Spring Lane to Fardown Avenue								
		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	\$0	\$26,378
		STP_URB_SL		\$618,008	\$1,788,591	\$0	\$0	\$0	\$0	\$2,406,599	\$2,243,672	\$0	\$162,927
		Total		\$1,257,642	\$1,788,591	\$0	\$0	\$0	\$0	\$3,046,233	\$2,806,928	\$0	\$239,305
SALT L	14828	Scoping	F-LC35(291)	2266	1	Highland Dr. Corridor Feasibility Study				Planning			
		Will Not Adv			Cnty:FA-2266; MP .00 - 1.39								
		LOCAL_GOV		\$0	\$12,443	\$0	\$0	\$0	\$0	\$12,443	\$0	\$0	\$12,443
		STP_URB_SL		\$0	\$171,357	\$0	\$0	\$0	\$0	\$171,357	\$171,357	\$0	\$0
		Total		\$0	\$183,800	\$0	\$0	\$0	\$0	\$183,800	\$171,357	\$0	\$12,443





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021	2022	2023	2024	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects														
SALT L	16944	Scoping	F-2266(2)2		2266	2	Highland Drive & 4500 South Intersection Imp				Intersection Modification			
		To Be Adv Dt: 09/08/23												
		CMAQ_PM2.5			\$0	\$0	\$0	\$0	\$0	\$2,597,900	\$2,597,900	\$2,422,022	\$175,878	\$0
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total			\$0	\$0	\$0	\$0	\$0	\$2,597,900	\$2,597,900	\$2,422,022	\$175,878	\$0
SALT L	17850	STIP	F-2330(1)1		2330	1	SLC West Intermodal Center				UTA/Transit			
		To Be Adv Dt:												
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$0	\$101,663
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,698,637	\$2,698,637	\$0	\$0	\$2,698,637
		Total			\$0	\$0	\$0	\$0	\$0	\$4,200,300	\$4,200,300	\$1,400,000	\$0	\$2,800,300
SALT L	14932	Scoping	F-LC35(297)		2364	1	300 North Pedestrian/ Bicyclist Safety Overpass				Pedestrian/Bicycle Safety			
		Will Not Adv												
		LOCAL_GOV			\$0	\$2,592,223	\$0	\$0	\$0	\$0	\$2,592,223	\$0	\$0	\$2,592,223
		STP_URB_SL			\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0
		Total			\$0	\$5,092,223	\$0	\$0	\$0	\$0	\$5,092,223	\$2,500,000	\$0	\$2,592,223
SALT L	13963	Active	S-R299(210)		MULT		Environmental for 4 locations on Bangerter				Document EA/EIS			
		Will Not Adv												
		ST_TIF			\$2,413,257	\$0	\$0	\$0	\$0	\$0	\$2,413,257	\$0	\$2,413,257	\$0
SALT L	14415	Undr Const	S-0154(84)14		MULT		Bangerter Three Interchanges				Upgrade Existing At-Grade Intersection			
		Adv Dt: 08/29/19												
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT			\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
		ST_CONST			\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
		ST_RET_ROW			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_RET_ROW_S			\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		ST_TIF			\$89,282,302	\$67,958,473	\$33,207,698	\$9,951,527	\$0	\$0	\$200,400,000	\$0	\$200,400,000	\$0
		Total			\$110,282,302	\$67,958,473	\$33,207,698	\$9,951,527	\$0	\$0	\$221,400,000	\$0	\$213,400,000	\$8,000,000
SALT L	14552	Scoping	S-R299(260)		MULT		I-80/ I-215 East Interchange Study				Upgrade Existing Interchange			
		Will Not Adv												
		ST_TIF			\$4,086,128	\$600,000	\$0	\$0	\$0	\$0	\$4,686,128	\$0	\$4,686,128	\$0
SALT L	15050	Active	S-R299(241)		MULT		ROW desc. for Big and Little Cottonwood Canyons				ROW			
		Will Not Adv												
		ST_CONT_PG			\$100,146	\$0	\$0	\$0	\$0	\$0	\$100,146	\$0	\$100,146	\$0
SALT L	15264	Scoping	S-R299(244)		MULT		I-80 and State Street Interchange R/W				PE			
		Will Not Adv												
		ST_HB377/TF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF			\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		Total			\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	15669	Undr Const	S-115-7(341)295	MULT	I-15 NB; Bangerter Hwy to I-215				Widen Existing Facility			
		Adv Dt: 10/18/18			I-15; MP 294.50 - 298.30 & I-15; MP 289.50 - 299.00							
		ST_TIF	\$98,334,776	\$62,000,000	\$2,465,224	\$0	\$0	\$0	\$162,800,000	\$0	\$162,800,000	\$0
SALT L	18843	STIP	S-2354(1)2	MULT	600/700 N Frequent Transit Network Improvements				UTA/Transit			
		To Be Adv Dt:			SR-268; MP .00 - .73 & Cnty:FA-2354; MP 1.72 - 3.09							
		ST_TIF_TRANS	\$0	\$0	\$0	\$0	\$0	\$228,000	\$228,000	\$0	\$228,000	\$0
SALT L	18844	STIP	S-2354(2)1	MULT	600/700 N Active Transportation Improvements				Transportation Alternatives			
		To Be Adv Dt:			Cnty:FA-2354; MP .99 - 3.09 & SR-268; MP .00 - .73							
		ST_TIF_ACT	\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$0	\$2,400,000	\$0
SALT L	18847	STIP	S-2066(3)10	MULT	1300 W; 6400 S to 4800 S - Active Transportation				Transportation Alternatives			
		To Be Adv Dt:			Cnty:FA-2066; MP 10.03 - 11.72							
		ST_TIF_ACT	\$0	\$0	\$0	\$0	\$0	\$1,680,000	\$1,680,000	\$0	\$1,680,000	\$0
SALT L	16490	Funding	NEWPROJ(16490)	MULT	700 W, 300 W & TRAX over I-215 Bridge Rehabs				Replacement and Rehabilitation - Structure			
		To Be Adv Dt:			I-215; MP 11.14 - 11.19 & I-215; MP 11.11 - 11.22 & Cnty:FA-2118; MP 1.00 - 1.08							
NEW		NHPP_BR	\$0	\$0	\$0	\$950,000	\$6,600,000	\$0	\$7,550,000	\$7,038,865	\$511,135	\$0
SALT L	7703	Active	MP-0182(6)	MULT	MVC; Salt Lake County PM				Staffing Support			
		Will Not Adv			MVC; Salt Lake County PM							
		LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT	\$38,333,979	\$0	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,979
		ST_BONDS_MVC	\$55,800,000	\$0	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$0
		ST_CHF_TIF	\$193,845,199	\$0	\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$0
		ST_CONST	\$73,500	\$426,500	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_GF_CHN	\$128,755,865	\$0	\$0	\$0	\$0	\$0	\$128,755,865	\$0	\$128,755,865	\$0
		ST_GF_TIF	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$0
		ST_TIF	\$13,424,437	\$2,750,000	\$1,500,000	\$2,266,342	\$0	\$0	\$19,940,779	\$0	\$19,940,779	\$0
		Total	\$437,732,979	\$3,176,500	\$1,500,000	\$2,266,342	\$0	\$0	\$444,675,822	\$0	\$406,341,843	\$38,333,979
SALT L	12587	Undr Const	S-115-7(324)297	MULT	I-15; SB 12300 South to SR-201				Upgrade Existing Interchange			
		Adv Dt: 09/06/17			I-15; MP 297.28 - 299.05 & I-15; MP 291.40 - 304.50							
		ST_ATMS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_ATMS_AM	\$15,407	\$293,593	\$0	\$0	\$0	\$0	\$309,000	\$0	\$309,000	\$0
		ST_BRIDGE	\$0	\$10,800,000	\$0	\$0	\$0	\$0	\$10,800,000	\$0	\$10,800,000	\$0
		ST_INS-RECOV	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_T&S_FUND	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_TIF	\$172,861,279	\$18,538,721	\$0	\$0	\$0	\$0	\$191,400,000	\$0	\$191,400,000	\$0
		ST_TIF_SB229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$172,876,686	\$30,232,314	\$0	\$0	\$0	\$0	\$203,109,000	\$0	\$203,109,000	\$0
SALT L	13114	Active	F-0089(392)0	MULT	9270 South & State Street; 150 East to State St.				Intersection Improvements			
		To Be Adv Dt: 09/15/20			US-89; MP 366.42 - 366.62 & 9270 South between State St. to 150 East; Length = 0.280 Miles							
		STP_URB_SL	\$4,207,800	\$2,224,200	\$0	\$0	\$0	\$0	\$6,432,000	\$5,996,554	\$0	\$435,446



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	14937	Scoping	S-2159(1)3	MULT	Herriman Parkway Extension; 6400 W to 6800 W				TIF - Transportation Investment Fund			
		Will Not Adv			Cnty:FA-2159; MP 3.07 - 3.07 & Herriman Parkway Extension; 6400 West to 6800 West							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$111,103	\$0	\$0	\$0	\$0	\$111,103	\$0	\$0	\$111,103
		STP_URB_SL	\$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	\$1,530,000	\$0	\$0	\$0	\$0	\$0	\$1,530,000	\$0	\$1,530,000	\$0
		Total	\$1,530,000	\$111,103	\$0	\$0	\$0	\$0	\$1,641,103	\$0	\$1,530,000	\$111,103
SALT L	14944	Advertised	F-LC35(305)	MULT	SR-210 Widening and Grit Mill Parking Lot				Transportation Alternatives			
		Adv Dt: 05/30/20			SR-210; MP 4.35 - 4.56							
		LOCAL_GOV	\$116,658	\$0	\$0	\$0	\$0	\$0	\$116,658	\$0	\$0	\$116,658
		LOCAL_INKIND	\$0	\$14,720	\$0	\$0	\$0	\$0	\$14,720	\$0	\$0	\$14,720
		LOCAL_MATCH	\$24,342	\$0	\$0	\$0	\$0	\$0	\$24,342	\$0	\$0	\$24,342
		OTHER	\$194,361	\$0	\$0	\$0	\$0	\$0	\$194,361	\$0	\$0	\$194,361
		ST_CONT_R2	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		TAP_URB_WFRC	\$537,927	\$0	\$0	\$0	\$0	\$0	\$537,927	\$537,927	\$0	\$0
		Total	\$873,288	\$139,720	\$0	\$0	\$0	\$0	\$1,013,008	\$537,927	\$125,000	\$350,081
SALT L	14945	Scoping	F-LC35(306)	MULT	Midas Creek Trail: 4000 West to 4510 West				Transportation Alternatives			
		To Be Adv Dt: 08/26/20			Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West							
		LOCAL_GOV	\$0	\$16,763	\$0	\$0	\$0	\$0	\$16,763	\$0	\$0	\$16,763
		LOCAL_MATCH	\$0	\$13,237	\$0	\$0	\$0	\$0	\$13,237	\$0	\$0	\$13,237
		TAP_URB_WFRC	\$182,285	\$0	\$0	\$0	\$0	\$0	\$182,285	\$182,285	\$0	\$0
		Total	\$182,285	\$30,000	\$0	\$0	\$0	\$0	\$212,285	\$182,285	\$0	\$30,000
SALT L	14946	Awarded	F-LC35(307)	MULT	Corner Canyon Creek/ East Jordan Canal Trail				Transportation Alternatives			
		Adv Dt: 04/04/20			Smith Fields Park to Willow Creek Trail & Stokes Ave							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH	\$57,254	\$0	\$0	\$0	\$0	\$0	\$57,254	\$0	\$0	\$57,254
		TAP_URB_WFRC	\$734,722	\$0	\$0	\$0	\$0	\$0	\$734,722	\$734,722	\$0	\$0
		Total	\$791,976	\$0	\$0	\$0	\$0	\$0	\$791,976	\$734,722	\$0	\$57,254
SALT L	14950	Undr Const	F-LC35(311)	MULT	Daybreak Parkway & Lake Run Intersection Crossing				Pedestrian/Bicycle Safety			
		Adv Dt: 09/07/19			Cnty:FA-2060; MP 3.32 - 3.32 & Cnty:FA-2060; MP 3.32 - 3.32							
		LOCAL_GOV	\$0	\$125,499	\$0	\$0	\$0	\$0	\$125,499	\$0	\$0	\$125,499
		LOCAL_MATCH	\$18,238	\$0	\$0	\$0	\$0	\$0	\$18,238	\$0	\$0	\$18,238
		TAP_URB_WFRC	\$251,162	\$0	\$0	\$0	\$0	\$0	\$251,162	\$251,162	\$0	\$0
		Total	\$269,400	\$125,499	\$0	\$0	\$0	\$0	\$394,900	\$251,162	\$0	\$143,738
SALT L	16922	Scoping	F-2104(1)1	MULT	7000 South; 1300 West to Bangerter Highway - Study				Document EA/EIS			
		Will Not Adv			Cnty:FA-2104; MP 1.24 - 3.19 & Cnty:FA-2104; MP 3.19 - 3.19							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$927,384	\$927,384	\$0	\$0	\$927,384
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
		Total	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$1,000,000



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects													
SALT L	16943	Scoping	F-2038(1)1		MULT	14600 South; Railroad Bridge to Redwood Bike/ Ped				Pedestrian/Bike facility			
		To Be Adv Dt: 10/31/22				Cnty:FA-2038; MP .92 - 2.17 & Cnty:FA-2038; MP 2.17 - 2.17							
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,142,000	\$1,142,000	\$1,064,687	\$0	\$77,313
SALT L	17842	Scoping	F-R299(344)		MULT	Midvalley Connector BRT; Atherton DR to 2700 W				UTA/Transit			
		To Be Adv Dt: 02/29/24				SR-266; MP .27 - 1.71 & SR-266; MP .00 - .27 & Cnty:FA-2240; MP 3.50 - 3.74							
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$145,232	\$0
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$38,254,768	\$38,254,768	\$0	\$0	\$38,254,768
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_TRANS		\$0	\$0	\$0	\$0	\$0	\$22,800,000	\$22,800,000	\$0	\$22,800,000	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$63,200,000	\$63,200,000	\$2,000,000	\$22,945,232	\$38,254,768
SALT L	18818	Funding	NEWPROJ(18818)		MULT	TSP/ Preemption for Transit, Freight, & Snow Plows				ATMS			
		To Be Adv Dt:				SR-172; MP 4.00 - 9.22 & Cnty:FA-2386; MP .00 - .28 & Cnty:FA-2358; MP .00 - .33 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - .00 & SR-71; MP .00 - 22.47 & SR-71; MP .00 - .00							
NEW		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$690,000	\$690,000	\$643,287	\$46,713	\$0
SALT L	18819	Funding	NEWPROJ(18819)		MULT	TSP/ Preemption Equipment for Transit Vehicles				UTA/Transit			
		To Be Adv Dt:				SR-172; MP 4.03 - 9.22 & Cnty:FA-2386; MP .00 - .30 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - 22.47 & Cnty:FA-2358; MP .00 - .33							
NEW		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$255,000	\$255,000	\$237,737	\$0	\$17,264
SALT L	13149	Undr Const	S-0085(9)		OTHER	SR-85, MVC; 4100 South to SR-201				New Capacity			
		Adv Dt: 06/26/18				New Mountain View Corridor Alignment							
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT		\$838,729	\$0	\$0	\$0	\$0	\$0	\$838,729	\$0	\$0	\$838,729
		ST_CONT_R2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$208,154,676	\$100,000,000	\$36,845,324	\$10,000,000	\$0	\$0	\$355,000,000	\$0	\$355,000,000	\$0
		Total		\$208,993,405	\$100,000,000	\$36,845,324	\$10,000,000	\$0	\$0	\$355,838,729	\$0	\$355,000,000	\$838,729
SALT L	15670	Advertised	S-R299(261)		OTHER	Porter Rockwell (Bridge)				New Capacity			
		Adv Dt: 01/22/20				NA							
		L_BETTERMENT		\$96,017	\$0	\$0	\$0	\$0	\$0	\$96,017	\$0	\$0	\$96,017
		ST_TIF		\$3,972,171	\$30,000,000	\$28,027,829	\$5,000,000	\$0	\$0	\$67,000,000	\$0	\$67,000,000	\$0
		Total		\$4,068,188	\$30,000,000	\$28,027,829	\$5,000,000	\$0	\$0	\$67,096,017	\$0	\$67,000,000	\$96,017
SALT L	8599	Scoping	NEWPROJECT-0027()		OTHER	TRANSIT ORIENTED DEVELOPMENT @ 1000 SO. TRAX STA.							
		Will Not Adv				TRANSIT ORIENTED DEVELOPMENT (TOD) @ 10000 SOUTH TRAX STA.							
		STP_URB_SL		\$0	\$2,145,232	\$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							
		To Be Adv Dt: 12/22/22				WASATCH BOULEVARD & 7650 SOUTH							
		CMAQ_PM2.5		\$0	\$0	\$1,593,907	\$0	\$0	\$0	\$1,593,907	\$1,486,000	\$0	\$107,908
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$1,593,907	\$0	\$0	\$0	\$1,593,907	\$1,486,000	\$0	\$107,908



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
SALT L	13112	Undr Const	F-LC35(249)	OTHER	Porter Rockwell Blvd (4th Seg); East Jordan Canal				New Capacity				
		Adv Dt: 04/27/19			Porter Rockwell Blvd (4th Seg); East Jordan Canal								
		LOCAL_GOV		\$0	\$1,650,000	\$0	\$0	\$0	\$1,650,000	\$0	\$0	\$1,650,000	
		LOCAL_INKIND		\$0	\$656,186	\$0	\$0	\$0	\$656,186	\$0	\$0	\$656,186	
		L_BETTERMENT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL		\$9,036,363	\$0	\$0	\$0	\$0	\$9,036,363	\$9,036,363	\$0	\$0	\$0
		Total		\$9,036,363	\$2,306,186	\$0	\$0	\$0	\$11,342,548	\$9,036,363	\$0	\$0	\$2,306,186
SALT L	14939	Scoping	F-LC35(300)	OTHER	SLC Emigration Creek Trail; Connor St - Wasatch Dr				Transportation Alternatives				
		To Be Adv Dt: 01/20/21			Bonneville Golf Course between Connor Street and Wasatch Drive								
		CMAQ_WFRC		\$0	\$0	\$0	\$447,000	\$0	\$447,000	\$447,000	\$0	\$0	\$0
		LOCAL_GOV		\$0	\$0	\$0	\$32,700	\$0	\$32,700	\$0	\$0	\$32,700	\$0
		Total		\$0	\$0	\$0	\$479,700	\$0	\$479,700	\$447,000	\$0	\$0	\$32,700
SALT L	14949	Active	F-LC35(310)	OTHER	Taylorsville Regional Trail; 5140 So to 5400 So				Transportation Alternatives				
		To Be Adv Dt: 09/30/20			TAYLORSVILLE REGIONAL TRAIL; 5140 South to 5400 South, MP 0.00 to MP 0.4023; LENGTH 0.4023 MILES								
		LOCAL_GOV		\$0	\$41,998	\$0	\$0	\$0	\$41,998	\$0	\$0	\$41,998	\$0
		TAP_URB_WFRC		\$268,502	\$0	\$0	\$0	\$0	\$268,502	\$268,502	\$0	\$0	\$0
		Total		\$268,502	\$41,998	\$0	\$0	\$0	\$310,500	\$268,502	\$0	\$0	\$41,998
SALT L	14952	Scoping	F-LC35(313)	OTHER	Beck Street Protected Bicycle Facility Design				Pedestrian/Bicycle Safety				
		Will Not Adv			Beck Street bicycle lanes in SLC between Chicago St and the existing shared use path on the frontage road								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$55,400	\$0	\$0	\$0	\$0	\$55,400	\$51,649	\$0	\$0	\$3,751
		Total		\$55,400	\$0	\$0	\$0	\$0	\$55,400	\$51,649	\$0	\$0	\$3,751
SALT L	15912	Scoping	F-LC35(315)	OTHER	2810 South at 8000 West Realignment - Magna				Intersection Modification				
		To Be Adv Dt: 09/02/21			2810 South at 8000 West from 8000 West to 8058 West								
		LOCAL_GOV		\$0	\$0	\$0	\$710,340	\$0	\$710,340	\$0	\$0	\$710,340	\$0
		STP_URB_SL		\$0	\$0	\$0	\$1,290,560	\$0	\$1,290,560	\$1,203,189	\$0	\$0	\$87,371
		Total		\$0	\$0	\$0	\$2,000,900	\$0	\$2,000,900	\$1,203,189	\$0	\$0	\$797,711
SALT L	15913	Active	F-LC35(316)	OTHER	4150 West from Majestic Rise Parkway to 12600 So.				New Capacity				
		To Be Adv Dt: 06/15/20			4150 West from Majestic Rise Parkway (13200 So) to 12600 South								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_INKIND		\$261,683	\$0	\$0	\$0	\$0	\$261,683	\$0	\$0	\$261,683	\$0
		STP_URB_SL		\$250,000	\$5,649,389	\$0	\$0	\$0	\$5,899,389	\$5,500,000	\$0	\$0	\$399,389
		Total		\$511,683	\$5,649,389	\$0	\$0	\$0	\$6,161,072	\$5,500,000	\$0	\$0	\$661,072
SALT L	15918	STIP	F-R299(271)	OTHER	UTA Locomotive Over Haul				UTA/Transit				
		Will Not Adv			UTA Frontrunner Station								
		CMAQ_PM2.5		\$0	\$2,258,001	\$0	\$0	\$0	\$2,258,001	\$2,105,134	\$152,867	\$0	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV		\$0	\$1,257,999	\$0	\$0	\$0	\$1,257,999	\$0	\$0	\$1,257,999	\$0
		Total		\$0	\$3,516,000	\$0	\$0	\$0	\$3,516,000	\$2,105,134	\$152,867	\$0	\$1,257,999



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects													
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											
		CMAQ_WFRC		\$0	\$0	\$0	\$965,354	\$0	\$0	\$965,354	\$900,000	\$0	\$65,354
		LOCAL_GOV		\$0	\$0	\$0	\$643,246	\$0	\$0	\$643,246	\$0	\$0	\$643,246
		Total		\$0	\$0	\$0	\$1,608,600	\$0	\$0	\$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											
		CMAQ_WFRC		\$0	\$0	\$0	\$997,533	\$0	\$0	\$997,533	\$930,000	\$0	\$67,533
		LOCAL_GOV		\$0	\$0	\$0	\$2,467	\$0	\$0	\$2,467	\$0	\$0	\$2,467
		Total		\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$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: 03/07/22											
		TAP_URB_WFRC		\$0	\$291,000	\$0	\$0	\$0	\$0	\$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: 11/13/20											
		LOCAL_GOV		\$0	\$15,643	\$0	\$0	\$0	\$0	\$15,643	\$0	\$0	\$15,643
		TAP_URB_WFRC		\$20,500	\$43,857	\$0	\$0	\$0	\$0	\$64,357	\$60,000	\$0	\$4,357
		Total		\$20,500	\$59,500	\$0	\$0	\$0	\$0	\$80,000	\$60,000	\$0	\$20,000
SALT L	15928	STIP	F-R299(277)	OTHER	Update Bike Cars on FrontRunner				Pedestrian/Bicycle Safety				
		Will Not Adv											
		TAP_URB_WFRC		\$0	\$194,800	\$0	\$0	\$0	\$0	\$194,800	\$181,612	\$0	\$13,188
SALT L	15929	Scoping	F-R299(278)	OTHER	'Salt Lake County Bicycle Counters - SL Valley				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 04/13/21											
		LOCAL_GOV		\$0	\$85,377	\$0	\$0	\$0	\$0	\$85,377	\$0	\$0	\$85,377
		TAP_URB_WFRC		\$35,000	\$179,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total		\$35,000	\$264,900	\$0	\$0	\$0	\$0	\$299,900	\$200,000	\$0	\$99,900
SALT L	15936	Scoping	S-LC35(322)	OTHER	8600 South; 5600 West to 6000 West				New Bridge/Bridge Replacement				
		To Be Adv Dt: 07/21/21											
		LOCAL_GOV		\$0	\$972,004	\$0	\$0	\$0	\$7,027,996	\$8,000,000	\$0	\$0	\$8,000,000
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
		Total		\$0	\$2,972,004	\$2,000,000	\$0	\$0	\$7,027,996	\$12,000,000	\$0	\$4,000,000	\$8,000,000
SALT L	16932	Scoping	F-LC35(321)	OTHER	University of Utah Hospital Stop Expansion				UTA/Transit				
		Will Not Adv											
		STP_URB_SL		\$0	\$399,400	\$0	\$0	\$0	\$0	\$399,400	\$372,361	\$0	\$27,039
SALT L	16949	Active	F-LC35(317)	OTHER	Northwest Avenue Sidewalk; 5415 So to 5570 So				Pedestrian/Bike facility				
		To Be Adv Dt: 08/24/20											
		TAP_URB_WFRC		\$32,000	\$176,000	\$0	\$0	\$0	\$0	\$208,000	\$193,918	\$0	\$14,082





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
SALT L	16950	Scoping	F-LC35(318)	OTHER	Salt Lake Urbanized Area Bus Bike Rack Expansion				UTA/Transit				
		Will Not Adv			Salt Lake Urban Area - Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes								
		TAP_URB_WFRC		\$0	\$91,200	\$0	\$0	\$0	\$91,200	\$85,026		\$0	\$6,174
SALT L	17868	Scoping	F-R299(346)	OTHER	Utah & Salt Lake Canal Trail, Phase 5				Transportation Alternatives				
		To Be Adv Dt: 03/24/22			7200 West (West Valley City) - northwest to the Elk Run Subdivision in the Magna Metro Township								
		LOCAL_GOV		\$0	\$3,465	\$0	\$0	\$0	\$3,465	\$0		\$0	\$3,465
		TAP_URB_WFRC		\$0	\$96,535	\$0	\$0	\$0	\$96,535	\$90,000		\$0	\$6,535
		Total		\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$90,000		\$0	\$10,000
SALT L	18817	Funding	NEWPROJ(18817)	OTHER	UTA - On-Board Technology System				Data System Development/Enhancement				
		To Be Adv Dt:			UTA - 669 West 200 South, Salt Lake City, Utah 84101								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$4,463,692	\$4,463,692	\$0		\$0	\$4,463,692
		STP_URB_SL		\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000		\$0	\$36,308
		Total		\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$500,000		\$0	\$4,500,000
SALT L	18824	Funding	NEWPROJ(18824)	OTHER	9000 South; New Bingham Highway to SR-111				New Capacity				
		To Be Adv Dt:			9000 South from New Bingham Highway to SR-111								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$11,957,052	\$11,957,052	\$0		\$0	\$11,957,052
		STP_URB_SL		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000		\$0	\$217,848
		Total		\$0	\$0	\$0	\$0	\$15,174,900	\$15,174,900	\$3,000,000		\$0	\$12,174,900
SALT L	18827	Funding	NEWPROJ(18827)	OTHER	3800 South Skyline HS; Virginia Way to Birch Drive				Intersection Modification				
		To Be Adv Dt:			3800 South Skyline HS; Virginia Way to Birch Drive								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0		\$0	\$150,000
		STP_URB_SL		\$0	\$0	\$0	\$0	\$1,932,000	\$1,932,000	\$1,801,204		\$0	\$130,796
		Total		\$0	\$0	\$0	\$0	\$2,082,000	\$2,082,000	\$1,801,204		\$0	\$280,796
SALT L	18832	Funding	NEWPROJ(18832)	OTHER	On Route Electric Bus Charging Infrastructure				UTA/Transit				
		To Be Adv Dt:			Potential Locations, Salt Lake Intermodal Center North Temple, UTA at 200 South and 600 West								
NEW		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$2,681,540	\$2,681,540	\$2,500,000		\$0	\$181,540
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$318,460	\$318,460	\$0		\$0	\$318,460
		Total		\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$2,500,000		\$0	\$500,000
SALT L	18837	Funding	NEWPROJ(18837)	OTHER	Kensington East-West Neighborhood Byway				Transportation Alternatives				
		To Be Adv Dt:			Kensington Avenue from 600 East to West Temple								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$216,815	\$216,815	\$0		\$0	\$216,815
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$321,785	\$321,785	\$300,000		\$0	\$21,785
		Total		\$0	\$0	\$0	\$0	\$538,600	\$538,600	\$300,000		\$0	\$238,600
SALT L	18838	Funding	NEWPROJ(18838)	OTHER	8425 South Sidewalk				Transportation Alternatives				
		To Be Adv Dt:			8425 South; 1300 East to 1475 East								
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$49,901	\$49,901	\$0		\$0	\$49,901
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$346,299	\$346,299	\$322,855		\$0	\$23,444
		Total		\$0	\$0	\$0	\$0	\$396,200	\$396,200	\$322,855		\$0	\$73,345



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	3616	Active Will Not Adv	SP-0182(1)0		Mountain View Corridor Presevation Mountain View Corridor							
		ST_CORR_PRES	\$36,498,487	\$24,925,513	\$0	\$0	\$0	\$0	\$61,424,000	\$0	\$61,424,000	\$0
SALT L	3904	Active Will Not Adv	SP-0071(14)4		700 East Corridor Corridor Preservation / Adv. Acquisition							
		ST_CORR_PRES	-\$260,113	\$728,599	\$0	\$0	\$0	\$0	\$468,486	\$0	\$468,486	\$0
SALT L	4308	Active Will Not Adv	SP-9999(697)		Highland Drive Corridor Draper/Sandy to Highland Drive							
		ST_CORR_PRES	\$1,372,976	\$19,024	\$0	\$0	\$0	\$0	\$1,392,000	\$0	\$1,392,000	\$0
SALT L	4310	Active Will Not Adv	SP-0068(32)36		Redwood Road Corridor Redwood Road Corridor				Chip Seal			
		ST_CORR_PRES	-\$279,152	\$414,055	\$0	\$0	\$0	\$0	\$134,904	\$0	\$134,904	\$0
SALT L	17015	Scoping Will Not Adv	S-R299(301)		2550 South from 5600 West to 8000 West 2550 South from 5600 West to 8000 West				New Capacity			
		ST_TIF	\$3,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
SALT L	17374	Scoping To Be Adv Dt: 11/30/23	S-R299(312)		Cottonwood Canyons Rec Hot Spot Project Placeholde Placeholder for the Cottonwood Canyons Rec Hot Spot Project(s)				Operations/Maintenance			
		ST_TIF	\$2,014	\$0	\$0	\$36,000,000	\$0	\$12,237,986	\$48,240,000	\$0	\$48,240,000	\$0
SALT L	17414	Scoping Will Not Adv	S-R299(318)		Cottonwood Canyons Transportation Study Little Cottonwood Canyon & Big Cottonwood Canyons (and vice versa)				Study			
		ST_GF_HB3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0
		Total	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$2,000,000	\$0
SALT L	17773	Active Will Not Adv	F-ST99(614)		FY 2020 WFRC MPO CPG SLC, WVC, O/L AREAS N/A Annual Work Plan				Annual Work Program			
		FTA_5303_100	\$1,094,598	\$0	\$0	\$0	\$0	\$0	\$1,094,598	\$1,094,598	\$0	\$0
		L_PASS_MATCH	\$0	\$366,148	\$0	\$0	\$0	\$0	\$366,148	\$0	\$0	\$366,148
		PL_WFRC	\$3,862,041	\$0	\$0	\$0	\$0	\$0	\$3,862,041	\$3,862,041	\$0	\$0
		STP_URB_O/L	\$32,531	\$0	\$0	\$0	\$0	\$0	\$32,531	\$32,531	\$0	\$0
		STP_URB_SL	\$53,076	\$0	\$0	\$0	\$0	\$0	\$53,076	\$53,076	\$0	\$0
		Total	\$5,042,246	\$366,148	\$0	\$0	\$0	\$0	\$5,408,395	\$5,042,246	\$0	\$366,148
SALT L	17916	Scoping Will Not Adv	S-R299(350)		Rail Access through I-80 in Western SL County Rail Access through I-80 in Western SL County				UTA/Transit			
		ST_TIF	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
SALT L	18756	Scoping	F-ST99(696)		FY 2021 WFRC MPO CPG SLC, O/L AREAS				Annual Work Program				
		Will Not Adv			N/A Annual Workplan								
		FTA_5303_100	\$0	\$715,896	\$0	\$0	\$0	\$0	\$715,896	\$715,896	\$0	\$0	\$0
		L_PASS_MATCH	\$323,681	\$0	\$0	\$0	\$0	\$0	\$323,681	\$0	\$0	\$323,681	\$0
		PL_WFRC	\$0	\$1,712,330	\$0	\$0	\$0	\$0	\$1,712,330	\$1,712,330	\$0	\$0	\$0
		STP_URB_O/L	\$0	\$771,097	\$0	\$0	\$0	\$0	\$771,097	\$771,097	\$0	\$0	\$0
		STP_URB_SL	\$0	\$1,258,106	\$0	\$0	\$0	\$0	\$1,258,106	\$1,258,106	\$0	\$0	\$0
		Total	\$323,681	\$4,457,429	\$0	\$0	\$0	\$0	\$4,781,110	\$4,457,429	\$0	\$323,681	\$0
SALT L	11097	Undr Const	F-LC35(219)		Jordan River Trail Gardner Village Trax Station				Pedestrian/Bicycle Safety				
		Adv Dt: 03/07/20			Jordan River Trail - Gardner Village TRAX Station								
		CMAQ_PM2.5	\$311,785	\$0	\$0	\$0	\$0	\$0	\$311,785	\$290,677	\$0	\$21,108	\$0
		CMAQ_WFRC	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$0	\$677	\$0
		LOCAL_GOV'T	\$284,067	\$0	\$0	\$0	\$0	\$0	\$284,067	\$0	\$0	\$284,067	\$0
		Total	\$605,852	\$0	\$0	\$0	\$0	\$0	\$605,852	\$300,000	\$0	\$305,852	\$0
SALT L	11985	Scoping	F-LC35(240)		Transportation and Land Use Connection Program				Local/MPO/Other Agency Pass-Through				
		Will Not Adv			Project Planning Support - Salt Lake County								
		L_PASS_MATCH	\$76,973	\$137,141	\$41,495	\$0	\$0	\$0	\$255,609	\$0	\$0	\$255,609	\$0
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL@1	\$2,377,146	\$571,430	\$571,430	\$0	\$0	\$0	\$3,520,006	\$3,520,006	\$0	\$0	\$0
		ST_TRANS_SOL	\$142,482	\$307,518	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0	\$0
		Total	\$2,596,600	\$1,016,090	\$612,925	\$0	\$0	\$0	\$4,225,615	\$3,520,006	\$450,000	\$255,609	\$0
SALT L	12000	Scoping	F-LC35(247)		Bengal Blvd & 2300 East Round-About				Intersection Modification				
		To Be Adv Dt: 02/01/21			Bengal Blvd & 2300 East Round-About								
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_WFRC_1	\$372,920	\$2,282,080	\$0	\$0	\$0	\$0	\$2,655,000	\$2,655,000	\$0	\$0	\$0
		LOCAL_INKIND	\$0	\$192,796	\$0	\$0	\$0	\$0	\$192,796	\$0	\$0	\$192,796	\$0
		Total	\$372,920	\$2,474,876	\$0	\$0	\$0	\$0	\$2,847,796	\$2,655,000	\$0	\$192,796	\$0
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								
		CMAQ_PM2.5	\$0	\$2,037,970	\$0	\$0	\$0	\$0	\$2,037,970	\$1,899,999	\$137,971	\$0	\$0
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV'T	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0
		Total	\$0	\$6,037,970	\$0	\$0	\$0	\$0	\$6,037,970	\$1,899,999	\$137,971	\$4,000,000	\$0
SALT L	13126	Scoping	F-LC35(255)		Hillsborough Pond Park & Ride; Wasatch Blvd.				UTA/Transit				
		Will Not Adv			Hillsborough Pond Park & Ride; Wasatch Blvd.								
		CMAQ_WFRC	\$0	\$0	\$0	\$892,350	\$0	\$892,350	\$1,784,700	\$1,663,876	\$0	\$120,824	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
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								
		CMAQ_WFRC	\$0	\$1,018,985	\$0	\$0	\$0	\$0	\$1,018,985	\$950,000	\$0	\$68,985	
		FTASEC_5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTASEC_5339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTA_5339_80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTA_5339_80A	\$0	\$18,905,641	\$4,625,000	\$0	\$0	\$0	\$23,530,641	\$18,824,513	\$4,706,128	\$0	\$0
		FTA_5339_80B	\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000	\$13,600,000	\$3,400,000	\$0	\$0
		LOCAL_GOV	\$43,700,287	\$0	\$0	\$0	\$0	\$0	\$43,700,287	\$0	\$0	\$43,700,287	\$0
		STP_URB_SL	\$0	\$3,217,848	\$0	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848	\$0
		ST_GF_OTHER	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$0
		Total	\$46,200,287	\$42,642,474	\$7,125,000	\$2,500,000	\$0	\$0	\$98,467,761	\$36,374,513	\$18,106,128	\$43,987,121	\$0
SALT L	13128	Scoping	F-LC35(257)		Park & Ride Smart Boards, Cottonwood Cnys				Traveler Information				
		To Be Adv Dt: 02/21/23			Park & Ride Smart Boards, Cottonwood Cnys								
		CMAQ_WFRC	\$0	\$0	\$0	\$706,900	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857	\$0
SALT L	13130	Scoping	F-LC35(259)		14600 South; Pony Express Rd to UPRR Bridge				Transportation Alternatives				
		To Be Adv Dt: 02/11/21			14600 South; Pony Express Rd to UPRR Bridge								
		CMAQ_WFRC	\$52,000	\$617,700	\$0	\$0	\$0	\$0	\$669,700	\$624,361	\$0	\$45,339	\$0
SALT L	14035	Scoping	F-LC35(273)		Highland Drive EIS				Concept Development				
		Will Not Adv			Highland Drive EIS								
		STP_URB_SL	\$0	\$1,072,616	\$3,539,633	\$0	\$0	\$0	\$4,612,249	\$4,300,000	\$0	\$312,249	\$0
SALT L	14036	Undr Const	F-LC35(274)		Salt Lake County Area Signal Detection Upgrade				Detection				
		Adv Dt: 12/28/19			Salt Lake County Area Signal Detection Upgrade								
		STP_URB_SL	\$2,144,922	\$77,310	\$0	\$0	\$0	\$0	\$2,222,232	\$2,071,787	\$150,445	\$0	\$0
SALT L	14046	Scoping	F-LC35(279)		33/35 MAX Expansion and Optimization				UTA/Transit				
		Will Not Adv			33/35 MAX Expansion and Optimization								
		CMAQ_WFRC	\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$0	\$203,325	\$0
SALT L	14049	Scoping	F-LC35(282)		Bus Route Service Expansion Subsidy				UTA/Transit				
		Will Not Adv			Bus Route Service Expansion Subsidy								
		CMAQ_WFRC	\$0	\$1,373,000	\$0	\$0	\$0	\$0	\$1,373,000	\$1,280,048	\$0	\$92,952	\$0
SALT L	14054	Scoping	F-LC35(285)		1300 South Bypass; 200 East to 200 West				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 05/30/25			1300 South Bypass; 200 East to 200 West								
		TAP_URB_WFRC	\$0	\$347,528	\$0	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528	\$0
SALT L	16869	Active	F-R299(299)		SLC Bike Share Expansion - GREENbike				Transportation Alternatives				
		Will Not Adv			SLC Bike Share Expansion - GREENbike								
		L_PASS_MATCH	\$0	\$10,892	\$0	\$0	\$0	\$0	\$10,892	\$0	\$0	\$10,892	\$0
		TAP_URB_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_UR_WFRC1	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
		Total	\$150,000	\$10,892	\$0	\$0	\$0	\$0	\$160,892	\$150,000	\$0	\$10,892	\$0



# DRAFT

DRAFT STIP

## UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund				Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State
Salt Lake County Projects														
SALT L	17493	Scoping	F-R299(320)			SLC Area Signal Detection Upgrade Phase II				Detection				
		To Be Adv Dt: 12/18/20				Phase II of the SL Co Signal Detection Upgrade								
		STP_URB_SL	\$0	\$1,435,168	\$0	\$0	\$0	\$0	\$0	\$1,435,168	\$1,338,007	\$0	\$97,161	



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Projects</b>												
STATEW	4677	Active	SP-9999(743)	OTHER	UDOT Wetland Mitigation Sites State Funded Project				UDOT Wetland Mitigation Sites State Funded Project			
		Will Not Adv										
		ST_APPROP	\$23,311	\$0	\$0	\$0	\$0	\$0	\$23,311	\$0	\$23,311	\$0
		ST_CONST	\$604	\$9,396	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		Total	\$23,916	\$9,396	\$0	\$0	\$0	\$0	\$33,311	\$0	\$33,311	\$0
STATEW	6503	Active	F-SPR-2(207)	OTHER	TRANSPORTATION MANAGEMENT CENTER				TRANSPORTATION MANAGEMENT CENTER - TRAFFIC MGMT COOP INFO.			
		Will Not Adv										
		SPR_P	\$4,431	\$45,569	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
		ST_ATMS	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		Total	\$4,431	\$70,569	\$0	\$0	\$0	\$0	\$75,000	\$50,000	\$25,000	\$0
STATEW	5451	Active	SP-R299(13)		Various Locations Statewide				Various Locations Statewide			
		Will Not Adv										
		ST_CORR_PRES	\$1,446,765	\$59,287	\$0	\$0	\$0	\$0	\$1,506,052	\$0	\$1,506,052	\$0
STATEW	10903	Scoping	F-TPF-5(264)		Passive Force-Displacement for Skewed Abutments				Research			
		Will Not Adv										
		EM_2012_IBRD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0
		SPR_R_100%	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000	\$375,000	\$0	\$0
		Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
STATEW	14378	Scoping	F-ST99(379)		Develop Long Range Plan Framework Using SHRP2 C01				Planning			
		To Be Adv Dt: 01/28/16										
		FA_SHRP2	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0
		SPR_P	\$1,068,487	\$0	\$0	\$0	\$0	\$0	\$1,068,487	\$854,789	\$213,697	\$0
		Total	\$1,368,487	\$0	\$0	\$0	\$0	\$0	\$1,368,487	\$1,154,789	\$213,697	\$0
STATEW	14395	Active	S-ST99(380)		Property Inventory				Develop Documents			
		To Be Adv Dt: 03/07/16										
		ST_CONST	\$204,319	\$45,681	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
STATEW	14647	Scoping	S-ST99(394)		Statewide Storm Drain System and Outfall Mapping				Enviro. Mitigation/Storm Water Pollution/ etc			
		Will Not Adv										
		ST_CONST	\$20,994	\$414,006	\$0	\$0	\$0	\$0	\$435,000	\$0	\$435,000	\$0
STATEW	15004	Active	F-TPF-5(349)		2017 Pooled Fund Study, Western Alliance QTC				Research			
		Will Not Adv										
		OTHER	\$239,519	\$0	\$0	\$0	\$0	\$0	\$239,519	\$0	\$0	\$239,519
		SPR_P_100%	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		SPR_R_100%	\$195,000	\$0	\$0	\$0	\$0	\$0	\$195,000	\$195,000	\$0	\$0
		Total	\$446,519	\$0	\$0	\$0	\$0	\$0	\$446,519	\$207,000	\$0	\$239,519



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Projects</b>												
STATEW	15017	Scoping <i>Will Not Adv</i>	F-TPF-5(350)		TPF-5(350) Development of NGL Research				Research			
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		OTHER		\$20,000	\$20,000	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
		SPR_R_100%		\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
		Total		\$120,000	\$20,000	\$0	\$0	\$0	\$140,000	\$100,000	\$0	\$40,000
STATEW	15032	Active <i>Will Not Adv</i>	S-ST99(417)		Wet Weather Monitoring Statewide ; Wet Water Sampling Project				Drainage - Maint			
		ST_CODE_ONE		\$3,398	\$574,102	\$0	\$0	\$0	\$577,500	\$0	\$577,500	\$0
STATEW	15880	Scoping <i>Will Not Adv</i>	S-ST99(480)		RECREATION & TOURISM PROGRAM DEVELOPMENT & ADMIN. Recreation & Tourism Program				Develop Documents			
		ST_TIF		\$119,116	\$0	\$0	\$0	\$0	\$119,116	\$0	\$119,116	\$0
STATEW	16050	Scoping <i>Will Not Adv</i>	F-ST99(499)		Project Management Training Statewide training				Education			
		FA_MISC		\$7,661	\$0	\$0	\$0	\$0	\$7,661	\$6,129	\$1,532	\$0
STATEW	16101	Scoping <i>Will Not Adv</i>	F-ST99(500)		Highway Use Tax Evasion Project FY 2018- 2021 N/A				Annual Work Program			
		FA_MISC_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST		\$430,800	\$143,600	\$0	\$0	\$0	\$574,400	\$574,400	\$0	\$0
		Total		\$430,800	\$143,600	\$0	\$0	\$0	\$574,400	\$574,400	\$0	\$0
STATEW	16752	Active <i>Will Not Adv</i>	F-ST99(517)		Resilience & Durability of Our Transportation Sys. Improvements to the Resilience and Durability of our Transportation System				Research			
		FA_MISC_100%		\$249,990	\$0	\$0	\$0	\$0	\$249,990	\$249,990	\$0	\$0
		ST_MATCH		\$0	\$74,672	\$0	\$0	\$0	\$74,672	\$0	\$74,672	\$0
		Total		\$249,990	\$74,672	\$0	\$0	\$0	\$324,662	\$249,990	\$74,672	\$0
STATEW	16761	Active <i>Will Not Adv</i>	F-TPF-5(381)		TPF-5(381) Evaluation of Lateral Pile Resistance Study				Study			
		SPR_P_100%		\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0
		SPR_R_100%		\$220,000	\$0	\$0	\$0	\$0	\$220,000	\$220,000	\$0	\$0
		Total		\$240,000	\$0	\$0	\$0	\$0	\$240,000	\$240,000	\$0	\$0
STATEW	17039	Scoping <i>Will Not Adv</i>	S-ST99(561)		Document Controls for Project Delivery Document Controls for Project Delivery				Education			
		ST_CONT_PG		\$0	\$1,110	\$0	\$0	\$0	\$1,110	\$0	\$1,110	\$0
		ST_T&S_FUND		\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_TIF		\$253,110	\$0	\$0	\$0	\$0	\$253,110	\$0	\$253,110	\$0
		Total		\$453,110	\$1,110	\$0	\$0	\$0	\$454,220	\$0	\$454,220	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Projects</b>												
STATEW	17049	Active Will Not Adv ST_PR	S-ST99(562)		UVISION - Statewide Planning Development UVISION - Statewide Planning Development				Staffing Support			
				\$98,929	\$51,071	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
STATEW	17120	Active Will Not Adv FA_MISC	F-ST99(567)		Measuring Multimodal Network Connectivity Project Name - Measuring Multimodal Network Connectivity				Planning			
				\$76,400	\$0	\$0	\$0	\$0	\$76,400	\$61,120	\$15,280	\$0
STATEW	17138	Active Will Not Adv FA_SHRP2	F-ST99(568)		Freight Demand Modeling and Data Improvement Freight Demand Modeling and Data Improvement - SHRP2				Planning			
				\$141,478	\$0	\$0	\$0	\$0	\$141,478	\$141,478	\$0	\$0
STATEW	17279	Active Will Not Adv FA_MISC	F-ST99(571)		MBDC AID Grant The AID grant will be used to capture data from multiple MBDC pilots on roadway projects that have yet to be selected				Data System Development/Enhancement			
				\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$1,000,000	\$250,000	\$0
STATEW	17384	Active Will Not Adv OTHER SPR_P_100% SPR_R_100%	F-TPF-5(394)		Western Maintenance Partnership - Phase 3 Western Maintenance Partnership & Phase 3				Planning			
				\$0	\$15,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
				\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$0
				\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0
			Total	\$65,000	\$15,000	\$0	\$0	\$0	\$80,000	\$65,000	\$0	\$15,000
STATEW	17482	Active Will Not Adv FA_LTAP	F-ST99(578)		FISCAL YEAR 2020-2021 LTAP PROGRAM Annual Work Program				Annual Work Program			
				\$300,000	\$300,000	\$0	\$0	\$0	\$600,000	\$300,000	\$300,000	\$0
STATEW	17606	Active Will Not Adv LOCAL_GOV ST_CONST	S-ST99(584)		Infrastructure for Emerging Vehicle Technology "Infrastructure for emerging vehicle technology."				ATMS			
				\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000
				\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
			Total	\$900,000	\$200,000	\$0	\$0	\$0	\$1,100,000	\$0	\$200,000	\$900,000
STATEW	17778	Active Will Not Adv ST_PVMT	S-ST99(616)		FY2020 Statewide Pavement Management N/A				Develop Documents			
				\$122,644	\$1,525,273	\$0	\$0	\$0	\$1,647,918	\$0	\$1,647,918	\$0
STATEW	17779	Active Will Not Adv HSIP ST_PVMT	F-ST99(617)		FY2020 Mandli Communications Collection N/A				Develop Documents			
				\$480,000	\$0	\$0	\$0	\$0	\$480,000	\$447,504	\$32,496	\$0
				\$161,488	\$788,512	\$0	\$0	\$0	\$950,000	\$0	\$950,000	\$0
			Total	\$641,488	\$788,512	\$0	\$0	\$0	\$1,430,000	\$447,504	\$982,496	\$0



**DRAFT**  
DRAFT STIP

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2021-2026**

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Statewide County Projects</b>													
STATEW	17895	Scoping	F-ST99(625)		FY20-21 FTA 5304 Statewide / Rural Transit Plannin				UTA/Transit				
		Will Not Adv			N/A								
		FTA_5304_80%	\$1,481,500	\$0	\$0	\$0	\$0	\$0	\$1,481,500	\$1,481,500	\$0	\$0	\$0
		L_PASS_MATCH	\$370,375	\$0	\$0	\$0	\$0	\$0	\$370,375	\$0	\$0	\$370,375	\$0
		Total	\$1,851,875	\$0	\$0	\$0	\$0	\$0	\$1,851,875	\$1,481,500	\$0	\$370,375	\$0
STATEW	18759	Scoping	F-ST99(699)		FY 2021 State Training Budget				Annual Work Program				
		Will Not Adv			N/A Annual Work Program								
		STP_FLX_ST	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0
		ST_CONST	\$0	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0	\$0
		Total	\$0	\$665,000	\$0	\$0	\$0	\$0	\$665,000	\$500,000	\$165,000	\$0	\$0
STATEW	18854	STIP	S-ST99(705)		FY 2021 Statewide Pavement Management				Develop Documents				
		Will Not Adv			N/A								
		ST_PVMT	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0
STATEW	12668	Active	F-ST99(262)		GIS / Enterprise Data Management Support				Staffing Support				
		Will Not Adv			Statewide; Staffing Support								
		HSIP	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0	\$0
		SEC164_HSIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_P	\$165,000	\$50,000	\$0	\$0	\$0	\$0	\$215,000	\$172,000	\$43,000	\$0	\$0
		SPR_R	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$28,000	\$7,000	\$0	\$0
		ST_CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$400,000	\$50,000	\$0	\$0	\$0	\$0	\$450,000	\$386,460	\$63,540	\$0	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2021	2022	2023	2024		CD	Total	Fed Aid		
<b>Tooele County Projects</b>														
TOOELE	11856	Scoping	S-0138(19)18	138	18	SR-138 & Village Road Improvements, Tooele County				Small Urban				
		Will Not Adv				SR-138; MP 18.13 - 18.25								
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH			\$0	\$61,724	\$0	\$0	\$0	\$0	\$61,724	\$0	\$0	\$61,724
		STP_SU_JHC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT_LV2			\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000	\$0	\$850,000	\$0
		Total			\$850,000	\$61,724	\$0	\$0	\$0	\$0	\$911,724	\$0	\$850,000	\$61,724
TOOELE	15578	Scoping	F-0138(15)19	138	19	SR-138; Pedestrian Crossing (Stansbury)				Pedestrian/Bicycle Safety				
		Will Not Adv				SR-138; MP 19.40 - 19.45								
		CMAQ_TOOELE			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT			\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_RET_ROW			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TRANS_SOL			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total			\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
TOOELE	16770	Active	F-2651(2)0	2651		Grantsville West Durfee Sidewalk				Transportation Alternatives				
		To Be Adv Dt: 10/23/20				Cnty:FA-2651; MP .20 - .40								
		CMAQ_TOOELE			\$207,157	\$0	\$0	\$0	\$0	\$0	\$207,157	\$207,157	\$0	\$0
		LOCAL_MATCH			\$0	\$15,042	\$0	\$0	\$0	\$0	\$15,042	\$0	\$0	\$15,042
		L_PASS_MATCH			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total			\$207,157	\$15,042	\$0	\$0	\$0	\$0	\$222,199	\$207,157	\$0	\$15,042
TOOELE	14421	Undr Const	S-R299(259)	MULT		SR-179; Midvalley Highway MP 0.0 to MP 4.0				New Capacity				
		Adv Dt: 05/11/19				SR-138; MP 14.50 - 14.50 & I-80; MP 95.20 - 95.20 & midvalley hwy								
		L_BETTERMENT			\$0	\$32,120	\$0	\$0	\$0	\$0	\$32,120	\$0	\$0	\$32,120
		ST_TIF			\$29,798,996	\$27,000,000	\$12,601,004	\$0	\$0	\$0	\$69,400,000	\$0	\$69,400,000	\$0
		Total			\$29,798,996	\$27,032,120	\$12,601,004	\$0	\$0	\$0	\$69,432,120	\$0	\$69,400,000	\$32,120
TOOELE	16276	Scoping	S-I80-2(76)41	MULT		Knolls Interchange Bridge Rehabilitation				Rehabilitation or Replacement				
		To Be Adv Dt: 10/30/20				Cross Over - Knolls; MP .00 - .30 & I-80; MP 41.14 - 41.38 & I-80; MP 41.15 - 41.38								
		ST_BRIDGE			\$400,000	\$2,300,000	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
TOOELE	16588	Scoping	F-R299(297)	OTHER		Tom's Lane South Extension				Small Urban				
		To Be Adv Dt: 09/09/22				Tom's Lane South Extension								
		STP_SU_JHC			\$0	\$158,567	\$1,427,099	\$0	\$0	\$0	\$1,585,665	\$1,478,315	\$0	\$107,350
TOOELE	16603	Scoping	F-R199(257)	OTHER		Burmester Road Improvement				Non-Urban				
		To Be Adv Dt: 09/09/22				Burmester Road Improvement (Grantsville City Limit North 1.6 miles)								
		LOCAL_GOV			\$0	\$0	\$23,847	\$214,621	\$0	\$0	\$238,468	\$0	\$0	\$238,468
		STP_RURAL			\$0	\$0	\$214,523	\$1,930,709	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total			\$0	\$0	\$238,370	\$2,145,330	\$0	\$0	\$2,383,700	\$2,000,000	\$0	\$383,700





# DRAFT

DRAFT STIP

## UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Tooele County Projects</b>													
TOOELE	13887	Scoping	S-R299(207)	OTHER	Mormon Trail Road, Phase II				Non-Urban				
		Will Not Adv			Mormon Trail Road, Phase II								
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$123,447	\$0	\$0	\$0	\$0	\$123,447	\$0	\$0	\$123,447
		STP_RURAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_EXCHANGE		\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$0	\$1,700,000	\$0
		ST_PVMT_LV2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$1,823,447	\$0	\$0	\$0	\$0	\$1,823,447	\$0	\$1,700,000	\$123,447



**DRAFT**  
DRAFT STIP

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2021-2026**

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024	CD	Total	Fed Aid	State	Other	
Various County Projects															
VARIOU	11438	Undr Const	S-I15-1(115)38	15	37	7	I-15; MP 37 - MP 44, Add NB Climbing Lane				Passing Lane				
		Adv Dt: 03/23/19					I-15; MP 37.00 - 44.00								
		L_BETTERMENT	\$68,164		\$0		\$0	\$0	\$0	\$0	\$68,164	\$0	\$0	\$68,164	
		STP_FLX_ST	\$0		\$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	\$0	
		ST_TIF	\$17,000,000		\$5,000,000		\$0	\$0	\$0	\$0	\$22,000,000	\$0	\$22,000,000	\$0	
		Total	\$19,468,164		\$5,000,000		\$0	\$0	\$0	\$0	\$24,468,164	\$0	\$24,400,000	\$68,164	
VARIOU	12305	Undr Const	F-I15-5(46)194	15	194	7	I-15; Juab Co. Line to Sevier River				High Volume				
		Adv Dt: 11/09/19					I-15; MP 193.70 - 200.70								
		NHPP_IM	\$15,015,585		\$84,415		\$0	\$0	\$0	\$0	\$15,100,000	\$14,221,180	\$878,820	\$0	
VARIOU	18857	STIP	S-I15-7(369)309	15	309	16	I-15; 600 N. to Farmington Environmental				TIF - Transportation Investment Fund				
		To Be Adv Dt:					I-15; MP 309.00 - 325.00								
		ST_TIF	\$0		\$0		\$0	\$0	\$0	\$10,000,000	\$10,000,000	\$0	\$10,000,000	\$0	
VARIOU	13822	Undr Const	F-I15-7(328)332	15	330	11	I-15; SR-232 to I-84				Widen Existing Facility				
		Adv Dt: 01/26/19					I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84								
		NHPP_BR	\$8,622,688		\$0		\$0	\$0	\$0	\$0	\$8,622,688	\$8,038,932	\$583,756	\$0	
		NHPP_IM	\$6,110,964		\$0		\$0	\$0	\$0	\$0	\$6,110,964	\$5,755,306	\$355,658	\$0	
		NHPP_NHS	\$653,531		\$0		\$0	\$0	\$0	\$0	\$653,531	\$609,287	\$44,244	\$0	
		STP_BRIDGE	\$3,000,000		\$0		\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0	
		STP_FLX_ST	\$8,889,036		\$0		\$0	\$0	\$0	\$0	\$8,889,036	\$8,287,248	\$601,788	\$0	
		STP_HIF_O/L	\$1,962,186		\$0		\$0	\$0	\$0	\$0	\$1,962,186	\$1,829,346	\$132,840	\$0	
		STP_URB_O/L	\$21,350,239		\$5,027,798		\$0	\$0	\$0	\$0	\$26,378,038	\$24,592,244	\$1,785,793	\$0	
		ST_TIF	\$29,506,016		\$50,000,000		\$27,877,541	\$0	\$0	\$0	\$107,383,557	\$0	\$107,383,557	\$0	
		Total	\$80,094,661		\$55,027,798		\$27,877,541	\$0	\$0	\$0	\$163,000,000	\$51,909,264	\$111,090,736	\$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								
		ST_TIF	\$2,211,493		\$0		\$0	\$0	\$0	\$0	\$2,211,493	\$0	\$2,211,493	\$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								
		ST_CHF	\$389,061,710		\$0		\$0	\$0	\$0	\$0	\$389,061,710	\$0	\$389,061,710	\$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								
		ST_CONT_R1	\$1,000		\$0		\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0	
		ST_CORR_PRES	\$2,450,311		\$10,037,918		\$0	\$0	\$0	\$0	\$12,488,229	\$0	\$12,488,229	\$0	
		Total	\$2,451,311		\$10,037,918		\$0	\$0	\$0	\$0	\$12,489,229	\$0	\$12,489,229	\$0	



**DRAFT**  
DRAFT STIP

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2021-2026**

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid	State	Other
Various County Projects															
VARIOU	13821	Undr Const	S-0089(406)398	89	398	9	US-89; Farmington to I-84				TIF - Transportation Investment Fund				
		Adv Dt:	12/12/19				US-89; MP 398.00 - 406.64 & US-89; I-84 to Antelope Drive, I-84 to Harrison								
		LOCAL_GOV					\$86,658	\$0	\$0	\$0	\$0	\$86,658	\$0	\$0	\$86,658
		L_BETTERMENT					\$1,448,727	\$0	\$0	\$0	\$0	\$1,448,727	\$0	\$0	\$1,448,727
		ST_BRIDGE					\$2,050,000	\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0
		ST_TIF					\$140,999,401	\$131,000,000	\$125,000,000	\$85,047,322	\$0	\$482,046,723	\$0	\$482,046,723	\$0
		ST_TRANS_SOL					\$5,125,000	\$0	\$0	\$0	\$0	\$5,125,000	\$0	\$5,125,000	\$0
		Total					\$149,709,786	\$131,000,000	\$125,000,000	\$85,047,322	\$0	\$490,757,108	\$0	\$489,221,723	\$1,535,385
VARIOU	13051	Scoping	S-R199(177)	108	4	9	SR-108; Corridor Preservation				Corridor Preservation				
		Will Not Adv					SR-108; MP 4.01 - 12.92								
		ST_CORR_PRES					\$669,288	\$0	\$0	\$0	\$0	\$669,288	\$0	\$669,288	\$0
VARIOU	14775	Scoping	S-R499(287)	3270		6	Wayne County Fish Lake Cutoff Road				Non-Urban				
		Will Not Adv					Cnty:FA-3270; MP .00 - 5.80 & Fish Lake Cutoff Road 7 Miles West of Loa MP 0.0 to MP 5.77								
		STP_HIF_RURL					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_RURAL					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT_LV2					\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0
		Total					\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0
VARIOU	13323	Undr Const	F-I80-3(186)102	MULT			I-80; Structure Replacement (MP 101 and 99)				Rehabilitation or Replacement				
		Adv Dt:	09/13/18				I-80; MP 101.61 - 102.09 & I-80; MP 101.61 - 102.09 & SR-36; MP 65.64 - 66.41								
		NHPP_BR					\$7,489,532	\$0	\$0	\$0	\$0	\$7,489,532	\$6,982,491	\$507,041	\$0
		NHPP_IM					\$5,500,000	\$0	\$0	\$0	\$0	\$5,500,000	\$5,179,900	\$320,100	\$0
		NHPP_NHS					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE					\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
		STP_FLX_ST					\$16,625,177	\$0	\$0	\$0	\$0	\$16,625,177	\$15,499,653	\$1,125,525	\$0
		ST_BRIDGE					\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
		ST_RET_ROW					\$985,290	\$0	\$0	\$0	\$0	\$985,290	\$0	\$985,290	\$0
		Total					\$36,500,000	\$0	\$0	\$0	\$0	\$36,500,000	\$32,323,544	\$4,176,456	\$0
VARIOU	14264	Scoping	F-I84-6(131)91	MULT			I-84; Over Weber River and UPRR Bridge Repl, C-476				Rehabilitation or Replacement				
		To Be Adv Dt:	03/31/22				I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18								
		NHPP_BR					\$0	\$0	\$0	\$0	\$0	\$31,000,000	\$28,901,300	\$2,098,700	\$0
		STP_BRIDGE					\$3,100,000	\$1,900,000	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
		Total					\$3,100,000	\$1,900,000	\$15,500,000	\$15,500,000	\$0	\$36,000,000	\$33,562,800	\$2,437,200	\$0
VARIOU	15676	STIP	F-I15-7(342)332	MULT			I-15; SR-232 to I-84, Ogden				High Volume				
		To Be Adv Dt:					I-15; MP 331.50 - 340.10 & I-15; MP 331.50 - 340.10								
		NHPP IM					\$0	\$0	\$50,000,000	\$0	\$0	\$50,000,000	\$47,090,000	\$2,910,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Various County Projects</b>												
VARIOU	16423	Undr Const	F-180-3(198)101	MULT	I-80; Structure Replacement (Early Surcharge)				Rehabilitation or Replacement			
		Adv Dt: 03/26/18			I-80; MP 101.61 - 102.09 & SR-36; MP 65.64 - 66.41 & I-80; MP 101.61 - 102.09							
		NHPP_BR	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,127,650	\$372,350	\$0
		NHPP_IM	\$0	\$750	\$0	\$0	\$0	\$0	\$750	\$706	\$44	\$0
		STP_HIF_ST	\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000	\$316,982	\$23,018	\$0
		Total	\$5,840,000	\$750	\$0	\$0	\$0	\$0	\$5,840,750	\$5,445,338	\$395,412	\$0
VARIOU	7704	Active	S-0085(1)0	MULT	MVC; UTILITIES TRANSMISSION LOCATION							
		Will Not Adv			MVC; UTILITIES TRANSMISSION LOCATION (SR-201TO 4700 SOUTH)							
		ST_CHF_TIF	\$49,606,789	\$845,511	\$0	\$0	\$0	\$0	\$50,452,300	\$0	\$50,452,300	\$0
		ST_GF_CHN	\$31,891,730	\$60,660	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$31,952,390	\$0
		Total	\$81,498,519	\$906,171	\$0	\$0	\$0	\$0	\$82,404,690	\$0	\$82,404,690	\$0
VARIOU	8312	Active	S-0085(4)0	MULT	MVC; AQ MONITOR AND FILTERS							
		Will Not Adv			MVC; AQ MONITOR AND FILTERS							
		ST_CHF_TIF	\$4,085,849	\$14,151	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$4,100,000	\$0
VARIOU	18803	Funding	NEWPROJ(18803)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows				Detection			
		To Be Adv Dt:			US-89; MP 411.65 - 416.51 & Cnty:FA-1478; MP .00 - .74 & SR-108; MP .00 - 4.01 & SR-108; MP 3.85 - 3.97							
NEW		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$466,150	\$33,850	\$0
VARIOU	18806	Funding	NEWPROJ(18806)	MULT	TSP/ Preemption Equipment for Additional Buses				UTA/Transit			
		To Be Adv Dt:			US-89; MP 411.65 - 416.48 & SR-108; MP .00 - 4.01 & Cnty:FA-1478; MP .00 - .80 & SR-108; MP 3.98 - 4.00							
NEW		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$85,000	\$85,000	\$79,246	\$0	\$5,755
VARIOU	10018	Active	F-ST99(162)	OTHER	Travelwise				ATMS			
		Will Not Adv			Other: STATEWIDE TRAVEL PROGRAM							
		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	\$429,046	\$214,523	\$0	\$0	\$0	\$0	\$643,570	\$600,000	\$43,570	\$0
		LOCAL_GOV	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
		Total	\$679,046	\$214,523	\$0	\$0	\$0	\$0	\$893,570	\$600,000	\$43,570	\$250,000
VARIOU	13919	Active	S-ST99(351)		Surplus Property Documentation				ROW			
		Will Not Adv			Surplus Property Documentation							
		ST_SRPLS_DOC	\$21,661	\$178,339	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
VARIOU	14098	Active	F-ST99(366)		SHRP2 Implementation Assistance Funds R01A				Education			
		Will Not Adv			Development of 3D storage and retrieval data models							
		FA_SHRP2	\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000	\$340,000	\$0	\$0
VARIOU	14239	Active	F-TPF-5(338)		CPT Perf-Based Assessment of Liquefaction TPF-5338				Research			
		Will Not Adv			Research Study							
		SPR_R_100%	\$142,002	\$0	\$0	\$0	\$0	\$0	\$142,002	\$142,002	\$0	\$0



# DRAFT

DRAFT STIP

## UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Various County Projects</b>												
VARI0U	14903	Active	F-ST99(406)		FY15 AID Demonstration				Data System Development/Enhancement			
		Will Not Adv			Various - Implementation and Development of New Technology							
		FA_MISC	\$782,786	\$0	\$0	\$0	\$0	\$0	\$782,786	\$626,229	\$156,557	\$0
VARI0U	15110	Scoping	F-0276(8)0		Region 4 Ferry Engine Replacement and Retrofit				Spot improvement			
		Will Not Adv			Lake Powell Ferry							
		EM_2016_FBD	\$100,195	\$0	\$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	\$0
		EM_2017_FBD	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		EM_2018_FBD	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
		FA_MISC	\$3,431	\$0	\$0	\$0	\$0	\$0	\$3,431	\$2,744	\$686	\$0
		STP_ENH_ST	\$1,180,203	\$0	\$0	\$0	\$0	\$0	\$1,180,203	\$944,162	\$236,041	\$0
		STP_FLX_ST	\$0	\$235,000	\$0	\$0	\$0	\$0	\$235,000	\$219,091	\$15,910	\$0
		ST_CONT_PG	\$0	\$274,041	\$0	\$0	\$0	\$0	\$274,041	\$0	\$274,041	\$0
		Total	\$1,533,828	\$509,041	\$0	\$0	\$0	\$0	\$2,042,868	\$1,446,153	\$596,716	\$0
VARI0U	15933	Scoping	F-ST99(482)		SHRP2 Reliability Data Analysis Tools (L38)				Data System Development/Enhancement			
		Will Not Adv			N/A							
		FA_SHRP2	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0
VARI0U	17284	Active	F-ST99(573)		Active Transportation Strava Metro Data				Planning			
		Will Not Adv			N/A							
		LOCAL_MAG	\$0	\$26,866	\$6,716	\$0	\$0	\$0	\$33,582	\$0	\$0	\$0
		LOCAL_WFRC	\$0	\$53,731	\$13,433	\$0	\$0	\$0	\$67,164	\$0	\$0	\$0
		PL_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		PL_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_P	\$181,086	\$60,362	\$60,362	\$0	\$0	\$0	\$301,810	\$241,448	\$60,362	\$0
		UTA_FUNDS	\$0	\$26,866	\$6,716	\$0	\$0	\$0	\$33,582	\$0	\$0	\$33,582
		Total	\$181,086	\$167,824	\$87,228	\$0	\$0	\$0	\$436,138	\$241,448	\$60,362	\$33,582
VARI0U	17750	Active	F-ST99(598)		FY 2020 Research Work Program				Annual Work Program			
		Will Not Adv			N/A Annual Program							
		SPR_R	\$3,218,680	\$0	\$0	\$0	\$0	\$0	\$3,218,680	\$2,574,944	\$643,736	\$0
		ST_APPROP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_RESEARCH	\$94,246	\$642,718	\$0	\$0	\$0	\$0	\$736,964	\$0	\$736,964	\$0
		Total	\$3,312,926	\$642,718	\$0	\$0	\$0	\$0	\$3,955,644	\$2,574,944	\$1,380,700	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Various County Projects</b>												
VARI0U	17751	Active	F-ST99(610)		FY 2020 Statewide Planning Work Program				Annual Work Program			
		Will Not Adv			N/A							
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		OTHER	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		OTHER_STATE	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		SPR_P	\$7,117,321	\$100,679	\$0	\$0	\$0	\$0	\$7,218,000	\$5,774,400	\$1,443,600	\$0
		ST_CONT_PG	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_CONT_R3	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_T&S_FUND	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		Total	\$7,302,321	\$105,679	\$0	\$0	\$0	\$0	\$7,408,000	\$5,774,400	\$1,618,600	\$15,000
VARI0U	17775	Active	F-ST99(615)		FY2020 State Training Budget				Annual Work Program			
		Will Not Adv			N/A Annual Work Plan							
		STP_FLX_ST	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		ST_CONST	\$17,184	\$147,816	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		Total	\$517,184	\$147,816	\$0	\$0	\$0	\$0	\$665,000	\$500,000	\$165,000	\$0
VARI0U	17824	Scoping	F-TPF-5(433)		Study; Cellular Concrete for Retaining Walls				Study			
		Will Not Adv			N/A							
		FA_MISC	\$37,500	\$0	\$0	\$0	\$0	\$0	\$37,500	\$30,000	\$7,500	\$0
		FA_MISC_100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SPR_R_100%	\$255,000	\$0	\$0	\$0	\$0	\$0	\$255,000	\$255,000	\$0	\$0
		Total	\$292,500	\$0	\$0	\$0	\$0	\$0	\$292,500	\$285,000	\$7,500	\$0
VARI0U	17994	Undr Const	F-ST99(635)		SR-210 and US-6 Emergency Project				Emergency Repair - Roadway			
		Adv Dt: 09/20/19			Various Locations - SR-210 and US-6 Emergency Project							
		ER_2019	\$0	\$3,437,794	\$0	\$0	\$0	\$0	\$3,437,794	\$3,437,794	\$0	\$0
		STP_FLX_ST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	\$0
		Total	\$0	\$5,537,794	\$0	\$0	\$0	\$0	\$5,537,794	\$3,437,794	\$2,100,000	\$0
VARI0U	18184	Active	F-ST99(659)		FY19 STIC Incentive Program				Education			
		Will Not Adv			N/A							
		FA_STIC_2019	\$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
VARI0U	18757	Scoping	F-ST99(697)		FY 2021 Research Work Program				Annual Work Program			
		Will Not Adv			N/A Annual Work Program							
		SPR_R	\$0	\$1,414,405	\$0	\$0	\$0	\$0	\$1,414,405	\$1,414,405	\$0	\$0
		ST_RESEARCH	\$0	\$353,601	\$0	\$0	\$0	\$0	\$353,601	\$0	\$353,601	\$0
		Total	\$0	\$1,768,006	\$0	\$0	\$0	\$0	\$1,768,006	\$1,414,405	\$353,601	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Various County Projects</b>													
VARIOU	18758	Scoping Will Not Adv SPR_P	F-ST99(698)		FY 2021 Statewide Planning Work Program N/A Annual Workplan				Annual Work Program				
				\$0	\$7,072,145	\$0	\$0	\$0	\$0	\$7,072,145	\$5,657,716	\$1,414,429	\$0
VARIOU	13006	STIP To Be Adv Dt:	F-ST99(293)		UTA 1 Call - 1 Click & Outreach Program Utah Transit Authority (UTA) One Call - One Click Center & Veterans				UTA/Transit				
		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 Will Not Adv	F-ST99(494)		TIGER 8; First/Last Mile Program * For more detail go to <a href="http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project">http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project</a>				UTA/Transit				
		LOCAL_GOV		\$0	\$11,771,432	\$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		\$0	\$31,771,432	\$0	\$0	\$0	\$0	\$31,771,432	\$20,000,000	\$0	\$11,771,432
VARIOU	16040	STIP To Be Adv Dt:	F-ST99(495)		UTA; Enhanced Automated Train Control System UTA's Front Runner Enhanced Automated Train Control System				UTA/Transit				
		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



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024		CD	Total	Fed Aid	State	Other
Weber County Projects															
WEBER	5941	Scoping Will Not Adv	IMD-15-7(235)0	15	343		I-15; 24th Street Interchange I-15; MP 343.00 - 343.10								
		EM_2005_IMD					\$453,918	\$0	\$0	\$0	\$0	\$453,918	\$427,500	\$26,418	\$0
		EM_2010_IMD					\$2,222,222	\$1	\$0	\$0	\$0	\$2,222,223	\$2,000,001	\$222,222	\$0
		ST_CONT_PG					\$35,000	\$0	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$0
		ST_INELIGIBL					\$0	\$11,335	\$0	\$0	\$0	\$11,335	\$0	\$11,335	\$0
		Total					\$2,711,140	\$11,335	\$0	\$0	\$0	\$2,722,476	\$2,427,501	\$294,975	\$0
WEBER	12446	Undr Const Adv Dt: 09/01/18	F-0039(32)9	39	9	5	SR-39; Ogden to Pineview Reservoir Bridge Rehab SR-39; MP 8.89 - 13.42					Rehabilitation or Replacement			
		NHPP_BR					\$698,886	\$0	\$0	\$0	\$0	\$698,886	\$651,571	\$47,315	\$0
		SEC154_HSIP					\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$326,305	\$23,695	\$0
		STP_BRIDGE					\$2,497,744	\$315,370	\$0	\$0	\$0	\$2,813,114	\$2,622,666	\$190,448	\$0
		STP_FLX_ST					\$188,000	\$0	\$0	\$0	\$0	\$188,000	\$175,272	\$12,728	\$0
		ST_BRIDGE					\$195,505	\$934,495	\$0	\$0	\$0	\$1,130,000	\$0	\$1,130,000	\$0
		ST_PVMT					\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_SPOT_SFTY					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total					\$3,930,135	\$1,649,865	\$0	\$0	\$0	\$5,580,000	\$3,775,815	\$1,804,185	\$0
WEBER	14263	Active To Be Adv Dt: 12/11/20	F-0053(20)1	53	1	1	SR-53; 24th Street Viaduct Rehab, Ogden, C-655 SR-53; MP .87 - 1.66					Rehabilitation or Replacement			
		NHPP_BR					\$705,000	\$6,568,000	\$0	\$0	\$0	\$7,273,000	\$6,780,618	\$492,382	\$0
		STP_BRIDGE					\$0	\$102,000	\$0	\$0	\$0	\$102,000	\$95,095	\$6,905	\$0
		STP_FLX_ST					\$0	\$1,550,000	\$0	\$0	\$0	\$1,550,000	\$1,445,065	\$104,935	\$0
		ST_BRIDGE					\$625,000	\$0	\$0	\$0	\$0	\$625,000	\$0	\$625,000	\$0
		Total					\$1,330,000	\$8,220,000	\$0	\$0	\$0	\$9,550,000	\$8,320,778	\$1,229,223	\$0
WEBER	18834	Funding To Be Adv Dt:	NEWPROJ(18834)	60			UDOT Reg One/ Riverdale 1050 W & I-84 Sidewalk SR-60; MP .42 - .51					Transportation Alternatives			
NEW		TAP_URB_O/L					\$0	\$0	\$0	\$0	\$514,856	\$514,856	\$480,000	\$0	\$34,856
WEBER	18855	STIP To Be Adv Dt:	S-0089(538)414	89	414	1	Ogden/WSU Bus Rapid Transit (BRT) US-89; MP 413.75 - 414.25					TIF - Transportation Investment Fund			
		ST_TIF_TRANS					\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$4,000,000	\$0
WEBER	18858	STIP To Be Adv Dt:	S-R199(299)	89	414	1	BDO Phase 2 Shared Use Path US-89; MP 414.00 - 415.00					Trails			
		ST_TIF_ACT					\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$0	\$900,000	\$0
WEBER	16945	STIP To Be Adv Dt:	F-0089(486)408	89	408		US-89 & Skyline Drive Intersection Imp US-89; MP 408.10 - 408.10					Intersection Modification			
		CMAQ_PM2.5					\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$101,663	\$0
		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total					\$0	\$0	\$0	\$0	\$1,501,663	\$1,501,663	\$1,400,000	\$101,663	\$0





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2021		2022	2023	2024	CD	Total	Fed Aid	State	Other	
Weber County Projects															
WEBER	16947	STIP	F-0204(15)3		204	3	Wall Avenue & 20th Street Intersection Imp				Intersection Modification				
		To Be Adv Dt:					SR-204; MP 2.66 - 2.66								
		CMAQ_WFRC			\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,200,000	\$2,700,000	\$2,517,210	\$182,790	\$0	
		STP_FLX_ST			\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0	
		Total			\$0	\$2,000,000	\$500,000	\$500,000	\$0	\$1,200,000	\$4,200,000	\$3,915,660	\$284,340	\$0	
WEBER	14408	Active	F-0235(20)3		235	3	SR-235; Intersection Improvements at 2700 North				Choke Point				
		To Be Adv Dt:	08/21/20				SR-235; MP 2.99 - 3.20								
		STP_FLX_ST			\$1,859,741	\$1,140,259	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0	
WEBER	18812	Funding	NEWPROJ(18812)		3308	1	4800 South & Layton Canal				Reconstruct & Widening				
		To Be Adv Dt:					Cnty:FA-3308; MP 1.33 - 1.42								
NEW		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$471,500	\$471,500	\$439,579	\$0	\$31,921	
WEBER	17847	STIP	F-3310(1)1		3310		6000 South & 3100 West Round-a-bout				Intersection Modification				
		To Be Adv Dt:					Cnty:FA-3310; MP .50 - .50								
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$722,375	\$722,375	\$673,470	\$0	\$48,905	
		LOCAL_GOV'T			\$0	\$0	\$0	\$0	\$0	\$38,325	\$38,325	\$0	\$0	\$38,325	
		Total			\$0	\$0	\$0	\$0	\$0	\$760,700	\$760,700	\$673,470	\$0	\$87,230	
WEBER	17795	STIP	F-3328(2)1		3328	1	1 300 West; 5000 South to Riverdale City Boundary				Reconstruct no widening				
		To Be Adv Dt:					Cnty:FA-3328; MP .53 - 1.22								
		LOCAL_GOV'T			\$0	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$125,000	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$2,899,100	\$2,899,100	\$2,702,831	\$0	\$196,269	
		Total			\$0	\$0	\$0	\$0	\$0	\$3,024,100	\$3,024,100	\$2,702,831	\$0	\$321,269	
WEBER	13124	Scoping	S-LC57(32)		3359	1	1 4700 West; 4000 South to 4600 South				Reconstruct & Widening				
		Will Not Adv					Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South								
		LOCAL_MATCH			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH			\$0	\$197,613	\$0	\$0	\$0	\$0	\$197,613	\$0	\$0	\$197,613	
		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	\$1,976,128	\$0	\$0	\$0	\$0	\$1,976,128	\$0	\$1,976,128	\$0	
		Total			\$0	\$2,173,741	\$0	\$0	\$0	\$0	\$2,173,741	\$0	\$1,976,128	\$197,613	
WEBER	15904	Undr Const	S-3368(2)3		3368	3	1 1200 West; 400 N - Farr West, Marriott-Slaterville				Reconstruct & Widening				
		Will Not Adv					Cnty:FA-3368; MP 2.74 - 3.32								
		LOCAL_GOV'T			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_MATCH			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH			\$319,779	\$0	\$0	\$0	\$0	\$0	\$319,779	\$0	\$0	\$319,779	
		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	\$2,878,014	\$0	\$0	\$0	\$0	\$2,878,014	\$0	\$2,878,014	\$0	
		Total			\$319,779	\$2,878,014	\$0	\$0	\$0	\$0	\$3,197,794	\$0	\$2,878,014	\$319,779	



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	Concept Description	CD	Total	Fed Aid	State	Other
	Fund		Prior	2021	2022	2023	2024				
<b>Weber County Projects</b>											
WEBER	15905	Scoping	F-3370(1)0	3370	1 3600 West; 2600 N to 1975 N, Plain City	Reconstruct & Widening					
		To Be Adv Dt: 12/31/21			Cnty:FA-3370; MP .00 - .78						
		STP_URB_O/L		\$0	\$0	\$3,111,400	\$0	\$0	\$3,111,400	\$2,900,758	\$0
		TAP_URB_O/L		\$0	\$0	\$360,000	\$0	\$0	\$360,000	\$335,628	\$0
		Total		\$0	\$0	\$3,471,400	\$0	\$0	\$3,471,400	\$3,236,386	\$0
WEBER	18809	Funding	NEWPROJ(18809)	3371	1 1 North Plain City Road; 2917 West to 3350 West	Reconstruct & Widening					
		To Be Adv Dt:			Cnty:FA-3371; MP .90 - 1.61						
NEW		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$234,744	\$234,744	\$0	\$0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,754,156	\$3,754,156	\$3,500,000	\$0
		Total		\$0	\$0	\$0	\$0	\$3,988,900	\$3,988,900	\$3,500,000	\$0
WEBER	17865	STIP	F-3416(1)	3416	20th & Lincoln Traffic Signal	Intersection Improvements					
		To Be Adv Dt:			Cnty:FA-3416; MP .14 - .14						
		LOCAL_GOV'T		\$0	\$150,745	\$0	\$0	\$0	\$150,745	\$0	\$0
		TAP_URB_O/L		\$0	\$256,355	\$0	\$0	\$0	\$256,355	\$239,000	\$0
		Total		\$0	\$407,100	\$0	\$0	\$0	\$407,100	\$239,000	\$0
WEBER	17797	STIP	F-3442(2)5	3442	5 1 West Harrisville Rd; Washington Blvd to 750 West	Reconstruct & Widening					
		To Be Adv Dt:			Cnty:FA-3442; MP 5.16 - 5.76						
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,335,200	\$3,335,200	\$3,109,407	\$0
		Total		\$0	\$0	\$0	\$0	\$3,460,200	\$3,460,200	\$3,109,407	\$0
WEBER	18814	Funding	NEWPROJ(18814)	3446	1 1 4000 North; SR-126 to 2800 West	Reconstruct & Widening					
		To Be Adv Dt:			Cnty:FA-3446; MP 1.32 - 1.88						
NEW		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$4,204,537	\$4,204,537	\$0	\$0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$2,896,064	\$2,896,064	\$2,700,000	\$0
		Total		\$0	\$0	\$0	\$0	\$7,100,600	\$7,100,600	\$2,700,000	\$0
WEBER	11993	Undr Const	F-LC57(26)	3448	Larsen Lane; N. Harrisville Rd to Washington Blvd	Reconstruct & Widening					
		Adv Dt: 11/23/19			Cnty:FA-3448; MP .00 - .50 & Larsen Lane; North Harrisville Road to Washington Blvd						
		LOCAL_INKIND		\$0	\$255,899	\$0	\$0	\$0	\$255,899	\$0	\$0
		L_CORR-WEBER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_HIF_O/L		\$2,577,523	\$0	\$0	\$0	\$0	\$2,577,523	\$2,577,523	\$0
		STP_URB_O/L		\$946,477	\$0	\$0	\$0	\$0	\$946,477	\$946,477	\$0
		ST_CONCPT_D1		\$3,228	\$0	\$0	\$0	\$0	\$3,228	\$0	\$0
		ST_CONT_PG		\$342	\$10,384	\$0	\$0	\$0	\$10,726	\$0	\$0
		Total		\$3,527,570	\$266,283	\$0	\$0	\$0	\$3,793,854	\$3,524,000	\$13,954
WEBER	17371	STIP	F-3462(7)9	3462	9 4100 N Over N Fork Ogden River Bridge Replacement	Rehabilitation or Replacement					
		To Be Adv Dt:			Cnty:FA-3462; MP 8.80 - 9.06						
		STP_BRIDGE		\$0	\$0	\$0	\$1,324,000	\$0	\$1,324,000	\$1,234,365	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Weber County Projects</b>												
WEBER	15683	Scoping	S-I15-8(158)343	MULT	I-15; 24th Street Interchange				TIF - Transportation Investment Fund			
		To Be Adv Dt: 12/06/21			I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50							
		ST_TIF	\$1,500,000	\$5,000,000	\$15,000,000	\$28,000,000	\$32,500,000	\$14,000,000	\$96,000,000	\$0	\$96,000,000	\$0
WEBER	15685	Active	S-I15-8(159)338	MULT	I-15; SR-97 (5600 South) Environmental Study				TIF - Transportation Investment Fund			
		Will Not Adv			I-15; MP 338.00 - 338.80 & I-15; MP 338.00 - 338.80 & SR-97; MP 3.00 - 5.35 & Addendum to add the section of SR-97 that is included within the study limits							
		ST_TIF	\$1,717,519	\$1,282,481	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
WEBER	14840	Scoping	S-LC57(37)	MULT	20th St.; Washington to Monroe Reconstruction				Reconstruct & Widening			
		Will Not Adv			20th Street, Washington to Monroe							
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$242,332	\$0	\$0	\$0	\$0	\$242,332	\$0	\$0	\$242,332
		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	\$1,168	\$2,422,149	\$0	\$0	\$0	\$0	\$2,423,317	\$0	\$2,423,317	\$0
		Total	\$1,168	\$2,664,481	\$0	\$0	\$0	\$0	\$2,665,649	\$0	\$2,423,317	\$242,332
WEBER	14850	Scoping	F-LC57(45)	MULT	SR-60; Round-About at Ritter Drive, Riverdale				Intersection Modification			
		To Be Adv Dt: 12/28/20			SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale							
		CMAQ_WFRC	\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	15906	Scoping	F-R199(235)	MULT	Ogden-WSU Bus Rapid Transit (BRT) - Design				UTA/Transit			
		Will Not Adv			Ogden Intermodal Hub (23rd/ Wall Ave) to McKay Dee Hospital (48th/ Harrison Blvd)							
		LOCAL_GOV'T	\$0	\$3,391,076	\$0	\$0	\$0	\$0	\$3,391,076	\$0	\$0	\$3,391,076
		STP_URB_O/L	\$10,726	\$1,598,198	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,924
		Total	\$10,726	\$4,989,274	\$0	\$0	\$0	\$0	\$5,000,000	\$1,500,000	\$0	\$3,500,000
WEBER	16936	STIP	F-3354(4)0	MULT	40th St & Chimes View - Riverdale to Washington				Reconstruct & Widening			
		To Be Adv Dt:			Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05							
		LOCAL_GOV'T	\$0	\$0	\$0	\$0	\$0	\$454,735	\$454,735	\$0	\$0	\$454,735
		STP_URB_O/L	\$0	\$0	\$0	\$1,072,616	\$0	\$3,217,849	\$4,290,465	\$4,000,001	\$0	\$290,464
		Total	\$0	\$0	\$0	\$1,072,616	\$0	\$3,672,584	\$4,745,200	\$4,000,001	\$0	\$745,199
WEBER	16952	STIP	F-3442(1)1	MULT	1975 North; 3600 West to 3525 West (PIN 15905)				Pedestrian/Bike facility			
		Will Not Adv			Cnty:FA-3442; MP 1.33 - 1.45 & Cnty:FA-3442; MP 1.32 - 1.32							
		TAP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WEBER	13615	STIP	S-0067(25)0	OTHER	SR-67; Corridor Preservation, Weber County				Corridor Preservation			
		To Be Adv Dt:			Future SR-67 Corridor in Weber County							
		ST_CORR_PRES	\$156,382	\$0	\$0	\$0	\$0	\$0	\$156,382	\$0	\$156,382	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Weber County Projects</b>													
WEBER	16939	STIP	F-LC57(49)	OTHER	UTA Locomotive Rebuild				UTA/Transit				
		Will Not Adv			Rebuilding of the Commuter Rail Locomotives (Location for GIS - Weber Intermodal Center)								
		CMAQ_PM2.5		\$0	\$933,176	\$0	\$0	\$0	\$0	\$933,176	\$870,000	\$63,176	\$0
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$381,015	\$381,015	\$0	\$0	\$381,015
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$933,176	\$0	\$0	\$0	\$381,015	\$1,314,191	\$870,000	\$63,176	\$381,015
WEBER	14842	Scoping	S-LC57(38)	OTHER	450/400 E.; 2600 N. to Elberta, Widening, N. Ogden				TIF - Transportation Investment Fund				
		Will Not Adv			450/400 Est; 2600 North to Elberta Drive								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$391,000	\$0	\$0	\$0	\$0	\$391,000	\$0	\$0	\$391,000
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_HIF_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		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	\$3,519,000	\$0	\$0	\$0	\$0	\$3,519,000	\$0	\$3,519,000	\$0
		Total		\$0	\$3,910,000	\$0	\$0	\$0	\$0	\$3,910,000	\$0	\$3,519,000	\$391,000
WEBER	14846	STIP	F-LC57(43)	OTHER	UTA Intermodal Center; Weber State University				UTA/Transit				
		Will Not Adv			Ice Sheet Parking, Weber State University								
		CMAQ_PM2.5		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		UTA_FUNDS		\$0	\$2,116,900	\$0	\$0	\$0	\$0	\$2,116,900	\$0	\$0	\$2,116,900
		Total		\$0	\$3,116,900	\$0	\$0	\$0	\$0	\$3,116,900	\$1,000,000	\$0	\$2,116,900
WEBER	14847	Scoping	F-LC57(44)	OTHER	Ogden Bike Share Program				Transportation Alternatives				
		To Be Adv Dt: 04/28/21			Downtown Ogden								
		CMAQ_PM2.5		\$48,469	\$597,110	\$0	\$0	\$0	\$0	\$645,579	\$601,873	\$0	\$43,706
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$48,469	\$597,110	\$0	\$0	\$0	\$0	\$645,579	\$601,873	\$0	\$43,706
WEBER	14853	Scoping	F-LC57(40)	OTHER	Bicycle and Ped Safety Enhancements, Riverdale				Pedestrian/Bike facility				
		To Be Adv Dt: 02/10/22			Riverdale Various Locations								
		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				Pedestrian/Bike facility				
		Will Not Adv			Within the Cities of Riverdale, South Ogden, & Washington Terrace								
		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 Frontrunner - UTA				Transportation Alternatives				
		Will Not Adv			'This request is for new bike racks on 6 of UTA's 16 FrontRunner bike cars.								
		LOCAL_GOV		\$0	\$15,001	\$0	\$0	\$0	\$0	\$15,001	\$0	\$0	\$15,001
		TAP_URB_WFRC		\$0	\$101,899	\$0	\$0	\$0	\$0	\$101,899	\$95,000	\$0	\$6,899
		Total		\$0	\$116,900	\$0	\$0	\$0	\$0	\$116,900	\$95,000	\$0	\$21,900



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
Weber County Projects												
WEBER	16934	STIP	F-LC57(48)	OTHER	Ogden-WSU Bus Rapid Transit (BRT) - Construction				New Capacity			
		Will Not Adv			Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center.							
		CMAQ_PM2.5		\$0	\$3,486,003	\$0	\$0	\$0	\$3,486,003	\$3,250,001	\$0	\$236,002
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV		\$0	\$5,208,926	\$0	\$0	\$0	\$5,208,926	\$0	\$0	\$5,208,926
		STP_URB_O/L		\$0	\$1,877,079	\$0	\$0	\$0	\$1,877,079	\$1,750,001	\$0	\$127,078
		UTA_FUNDS		\$0	\$68,964,302	\$0	\$0	\$0	\$68,964,302	\$0	\$0	\$68,964,302
		Total		\$0	\$79,536,310	\$0	\$0	\$0	\$79,536,310	\$5,000,002	\$0	\$74,536,308
WEBER	16946	Scoping	F-LC57(47)	OTHER	Polk Avenue; 36th Street to Franklin				Pedestrian/Bike facility			
		To Be Adv Dt: 09/21/20			Polk Avenue; 36th Street to Franklin							
		CMAQ_WFRC		\$45,000	\$550,302	\$0	\$0	\$0	\$595,302	\$555,000	\$0	\$40,302
WEBER	17866	STIP	F-R199(271)	OTHER	3100 West; 4800 So to 5000 So, Sidewalk				Safe Sidewalk			
		To Be Adv Dt:			3100 West; 4800 South to 5000 South Sidewalk, Roy							
		LOCAL_GOV		\$0	\$10,453	\$0	\$0	\$0	\$10,453	\$0	\$0	\$10,453
		TAP_URB_O/L		\$0	\$291,247	\$0	\$0	\$0	\$291,247	\$271,530	\$0	\$19,717
		Total		\$0	\$301,700	\$0	\$0	\$0	\$301,700	\$271,530	\$0	\$30,170
WEBER	17954	STIP	F-R299(352)	OTHER	Skyline Drive; 1100 W to 4300 N (Pleasant View)				New Capacity			
		To Be Adv Dt:			Skyline Drive; US-89 to 1100 West, Pleasant View City							
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$28,655,373	\$28,655,373	\$0	\$0	\$28,655,373
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,682,827	\$3,682,827	\$3,433,500	\$0	\$249,327
		Total		\$0	\$0	\$0	\$0	\$32,338,200	\$32,338,200	\$3,433,500	\$0	\$28,904,700
WEBER	18811	Funding	NEWPROJ(18811)	OTHER	5500 West; 5500 South to Davis Co Line				Reconstruct & Widening			
		To Be Adv Dt:			5500 West; 5500 South (SR-97) to Weber/ Davis County Line							
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$490,000	\$490,000	\$0	\$0	\$490,000
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$1,981,100	\$1,981,100	\$1,846,980	\$0	\$134,120
		Total		\$0	\$0	\$0	\$0	\$2,471,100	\$2,471,100	\$1,846,980	\$0	\$624,120
WEBER	18828	Funding	NEWPROJ(18828)	OTHER	Bus Rapid Transit - Operating Subsidy				UTA/Transit			
		To Be Adv Dt:			Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital							
NEW		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,230,700	\$1,230,700	\$1,147,382	\$0	\$83,318
WEBER	18829	Funding	NEWPROJ(18829)	OTHER	On Route Electric Bus Charging Infrastructure				UTA/Transit			
		To Be Adv Dt:			Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital							
NEW		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,398,450	\$0	\$101,550
WEBER	18830	Funding	NEWPROJ(18830)	OTHER	Ogden City Bike Share Expansion				Transportation Alternatives			
		To Be Adv Dt:			Ogden City Green Bike Expansion Various Locations around Downtown							
NEW		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$435,200	\$435,200	\$405,737	\$0	\$29,463



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid			
<b>Weber County Projects</b>													
WEBER	16783	Undr Const	S-R199(253)		SR-134; Intersection Adjacent to Canal				Intersection Improvements				
		Adv Dt: 09/21/19			Route 134 adjacent to canal in Pleasant View								
		ST_TF_HB2		\$169,265	\$680,735	\$0	\$0	\$0	\$0	\$850,000	\$0	\$850,000	\$0
WEBER	11091	Scoping	F-R199(133)		Washington Blvd & Larsen Lane				Intersection Improvements				
		Will Not Adv			Washington Blvd. & Larsen Lane								
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONCPT_D1		\$2,650	\$310	\$0	\$0	\$0	\$0	\$2,960	\$0	\$2,960	\$0
		ST_CONT_PG		\$1,910	\$8,816	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
		Total		\$4,561	\$9,126	\$0	\$0	\$0	\$0	\$13,686	\$0	\$13,686	\$0
WEBER	13132	STIP	F-0097(9)		SR-97 (5600 South); Hill AFB to 2050 West				Operations/Maintenance				
		To Be Adv Dt:			SR-97 (5600 South); Hill AFB to 2050 West								
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$804,462	\$804,462	\$750,000	\$54,462	\$0
WEBER	14045	Scoping	S-LC57(34)		4700 West; 5100 South to 5500 South				Reconstruct & Widening				
		Will Not Adv			4700 West; 5100 South to 5500 South								
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,915
		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		\$1,000,000	\$1,079,148	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	\$0
		Total		\$1,000,000	\$1,287,063	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,915
WEBER	14057	Scoping	F-LC57(35)		Grant Promenade; 22nd Street to 2250 Street				Pedestrian/Bicycle Safety				
		Will Not Adv			Grant Promenade; 22nd Street to 2250 Street								
		TAP_URB_WFRC		\$0	\$373,270	\$0	\$0	\$0	\$0	\$373,270	\$348,000	\$0	\$25,270
WEBER	18802	Funding	NEWPROJ(18802)		UTA - On-Board Technology System				UTA/Transit				
		To Be Adv Dt:			UTA Transit Authority Frontlines Head Quarters, 669 West 200 South, Salt Lake City, Utah								
NEW		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$4,785,477	\$4,785,477	\$0	\$0	\$4,785,477	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$214,523	\$214,523	\$200,000	\$0	\$14,523	
		Total		\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$200,000	\$0	\$4,800,000	



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$3,000,000	\$350,000	\$0	\$0	\$0	\$0	\$3,350,000	\$3,123,205	\$226,795	\$0
		NHPP_IM		\$145,000	\$0	\$0	\$0	\$0	\$0	\$145,000	\$136,561	\$8,439	\$0
		NHPP_NHS		\$2,000,000	\$2,439,094	\$0	\$0	\$0	\$0	\$4,439,094	\$4,138,568	\$300,527	\$0
		STP_FLX_ST		\$5,630,629	\$25,990,690	\$0	\$0	\$0	\$0	\$31,621,319	\$29,480,555	\$2,140,763	\$0
		STP_URB_O/L		\$750,000	\$0	\$1,072,616	\$5,478,924	\$0	\$0	\$7,301,540	\$6,807,226	\$494,314	\$0
		ST_CONT_R1		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT		\$367,840	\$4,882,021	\$0	\$0	\$0	\$0	\$5,249,861	\$0	\$5,249,861	\$0
		ST_PVMT_LV2		\$0	\$187,508	\$0	\$0	\$0	\$0	\$187,508	\$0	\$187,508	\$0
		ST_TRANS_SOL		\$2,112,156	\$2,012,097	\$0	\$0	\$0	\$0	\$4,124,253	\$0	\$4,124,253	\$0
		Total		\$14,105,625	\$35,861,410	\$1,072,616	\$5,478,924	\$0	\$0	\$56,518,575	\$43,686,115	\$12,832,460	\$0
2	16616	REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM											
		CMAQ_WFRC		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		HSIP		\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		LOCAL_GOV		\$6,536,704	\$3,116,680	\$0	\$0	\$0	\$0	\$9,653,384	\$0	\$0	\$9,653,384
		L_BETTERMENT		\$392,031	\$31	\$0	\$0	\$0	\$0	\$392,062	\$0	\$0	\$392,062
		NHPP_IM		\$12,186,135	\$6,503,865	\$0	\$0	\$0	\$0	\$18,690,000	\$17,602,242	\$1,087,758	\$0
		NHPP_NHS		\$4,460,880	\$2,746,760	\$0	\$0	\$0	\$0	\$7,207,640	\$6,719,683	\$487,957	\$0
		STP_FLX_ST		\$10,429,532	\$28,411,546	\$0	\$0	\$0	\$0	\$38,841,078	\$36,211,537	\$2,362,513	\$267,028
		STP_HIF_ST		\$490,000	\$0	\$0	\$0	\$0	\$0	\$490,000	\$456,827	\$33,173	\$0
		STP_SU_JHC		\$1,072,617	\$536,308	\$0	\$0	\$0	\$0	\$1,608,925	\$1,500,000	\$0	\$108,924
		ST_CONCEPT_D2		\$95,188	-\$60,789	\$0	\$0	\$0	\$0	\$34,399	\$0	\$34,399	\$0
		ST_PVMT		\$160,552	\$349,148	\$0	\$0	\$0	\$0	\$509,700	\$0	\$509,700	\$0
		ST_TRANS_SOL		\$0	\$2,505,500	\$0	\$0	\$0	\$0	\$2,505,500	\$0	\$2,505,500	\$0
		Total		\$38,423,638	\$44,109,048	\$0	\$0	\$0	\$0	\$82,532,686	\$64,914,269	\$7,197,020	\$10,421,397
2	18351	GREEN BIKE/BIKE SHARE PROGRAM - SALT LAKE											
		CMAQ_WFRC		\$25,000	\$873,675	\$429,050	\$429,050	\$0	\$858,100	\$2,614,875	\$2,437,848	\$0	\$177,027
		LOCAL_GOV		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$0	\$1
		L_PASS_MATCH		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$0	\$1
		TAP_URB_WFRC		\$0	\$214,525	\$0	\$0	\$0	\$0	\$214,525	\$200,002	\$0	\$14,523
		Total		\$25,000	\$1,088,202	\$429,050	\$429,050	\$0	\$858,100	\$2,829,402	\$2,637,850	\$0	\$191,552
3	15480	MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM											
		STP_URB_P/O		\$0	\$468,196	\$0	\$0	\$0	\$0	\$468,196	\$436,499	\$31,697	\$0
		ST_EXCH_MAG		\$0	\$1,203,439	\$0	\$0	\$0	\$0	\$1,203,439	\$0	\$1,203,439	\$0
		ST_TIFEX_MAG		\$12,679,805	\$1,597,635	\$0	\$0	\$0	\$0	\$14,277,440	\$0	\$14,277,440	\$0
		Total		\$12,679,805	\$3,269,270	\$0	\$0	\$0	\$0	\$15,949,074	\$436,499	\$15,512,575	\$0





# DRAFT

DRAFT STIP

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
County Programs													
3	16617	REGION THREE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$2,075,000	\$1,475,000	\$0	\$0	\$0	\$0	\$3,550,000	\$3,309,665	\$240,335	\$0
		LOCAL_GOV		\$230,050	\$1,169,950	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		NHPP_IM		\$953,787	\$361,906	\$0	\$0	\$0	\$0	\$1,315,692	\$1,239,119	\$76,573	\$0
		NHPP_NHS		\$1,500,000	\$4,370,000	\$0	\$0	\$0	\$0	\$5,870,000	\$5,472,601	\$397,399	\$0
		OTHER_STATE		\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000	\$0
		STP_FLX_ST		\$19,566,295	\$19,661,377	\$0	\$0	\$0	\$0	\$39,227,672	\$36,571,959	\$2,655,713	\$0
		STP_UB_P/O_U		\$1,786,000	\$0	\$0	\$0	\$0	\$0	\$1,786,000	\$1,665,088	\$120,912	\$0
		ST_ATMS		\$55,371	\$19,629	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		ST_CONCPT_D3		\$405,417	-\$49,570	\$0	\$0	\$0	\$0	\$355,847	\$0	\$355,847	\$0
		ST_CONT_PG		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_CONT_R3		\$35,603	\$155,977	\$0	\$0	\$0	\$0	\$191,580	\$0	\$191,580	\$0
		ST_ITS		\$0	\$177,235	\$0	\$0	\$0	\$0	\$177,235	\$0	\$177,235	\$0
		ST_PVMT		\$8,610,368	\$7,641,975	\$0	\$0	\$0	\$0	\$16,252,342	\$0	\$16,252,342	\$0
		ST_PVMT_LV2		\$5,568,499	\$4,474,584	\$0	\$0	\$0	\$0	\$10,043,083	\$0	\$10,043,083	\$0
		ST_RET_ROW_S		\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
		ST_TIF		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$0	\$1	\$0
		ST_TRANS_SOL		\$10,068,000	\$2,128,684	\$0	\$0	\$0	\$0	\$12,196,684	\$0	\$12,196,684	\$0
		UTA_FUNDS		\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
		Total		\$58,374,389	\$47,586,747	\$0	\$0	\$0	\$0	\$105,961,136	\$48,258,432	\$52,302,705	\$5,400,000
4	16618	REGION FOUR; TRANSPORTATIONS SOLUTIONS PROGRAM											
		EM_RPF1@93.2		\$494,250	\$0	\$0	\$0	\$0	\$0	\$494,250	\$460,790	\$33,461	\$0
		EQ_BONUS(MG)		\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$839,070	\$60,930	\$0
		HSIP		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		LOCAL_GOV		\$0	\$263,000	\$0	\$0	\$0	\$0	\$263,000	\$0	\$0	\$263,000
		NHPP_BR		\$330,978	\$0	\$0	\$0	\$0	\$0	\$330,978	\$308,571	\$22,407	\$0
		NHPP_IM		\$4,748,551	\$2,251,449	\$0	\$0	\$0	\$0	\$7,000,000	\$6,592,600	\$407,400	\$0
		NHPP_NHS		\$625,000	\$0	\$0	\$0	\$0	\$0	\$625,000	\$582,687	\$42,313	\$0
		STP_BRIDGE		\$93,266	\$25,755	\$0	\$0	\$0	\$0	\$119,022	\$110,964	\$8,058	\$0
		STP_FLX_ST		\$16,943,027	\$14,843,028	\$0	\$0	\$0	\$0	\$31,786,055	\$29,634,139	\$2,151,916	\$0
		STP_RURAL		\$214,523	\$0	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$14,523	\$0
		ST_ATMS_AM		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BARRIER		\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_PVMT		\$2,492,341	\$1,041,736	\$0	\$0	\$0	\$0	\$3,534,077	\$0	\$3,534,077	\$0
		ST_PVMT_LV2		\$755,000	\$925,000	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$1,680,000	\$0
		ST_SPOT_SFTY		\$0	\$148,000	\$0	\$0	\$0	\$0	\$148,000	\$0	\$148,000	\$0
		ST_TIF		\$13,730,000	\$0	\$0	\$0	\$0	\$0	\$13,730,000	\$0	\$13,730,000	\$0
		ST_TRANS_SOL		\$3,098,620	\$2,314,216	\$0	\$0	\$0	\$0	\$5,412,835	\$0	\$5,412,835	\$0
		Total		\$45,925,557	\$21,982,184	\$0	\$0	\$0	\$0	\$67,907,741	\$40,127,271	\$27,517,469	\$263,000





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
9	15046	ATMS ASSET MANAGEMENT (LIFE CYCLE REPLACEMENT)											
		ST_ATMS		\$1,552,834	\$198,468	\$0	\$0	\$0	\$0	\$1,751,302	\$0	\$1,751,302	\$0
		ST_ATMS_AM		\$3,230,080	\$830,008	\$0	\$0	\$0	\$0	\$4,060,087	\$0	\$4,060,087	\$0
		ST_CONT_R1		\$18,900	\$0	\$0	\$0	\$0	\$0	\$18,900	\$0	\$18,900	\$0
		ST_CONT_R2		\$69,300	\$0	\$0	\$0	\$0	\$0	\$69,300	\$0	\$69,300	\$0
		ST_EXPRESS		\$810,000	\$0	\$0	\$0	\$0	\$0	\$810,000	\$0	\$810,000	\$0
		ST_T&S_FUND		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total		\$5,731,114	\$1,028,475	\$0	\$0	\$0	\$0	\$6,759,589	\$0	\$6,759,589	\$0
9	17583	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2020											
		FA_ATCMDT		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0
		ST_ATMS		\$1,842,342	\$105,058	\$0	\$0	\$0	\$0	\$1,947,400	\$0	\$1,947,400	\$0
		ST_CAV		\$5,000	\$925,000	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_PVMT		\$0	\$5,300,000	\$0	\$0	\$0	\$0	\$5,300,000	\$0	\$5,300,000	\$0
		ST_PVMT_LV2		\$0	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
		ST_TRANS_SOL		\$1,345,111	\$4,654,889	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000	\$0
		UTA_FUNDS		\$51,114	\$11,886	\$0	\$0	\$0	\$0	\$63,000	\$0	\$0	\$63,000
		Total		\$6,243,567	\$13,696,832	\$0	\$0	\$0	\$0	\$19,940,400	\$3,000,000	\$16,877,400	\$63,000
9	17872	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2020											
		ST_SIGNL_M&O		\$818,048	\$1,112,787	\$0	\$0	\$0	\$0	\$1,930,835	\$0	\$1,930,835	\$0
9	17873	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020											
		ST_ATMS		\$19,542	\$478,458	\$0	\$0	\$0	\$0	\$498,000	\$0	\$498,000	\$0
		ST_ATMS_AM		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$19,542	\$2,478,458	\$0	\$0	\$0	\$0	\$2,498,000	\$0	\$2,498,000	\$0
9	17874	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020											
		ST_ATMS		\$99,006	\$1,963,925	\$0	\$0	\$0	\$0	\$2,062,931	\$0	\$2,062,931	\$0
		ST_ATMS_AM		\$49,859	\$1,753,854	\$0	\$0	\$0	\$0	\$1,803,712	\$0	\$1,803,712	\$0
		ST_PVMT		\$0	\$7,391	\$0	\$0	\$0	\$0	\$7,391	\$0	\$7,391	\$0
		Total		\$148,865	\$3,725,170	\$0	\$0	\$0	\$0	\$3,874,035	\$0	\$3,874,035	\$0
9	18642	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2021											
		ST_CAV		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
9	18643	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2021											
		ST_SIGNL_M&O		\$0	\$4,070,000	\$0	\$0	\$0	\$0	\$4,070,000	\$0	\$4,070,000	\$0
9	18644	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021											
		ST_FWY_OPS		\$0	\$3,400,000	\$0	\$0	\$0	\$0	\$3,400,000	\$0	\$3,400,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
9	18645	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021											
		ST_ITS		\$0	\$6,822,765	\$0	\$0	\$0	\$0	\$6,822,765	\$0	\$6,822,765	\$0
9	18646	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2022											
9	18647	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2022											
9	18648	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022											
9	18649	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022											
9	18650	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2023											
9	18651	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2023											
9	18652	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
9	18653	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM											
		ST_ATMS		\$0	\$25,087	\$0	\$0	\$0	\$0	\$25,087	\$0	\$25,087	\$0
		ST_BARRIER		\$60,227	\$5,975	\$0	\$0	\$0	\$0	\$66,202	\$0	\$66,202	\$0
		ST_PVMT		\$187,894	\$112,106	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_SIGNALS		\$1,139,825	\$250,175	\$0	\$0	\$0	\$0	\$1,390,000	\$0	\$1,390,000	\$0
		ST_SIGNING		\$114,564	\$0	\$0	\$0	\$0	\$0	\$114,564	\$0	\$114,564	\$0
		ST_SPOT_SFTY		\$756,989	\$483,902	\$0	\$0	\$0	\$0	\$1,240,891	\$0	\$1,240,891	\$0
		ST_T&S_FUND		\$5,239,956	\$5,636,783	\$0	\$0	\$0	\$0	\$10,876,739	\$0	\$10,876,739	\$0
		ST_TRANS_SOL		\$105,000	\$40,455	\$0	\$0	\$0	\$0	\$145,455	\$0	\$145,455	\$0
		Total		\$7,604,455	\$6,554,483	\$0	\$0	\$0	\$0	\$14,158,937	\$0	\$14,158,937	\$0
P	15995	PLANNING											
		SPR_P_100%		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
P	18683	STATEWIDE CORRIDOR STUDIES											
		ST_STUDIES		\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	9299	UNKNOWN FOUNDATIONS PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	9369	BRIDGE INSPECTION PROGRAM											
		BR_ON/OFF		\$82,634	\$531	\$0	\$0	\$0	\$0	\$83,165	\$66,532	\$16,633	\$0
		NHPP_BR		\$1,752,969	\$400,000	\$0	\$0	\$0	\$0	\$2,152,969	\$2,007,213	\$145,756	\$0
		STP_BR		\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE		\$6,652,600	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$8,000,000	\$20,652,600	\$19,254,419	\$1,398,181	\$0
		ST_BRIDGE		\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total		\$8,488,203	\$3,651,064	\$2,000,000	\$2,000,000	\$0	\$8,000,000	\$24,139,267	\$22,489,443	\$1,649,824	\$0
S	9615	LOAD RATING PROGRAM											
		NHPP_BR		\$700,000	\$602,400	\$0	\$0	\$0	\$0	\$1,302,400	\$1,214,228	\$88,173	\$0
		STP_BR		\$546,393	\$0	\$0	\$0	\$0	\$0	\$546,393	\$509,403	\$36,991	\$0
		STP_BRIDGE		\$250,000	\$0	\$300,000	\$300,000	\$0	\$900,000	\$1,750,000	\$1,631,525	\$118,475	\$0
		ST_BRIDGE		\$102,781	\$12,219	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		Total		\$1,599,174	\$614,620	\$300,000	\$300,000	\$0	\$900,000	\$3,713,794	\$3,355,155	\$358,638	\$0
S	9616	BRIDGE SCOUR INSPECTION PROGRAM											
		ST_BRIDGE		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
		Total		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
S	9862	2012 STATEWIDE BRIDGE PRESERVATION PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	10948	STATEWIDE SIGNALS MAINTENANCE & OPERATION											
		ST_SIGNL_M&O		\$8,833,633	\$372,305	\$0	\$0	\$0	\$0	\$9,205,938	\$0	\$9,205,938	\$0
		Total		\$8,833,633	\$372,305	\$0	\$0	\$0	\$0	\$9,205,938	\$0	\$9,205,938	\$0
S	11798	2014 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12132	2015 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12133	2016 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	12134	2017 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EM_RPF9@93.2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		EM_RPS9@93.2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHPP_NHS		\$2,606,953	\$30,470	\$0	\$0	\$0	\$0	\$2,637,424	\$2,458,870	\$178,554	\$0
		OTHER		\$23,490	\$0	\$0	\$0	\$0	\$0	\$23,490	\$0	\$0	\$23,490
		ST_CONCPT_D1		\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0
		Total		\$2,649,341	\$30,470	\$0	\$0	\$0	\$0	\$2,679,811	\$2,458,870	\$197,451	\$23,490
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHS		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$391,566	\$28,434	\$0
		ST_CONCPT_D3		\$4,433	\$0	\$0	\$0	\$0	\$0	\$4,433	\$0	\$4,433	\$0
		Total		\$424,433	\$0	\$0	\$0	\$0	\$0	\$424,433	\$391,566	\$32,867	\$0
S	12137	2015 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12138	2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$165,751	\$0	\$0	\$0	\$0	\$0	\$165,751	\$154,530	\$11,221	\$0
		ST_APPROP		\$0	\$2,459	\$0	\$0	\$0	\$0	\$2,459	\$0	\$2,459	\$0
		ST_BRIDGE		\$367,203	\$44,063	\$0	\$0	\$0	\$0	\$411,266	\$0	\$411,266	\$0
		ST_CONCPT_D3		\$1,310	\$0	\$0	\$0	\$0	\$0	\$1,310	\$0	\$1,310	\$0
		Total		\$534,265	\$46,522	\$0	\$0	\$0	\$0	\$580,786	\$154,530	\$426,256	\$0
S	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$9,678,111	\$0	\$0	\$0	\$0	\$0	\$9,678,111	\$9,022,903	\$655,208	\$0
		STP_BRIDGE		\$764,000	\$0	\$0	\$0	\$0	\$0	\$764,000	\$712,277	\$51,723	\$0
		STP_FLX_ST		\$1,249,000	\$0	\$0	\$0	\$0	\$0	\$1,249,000	\$1,164,443	\$84,557	\$0
		ST_BRIDGE		\$6,936,730	\$105,976	\$0	\$0	\$0	\$0	\$7,042,706	\$0	\$7,042,706	\$0
		Total		\$18,627,841	\$105,976	\$0	\$0	\$0	\$0	\$18,733,817	\$10,899,623	\$7,834,194	\$0
S	12781	UNOBLIGATED TIF/CHNF FUNDS PROGRAM											
		ST_TIF		\$0	\$56,121,192	\$0	\$0	\$0	\$0	\$56,121,192	\$0	\$56,121,192	\$0
		ST_TIF_PRES		\$0	\$324,313	\$9,412,375	\$9,809,784	\$0	\$0	\$19,546,472	\$0	\$19,546,472	\$0
		Total		\$0	\$56,445,505	\$9,412,375	\$9,809,784	\$0	\$0	\$75,667,664	\$0	\$75,667,664	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	12956	2018 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		EQ_BONUS(MG)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		IM		\$2,046	\$0	\$0	\$0	\$0	\$0	\$2,046	\$1,927	\$119	\$0
		NHPP_IM		\$1,749,497	\$30,128	\$0	\$0	\$0	\$0	\$1,779,625	\$1,676,051	\$103,574	\$0
		NHPP_NHS		\$2,378,300	\$74,937	\$0	\$0	\$0	\$0	\$2,453,237	\$2,287,152	\$166,084	\$0
		SEC154_HSIP		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$652,610	\$47,390	\$0
		STP_FLX_ST		\$11,354,590	\$887,987	\$0	\$0	\$0	\$0	\$12,242,577	\$11,413,754	\$828,823	\$0
		ST_CONCPT_D3		\$8,503	\$1,455	\$0	\$0	\$0	\$0	\$9,958	\$0	\$9,958	\$0
		Total		\$16,192,936	\$994,507	\$0	\$0	\$0	\$0	\$17,187,442	\$16,031,494	\$1,155,948	\$0
S	12957	2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		HSIP		\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$2,144,290	\$155,710	\$0
		HSIP_HRRR_SR		\$627,993	\$0	\$0	\$0	\$0	\$0	\$627,993	\$585,478	\$42,515	\$0
		L_BETTERMENT		\$1,071,863	\$943,507	\$0	\$0	\$0	\$0	\$2,015,370	\$0	\$0	\$2,015,370
		NHPP_IM		\$8,000,000	\$36,389	\$0	\$0	\$0	\$0	\$8,036,389	\$7,568,672	\$467,718	\$0
		NHPP_NHS		\$22,666,712	\$494,397	\$0	\$0	\$0	\$0	\$23,161,109	\$21,593,102	\$1,568,007	\$0
		SEC154_HSIP		\$287,007	\$0	\$0	\$0	\$0	\$0	\$287,007	\$267,577	\$19,430	\$0
		STP_BRIDGE		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		STP_FLX_ST		\$12,543,903	\$2,244,518	\$0	\$0	\$0	\$0	\$14,788,421	\$13,787,245	\$1,001,176	\$0
		STP_RURAL		\$2,069,361	\$0	\$0	\$0	\$0	\$0	\$2,069,361	\$1,929,265	\$140,096	\$0
		STP_UB_P/O_U		\$9,323,191	\$0	\$0	\$0	\$0	\$0	\$9,323,191	\$8,692,011	\$631,180	\$0
		ST_CONCPT_D3		\$8,528	\$0	\$0	\$0	\$0	\$0	\$8,528	\$0	\$8,528	\$0
		ST_PVMT		\$0	\$339,838	\$0	\$0	\$0	\$0	\$339,838	\$0	\$339,838	\$0
		ST_PVMT_LV2		\$2,489,212	\$4,520,148	\$0	\$0	\$0	\$0	\$7,009,360	\$0	\$7,009,360	\$0
		Total		\$61,387,770	\$8,578,799	\$0	\$0	\$0	\$0	\$69,966,569	\$56,567,640	\$11,383,559	\$2,015,370
S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$290,000	\$323	\$0	\$0	\$0	\$0	\$290,323	\$270,668	\$19,655	\$0
		STP_BRIDGE		\$0	\$136,773	\$0	\$0	\$0	\$0	\$136,773	\$127,514	\$9,260	\$0
		STP_FLX_ST		\$2,385,000	\$0	\$0	\$0	\$0	\$0	\$2,385,000	\$2,223,536	\$161,465	\$0
		ST_APPROP		\$0	\$25,769	\$0	\$0	\$0	\$0	\$25,769	\$0	\$25,769	\$0
		ST_BRIDGE		\$2,238,793	\$5,096,781	\$0	\$0	\$0	\$0	\$7,335,574	\$0	\$7,335,574	\$0
		ST_PVMT		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		Total		\$5,313,793	\$5,259,646	\$0	\$0	\$0	\$0	\$10,573,439	\$2,621,717	\$7,951,722	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		LOCAL_GOV		\$50,979	\$1,347,471	\$0	\$0	\$0	\$0	\$1,398,450	\$0	\$0	\$1,398,450
		LOCAL_MATCH		\$0	\$101,550	\$0	\$0	\$0	\$0	\$101,550	\$0	\$0	\$101,550
		L_PASS_MATCH		\$0	\$6,885,148	\$0	\$0	\$0	\$0	\$6,885,148	\$0	\$0	\$6,885,148
		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		\$10,636,551	\$3,225,283	\$1,400,000	\$0	\$0	\$0	\$15,261,835	\$0	\$15,261,835	\$0
		ST_TIF_ACT		\$0	\$6,100,000	\$0	\$0	\$0	\$0	\$6,100,000	\$0	\$6,100,000	\$0
		ST_TRANS_SOL		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$13,006,359	\$17,659,453	\$1,400,000	\$0	\$0	\$0	\$32,065,811	\$0	\$23,680,663	\$8,385,148
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		HSIP_100%		\$1,723,228	\$0	\$0	\$0	\$0	\$0	\$1,723,228	\$1,723,228	\$0	\$0
		NHPP_EXEMPT		\$4,760,995	\$0	\$0	\$0	\$0	\$0	\$4,760,995	\$4,438,676	\$322,319	\$0
		NHS		\$639,005	\$0	\$0	\$0	\$0	\$0	\$639,005	\$595,744	\$43,261	\$0
		STP_FLX_ST		\$6,066,744	\$204,020	\$0	\$0	\$0	\$0	\$6,270,764	\$5,846,233	\$424,531	\$0
		ST_CONCPT_D1		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_PVMT		\$547,800	\$0	\$0	\$0	\$0	\$0	\$547,800	\$0	\$547,800	\$0
		Total		\$13,752,772	\$204,020	\$0	\$0	\$0	\$0	\$13,956,792	\$12,603,882	\$1,352,911	\$0
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		LOCAL_GOV		\$155,676	\$44,324	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
		NHPP_IM		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$470,900	\$29,100	\$0
		STP_BRIDGE		\$2,580,856	\$0	\$0	\$0	\$0	\$0	\$2,580,856	\$2,406,132	\$174,724	\$0
		STP_FLX_ST		\$6,728,244	\$0	\$0	\$0	\$0	\$0	\$6,728,244	\$6,272,742	\$455,502	\$0
		ST_CODE_ONE		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total		\$9,979,776	\$44,324	\$0	\$0	\$0	\$0	\$10,024,100	\$9,149,774	\$674,326	\$200,000
S	13770	2017 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_PVMT_LV2		\$3,212,492	\$0	\$0	\$0	\$0	\$0	\$3,212,492	\$0	\$3,212,492	\$0
		Total		\$3,212,492	\$0	\$0	\$0	\$0	\$0	\$3,212,492	\$0	\$3,212,492	\$0
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		NHPP_NHS		\$0	\$2,318	\$0	\$0	\$0	\$0	\$2,318	\$2,161	\$157	\$0
		STP_FLX_ST		\$0	\$4,031	\$0	\$0	\$0	\$0	\$4,031	\$3,758	\$273	\$0
		ST_PVMT		\$0	\$400,001	\$0	\$0	\$0	\$0	\$400,001	\$0	\$400,001	\$0
		ST_PVMT_LV2		\$12,812,434	\$1,168,408	\$0	\$0	\$0	\$0	\$13,980,842	\$0	\$13,980,842	\$0
		Total		\$12,812,434	\$1,574,758	\$0	\$0	\$0	\$0	\$14,387,192	\$5,919	\$14,381,273	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	13952	2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		EM_RPF1@93.2		\$993,832	\$0	\$0	\$0	\$0	\$0	\$993,832	\$926,549	\$67,282	\$0
		EQ_BONUS(MG)		\$1,158,714	\$0	\$0	\$0	\$0	\$0	\$1,158,714	\$1,080,269	\$78,445	\$0
		HSIP		\$2,505,000	\$0	\$0	\$0	\$0	\$0	\$2,505,000	\$2,335,412	\$169,589	\$0
		NHPP_IM		\$10,329,966	\$43,546	\$0	\$0	\$0	\$0	\$10,373,512	\$9,769,773	\$603,738	\$0
		NHPP_NHS		\$5,729,236	\$402,818	\$0	\$0	\$0	\$0	\$6,132,055	\$5,716,914	\$415,140	\$0
		STP_FLX_ST		\$36,614,973	\$309,047	\$0	\$0	\$0	\$0	\$36,924,020	\$34,424,264	\$2,499,756	\$0
		ST_CONT_R1		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_SPOT_MNT		\$47,172	\$184,328	\$0	\$0	\$0	\$0	\$231,500	\$0	\$231,500	\$0
		ST_TRANS_SOL		\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$180,000	\$0
		Total		\$57,808,893	\$939,739	\$0	\$0	\$0	\$0	\$58,748,632	\$54,253,181	\$4,495,450	\$0
S	13953	2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		EM_RPF1@93.2		\$2,596,513	\$0	\$0	\$0	\$0	\$0	\$2,596,513	\$2,420,729	\$175,784	\$0
		EM_RPF9@93.2		\$27,237	\$0	\$0	\$0	\$0	\$0	\$27,237	\$25,393	\$1,844	\$0
		EM_RPS9@93.2		\$53	\$0	\$0	\$0	\$0	\$0	\$53	\$49	\$4	\$0
		HSIP		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		L_BETTERMENT		\$137,150	\$22,187	\$0	\$0	\$0	\$0	\$159,337	\$0	\$0	\$159,337
		NHPP_IM		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$141,270	\$8,730	\$0
		NHPP_NHS		\$9,834,338	\$0	\$0	\$0	\$0	\$0	\$9,834,338	\$9,168,553	\$665,785	\$0
		R/H_HZ_ELM90		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$10,000	\$0
		STP_FLX_ST		\$86,091,159	\$2,719,972	\$0	\$0	\$0	\$0	\$88,811,131	\$82,798,617	\$6,012,514	\$0
		STP_HIF_ST		\$1,870,535	\$0	\$0	\$0	\$0	\$0	\$1,870,535	\$1,743,899	\$126,635	\$0
		STP_RURAL		\$11,235,799	\$0	\$0	\$0	\$0	\$0	\$11,235,799	\$10,475,135	\$760,664	\$0
		STP_UB_P/O_U		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		ST_CONCPT_D3		\$4,120	\$0	\$0	\$0	\$0	\$0	\$4,120	\$0	\$4,120	\$0
		ST_PVMT		\$12,654	\$90,703	\$0	\$0	\$0	\$0	\$103,358	\$0	\$103,358	\$0
		ST_PVMT_LV2		\$2,511,450	\$0	\$0	\$0	\$0	\$0	\$2,511,450	\$0	\$2,511,450	\$0
		ST_RET_ROW		\$862,399	\$0	\$0	\$0	\$0	\$0	\$862,399	\$0	\$862,399	\$0
		ST_TRANS_SOL		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		Total		\$116,308,406	\$2,832,863	\$0	\$0	\$0	\$0	\$119,141,269	\$107,609,487	\$11,372,445	\$159,337
S	14313	2019 LOW VOLUME PRESERAVTION (ORANGE BOOK) PROGRM											
		ST_PVMT_LV2		\$30,982	\$1,435,895	\$0	\$0	\$0	\$0	\$1,466,877	\$0	\$1,466,877	\$0
		Total		\$30,982	\$1,435,895	\$0	\$0	\$0	\$0	\$1,466,877	\$0	\$1,466,877	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		OTHER_STATE		\$255,733	\$0	\$0	\$0	\$0	\$0	\$255,733	\$0	\$255,733	\$0
		STP_FLX_ST		\$3,563,378	\$0	\$0	\$0	\$0	\$0	\$3,563,378	\$3,322,138	\$241,241	\$0
		STP_HIF_ST		\$2,697,455	\$2,545	\$0	\$0	\$0	\$0	\$2,700,000	\$2,517,210	\$182,790	\$0
		STP_RURAL		\$1,982,478	\$0	\$0	\$0	\$0	\$0	\$1,982,478	\$1,848,264	\$134,214	\$0
		ST_PVMT		\$0	\$80,682	\$0	\$0	\$0	\$0	\$80,682	\$0	\$80,682	\$0
		ST_PVMT_LV2		\$26,246,046	\$1,923,462	\$0	\$0	\$0	\$0	\$28,169,508	\$0	\$28,169,508	\$0
		ST_TRANS_SOL		\$145,000	\$0	\$0	\$0	\$0	\$0	\$145,000	\$0	\$145,000	\$0
		Total		\$34,890,090	\$2,006,689	\$0	\$0	\$0	\$0	\$36,896,779	\$7,687,611	\$29,209,168	\$0
S	14349	2017 BRIDGE MAINTENANCE PROGRAM											
S	14350	2018 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$928,378	\$89,978	\$0	\$0	\$0	\$0	\$1,018,356	\$0	\$1,018,356	\$0
		ST_PVMT		\$300,000	\$160,000	\$0	\$0	\$0	\$0	\$460,000	\$0	\$460,000	\$0
		Total		\$1,228,378	\$249,978	\$0	\$0	\$0	\$0	\$1,478,356	\$0	\$1,478,356	\$0
S	14351	2019 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$220,800	\$297,200	\$0	\$0	\$0	\$0	\$518,000	\$0	\$518,000	\$0
		ST_TRANS_SOL		\$47,000	\$0	\$0	\$0	\$0	\$0	\$47,000	\$0	\$47,000	\$0
		Total		\$268,319	\$296,681	\$0	\$0	\$0	\$0	\$565,000	\$0	\$565,000	\$0
S	15195	2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		NHPP_IM		\$22,620,696	\$131,039	\$0	\$0	\$0	\$0	\$22,751,735	\$21,427,584	\$1,324,151	\$0
		NHPP_NHS		\$7,004,802	\$820,985	\$0	\$0	\$0	\$0	\$7,825,787	\$7,295,981	\$529,806	\$0
		STP_FLX_ST		\$21,938,000	\$2,050,735	\$0	\$0	\$0	\$0	\$23,988,735	\$22,364,698	\$1,624,037	\$0
		ST_BRIDGE		\$0	\$77,000	\$0	\$0	\$0	\$0	\$77,000	\$0	\$77,000	\$0
		ST_CONCPT_D3		\$2,765	\$0	\$0	\$0	\$0	\$0	\$2,765	\$0	\$2,765	\$0
		ST_INELIGIBL		\$2,523	\$77	\$0	\$0	\$0	\$0	\$2,600	\$0	\$2,600	\$0
		ST_PVMT		\$159,000	\$0	\$0	\$0	\$0	\$0	\$159,000	\$0	\$159,000	\$0
		ST_RET_ROW		\$2,716,530	\$0	\$0	\$0	\$0	\$0	\$2,716,530	\$0	\$2,716,530	\$0
		Total		\$54,444,316	\$3,079,836	\$0	\$0	\$0	\$0	\$57,524,152	\$51,088,263	\$6,435,889	\$0





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	15196	2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		HSIP		\$291,350	\$3,549,157	\$0	\$0	\$0	\$0	\$3,840,507	\$3,580,505	\$260,002	\$0
		HSIP_100%		\$0	\$1,159,493	\$0	\$0	\$0	\$0	\$1,159,493	\$1,159,493	\$0	\$0
		HSIP_HRRR_SR		\$278,907	\$0	\$0	\$0	\$0	\$0	\$278,907	\$260,025	\$18,882	\$0
		NHPP_IM		\$8,239,797	\$0	\$0	\$0	\$0	\$0	\$8,239,797	\$7,760,241	\$479,556	\$0
		NHPP_NHS		\$15,331,440	\$917,559	\$0	\$0	\$0	\$0	\$16,248,999	\$15,148,942	\$1,100,057	\$0
		STP_FLX_ST		\$61,389,531	\$24,695,059	\$0	\$0	\$0	\$0	\$86,084,590	\$80,256,663	\$5,827,927	\$0
		STP_HIF_ST		\$997,146	\$666,259	\$0	\$0	\$0	\$0	\$1,663,405	\$1,550,792	\$112,613	\$0
		STP_RURAL		\$10	\$1,038,990	\$0	\$0	\$0	\$0	\$1,039,000	\$968,660	\$70,340	\$0
		STP_UB_P/O_U		\$1,348,590	\$1,501,410	\$0	\$0	\$0	\$0	\$2,850,000	\$2,657,055	\$192,945	\$0
		ST_PVMT		\$680,000	\$2,255	\$0	\$0	\$0	\$0	\$682,255	\$0	\$682,255	\$0
		ST_RET_ROW		\$1,425,237	\$0	\$0	\$0	\$0	\$0	\$1,425,237	\$0	\$1,425,237	\$0
		ST_TIF		\$200,065	\$0	\$0	\$0	\$0	\$0	\$200,065	\$0	\$200,065	\$0
		ST_TIF_PRES		\$0	\$8,340,890	\$0	\$0	\$0	\$0	\$8,340,890	\$0	\$8,340,890	\$0
		ST_TOLL_CR		\$84,198	\$0	\$0	\$0	\$0	\$0	\$84,198	\$0	\$84,198	\$0
		Total		\$90,266,271	\$41,871,072	\$0	\$0	\$0	\$0	\$132,137,343	\$113,342,375	\$18,794,968	\$0
S	15197	2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		STP_FLX_ST		\$2,578,000	\$3,072,000	\$0	\$0	\$0	\$0	\$5,650,000	\$5,267,495	\$382,505	\$0
		Total		\$2,578,000	\$3,072,000	\$0	\$0	\$0	\$0	\$5,650,000	\$5,267,495	\$382,505	\$0
S	15198	2020 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		STP_FLX_ST		\$12,948,199	\$82,533	\$0	\$0	\$0	\$0	\$13,030,732	\$12,148,551	\$882,181	\$0
		ST_PVMT_LV2		\$3,402,500	\$0	\$0	\$0	\$0	\$0	\$3,402,500	\$0	\$3,402,500	\$0
		Total		\$16,350,699	\$82,533	\$0	\$0	\$0	\$0	\$16,433,232	\$12,148,551	\$4,284,681	\$0
S	15199	2020 BRIDGE PRESERVATION PROGRAM											
		STP_BRIDGE		\$720,000	\$8,063,552	\$0	\$0	\$0	\$0	\$8,783,552	\$8,188,906	\$594,646	\$0
		ST_BRIDGE		\$2,450,000	\$2,172,861	\$0	\$0	\$0	\$0	\$4,622,861	\$0	\$4,622,861	\$0
		Total		\$3,170,000	\$10,236,413	\$0	\$0	\$0	\$0	\$13,406,413	\$8,188,906	\$5,217,508	\$0
S	15200	2020 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$520,381	\$0	\$0	\$0	\$0	\$520,381	\$0	\$520,381	\$0
S	16193	2023 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$32,000,000	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS		\$0	\$0	\$0	\$64,000,000	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$65,500,000	\$0	\$0	\$65,500,000	\$61,065,650	\$4,434,350	\$0
		Total		\$0	\$0	\$0	\$161,500,000	\$0	\$0	\$161,500,000	\$150,870,450	\$10,629,550	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	16194	2021 ((HIGH VOLUME)) PAVEMENT PROGRAM											
		CMAQ_WFRC		\$225,000	\$86,500	\$0	\$0	\$0	\$0	\$311,500	\$290,411	\$21,089	\$0
		HSIP		\$0	\$131,000	\$0	\$0	\$0	\$0	\$131,000	\$122,131	\$8,869	\$0
		NHPP_BR		\$140,000	\$150,000	\$0	\$0	\$0	\$0	\$290,000	\$270,367	\$19,633	\$0
		NHPP_IM		\$1,274,919	\$46,677,751	\$0	\$0	\$0	\$0	\$47,952,670	\$45,161,825	\$2,790,845	\$0
		NHPP_NHS		\$1,706,126	\$53,671,186	\$0	\$0	\$0	\$0	\$55,377,312	\$51,628,268	\$3,749,044	\$0
		STP_BRIDGE		\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		STP_FLX_ST		\$2,841,599	\$65,421,175	\$5,050,000	\$0	\$0	\$0	\$73,312,774	\$68,349,499	\$4,963,275	\$0
		STP_RURAL		\$0	\$343,204	\$0	\$0	\$0	\$0	\$343,204	\$319,969	\$23,235	\$0
		ST_PVMT		\$100,652	\$450,000	\$0	\$0	\$0	\$0	\$550,652	\$0	\$550,652	\$0
		ST_TIF_PRES		\$0	\$9,031,065	\$0	\$0	\$0	\$0	\$9,031,065	\$0	\$9,031,065	\$0
		Total		\$6,288,296	\$176,211,881	\$5,050,000	\$0	\$0	\$0	\$187,550,177	\$166,375,546	\$21,174,631	\$0
S	16195	2023 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$40,000,000	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0
S	16196	2021 ((LOW VOLUME)) PAVEMENT PROGRAM											
		STP_FLX_ST		\$405,000	\$8,750,000	\$0	\$0	\$0	\$0	\$9,155,000	\$8,535,207	\$619,794	\$0
		STP_HIF_RURL		\$0	\$1,058,431	\$0	\$0	\$0	\$0	\$1,058,431	\$986,775	\$71,656	\$0
		STP_RURAL		\$0	\$3,105,801	\$0	\$0	\$0	\$0	\$3,105,801	\$2,895,539	\$210,263	\$0
		ST_PVMT_LV2		\$7,960	\$30,853,472	\$0	\$0	\$0	\$0	\$30,861,432	\$0	\$30,861,432	\$0
		Total		\$412,960	\$43,767,705	\$0	\$0	\$0	\$0	\$44,180,664	\$12,417,520	\$31,763,144	\$0
S	16197	2021 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$4,364,144	\$0	\$0	\$0	\$0	\$4,364,144	\$4,068,691	\$295,453	\$0
		STP_BRIDGE		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		ST_BRIDGE		\$0	\$12,900,000	\$0	\$0	\$0	\$0	\$12,900,000	\$0	\$12,900,000	\$0
		Total		\$0	\$17,764,144	\$0	\$0	\$0	\$0	\$17,764,144	\$4,534,841	\$13,229,303	\$0
S	16198	2021 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	16780	STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM											
		NHPP_NHS		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$121,860	\$0
		STP_FLX_ST		\$2,000,000	\$17,967,055	\$0	\$0	\$0	\$0	\$19,967,055	\$18,615,285	\$1,351,770	\$0
		ST_CONST		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		ST_CONT_PG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT_LV2		\$0	\$2,075,000	\$0	\$0	\$0	\$0	\$2,075,000	\$0	\$2,075,000	\$0
		ST_TRANS_SOL		\$15,650,000	\$34,400,000	\$0	\$0	\$0	\$0	\$50,050,000	\$0	\$50,050,000	\$0
		Total		\$17,650,000	\$59,242,055	\$0	\$0	\$0	\$0	\$76,892,055	\$20,293,425	\$56,598,630	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	16885	2022 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$32,000,000	\$0	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS		\$0	\$0	\$64,000,000	\$0	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST		\$0	\$0	\$65,500,000	\$0	\$0	\$0	\$65,500,000	\$61,065,650	\$4,434,350	\$0
		Total		\$0	\$0	\$161,500,000	\$0	\$0	\$0	\$161,500,000	\$150,870,450	\$10,629,550	\$0
S	16886	2022 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0
S	16887	2022 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$13,984,500	\$1,015,500	\$0
		STP_BRIDGE		\$0	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000	\$6,526,100	\$473,900	\$0
		ST_BRIDGE		\$0	\$0	\$0	\$7,000,000	\$0	\$0	\$7,000,000	\$0	\$7,000,000	\$0
		Total		\$0	\$0	\$22,000,000	\$7,000,000	\$0	\$0	\$29,000,000	\$20,510,600	\$8,489,400	\$0
S	17359	2022 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
S	17784	STORMWATER MITIGATION - STATEWIDE											
		ST_TSP_MS4		\$6,492,447	\$30,207,553	\$0	\$0	\$0	\$0	\$36,700,000	\$0	\$36,700,000	\$0
		Total		\$6,492,447	\$30,207,553	\$0	\$0	\$0	\$0	\$36,700,000	\$0	\$36,700,000	\$0
S	18259	2023 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
		STP_BRIDGE		\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$4,661,500	\$338,500	\$0
		ST_BRIDGE		\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total		\$0	\$0	\$0	\$11,500,000	\$0	\$0	\$11,500,000	\$9,323,000	\$2,177,000	\$0
S	18260	2023 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Region County Programs</b>													
1	5981	REGION ONE COMMUTER LINK PROGRAM											
		CMAQ_PM2.5		\$0	\$0	\$525,000	\$0	\$0	\$0	\$525,000	\$489,458	\$35,543	\$0
		CMAQ_WFRC		\$7,743,001	\$3,470,913	\$0	\$0	\$0	\$0	\$11,213,914	\$10,454,732	\$759,182	\$0
		STP_FLX_ST		\$315,025	\$42,603	\$0	\$0	\$0	\$0	\$357,628	\$333,416	\$24,211	\$0
		Total		\$8,058,026	\$3,513,516	\$525,000	\$0	\$0	\$0	\$12,096,542	\$11,277,606	\$818,936	\$0
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_PM2.5		\$739,907	\$0	\$0	\$0	\$0	\$0	\$739,907	\$689,815	\$50,092	\$0
		CMAQ_TOOELE		\$306,069	\$0	\$0	\$0	\$0	\$0	\$306,069	\$285,348	\$20,721	\$0
		CMAQ_WFRC		\$6,168,233	\$1,234,334	\$0	\$0	\$0	\$1,072,800	\$8,475,367	\$7,901,584	\$573,783	\$0
		FA_SHRP2		\$188,408	\$0	\$0	\$0	\$0	\$0	\$188,408	\$188,408	\$0	\$0
		HSIP		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		ST_ATMS		\$459,931	\$0	\$0	\$0	\$0	\$0	\$459,931	\$0	\$459,931	\$0
		Total		\$7,912,547	\$1,234,334	\$0	\$0	\$0	\$1,072,800	\$10,219,681	\$9,111,770	\$1,107,911	\$0
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		\$406,000	\$78,159	\$0	\$0	\$0	\$0	\$484,159	\$451,382	\$32,778	\$0
		ST_ATMS		\$113,064	\$58,936	\$0	\$0	\$0	\$0	\$172,000	\$0	\$172,000	\$0
		Total		\$519,064	\$137,095	\$0	\$0	\$0	\$0	\$656,159	\$451,382	\$204,778	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
9	5954	STATEWIDE ITS EXPANSION PROGRAM											
		NHPP_IM		\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,130,160	\$69,840	\$0
		OTHER		\$353,083	\$0	\$0	\$0	\$0	\$0	\$353,083	\$0	\$0	\$353,083
		STP_FLX_ST		\$800,000	\$2,700,000	\$0	\$0	\$0	\$0	\$3,500,000	\$3,263,050	\$236,950	\$0
		ST_ATMS		\$8,884,637	\$1,013,922	\$0	\$0	\$0	\$0	\$9,898,559	\$0	\$9,898,559	\$0
		ST_ATMS_AM		\$6,143,862	\$2,106,408	\$0	\$0	\$0	\$0	\$8,250,269	\$0	\$8,250,269	\$0
		ST_CAV		\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_CONT_R2		\$54,798	\$10,202	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_LIGHTING		\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
		ST_SIGNL_M&O		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_TRANS_SOL		\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$0
		Total		\$17,436,379	\$8,305,532	\$0	\$0	\$0	\$0	\$25,741,911	\$4,393,210	\$20,995,618	\$353,083
B	6019	HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP)											
		CMAQ_MAG		\$1,275,000	\$0	\$0	\$0	\$0	\$0	\$1,275,000	\$1,188,683	\$86,318	\$0
		EM_RPF1@93.2		\$2,187,759	\$0	\$0	\$0	\$0	\$0	\$2,187,759	\$2,039,648	\$148,111	\$0
		HSIP		\$47,226,266	\$21,248,788	\$21,379,018	\$0	\$0	\$0	\$89,854,072	\$83,770,951	\$6,064,593	\$18,528
		HSIP_100%		\$256,546	\$0	\$0	\$0	\$0	\$0	\$256,546	\$256,546	\$0	\$0
		HSIP_HRRR		\$62,378	\$106,637	\$0	\$0	\$0	\$0	\$169,016	\$157,573	\$11,442	\$0
		HSIP_HRRR_SR		\$935,715	\$2,169,237	\$0	\$0	\$0	\$0	\$3,104,952	\$2,894,747	\$210,205	\$0
		SEC154_HSIP		\$2,048,381	\$0	\$0	\$0	\$0	\$0	\$2,048,381	\$1,909,705	\$138,675	\$0
		SEC164_HSIP		\$1,358,031	\$0	\$0	\$0	\$0	\$0	\$1,358,031	\$1,266,093	\$91,939	\$0
		STP_BRIDGE		\$442,300	\$0	\$0	\$0	\$0	\$0	\$442,300	\$412,356	\$29,944	\$0
		STP_FLX_ST		\$2,424,575	\$0	\$0	\$0	\$0	\$0	\$2,424,575	\$2,260,431	\$164,144	\$0
		STP_UB_P/O_U		\$225,000	\$1	\$0	\$0	\$0	\$0	\$225,001	\$209,768	\$15,233	\$0
		ST_PVMT		\$0	\$132	\$0	\$0	\$0	\$0	\$132	\$0	\$132	\$0
		ST_SIGNALS		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_SPOT_SFTY		\$45,222	\$0	\$0	\$0	\$0	\$0	\$45,222	\$0	\$45,222	\$0
		ST_TOLL_CR		\$18,629	\$0	\$0	\$0	\$0	\$0	\$18,629	\$0	\$18,629	\$0
		Total		\$58,530,804	\$23,524,795	\$21,379,018	\$0	\$0	\$0	\$103,434,616	\$96,366,502	\$7,049,587	\$18,528
S	5775	STATEWIDE SPOT SAFETY IMPROVEMENT PROGRAM											
		ST_SPOT_SFTY		\$530,047	\$46,298	\$0	\$0	\$0	\$0	\$576,345	\$0	\$576,345	\$0
		ST_T&S_FUND		\$291,398	\$125,000	\$0	\$0	\$0	\$0	\$416,398	\$0	\$416,398	\$0
		Total		\$821,444	\$171,298	\$0	\$0	\$0	\$0	\$992,742	\$0	\$992,742	\$0
S	5925	2007- 2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM											
		ST_CORR_C EVP		\$0	\$350,068	\$0	\$0	\$0	\$0	\$350,068	\$0	\$350,068	\$0
		ST_GF_OTHER		\$0	\$9,609	\$0	\$0	\$0	\$0	\$9,609	\$0	\$9,609	\$0
		Total		\$0	\$359,677	\$0	\$0	\$0	\$0	\$359,677	\$0	\$359,677	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
S	5928	2009 PAVEMENT PRESERVATION PROGRAM											
		L_BETTERMENT		\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900	\$0	\$0	\$43,900
		STP_FLX_ST		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_PVMT		\$957,985	\$0	\$0	\$0	\$0	\$0	\$957,985	\$0	\$957,985	\$0
		Total		\$1,751,885	\$0	\$0	\$0	\$0	\$0	\$1,751,885	\$233,075	\$1,474,910	\$43,900
S	5930	STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM											
		ST_ATMS		\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
		ST_PVMT		\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_SPOT_MNT		\$592,002	\$218,187	\$0	\$0	\$0	\$0	\$810,189	\$0	\$810,189	\$0
		ST_T&S_FUND		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		Total		\$692,002	\$248,187	\$0	\$0	\$0	\$0	\$940,189	\$0	\$940,189	\$0
S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM											
		L_PASS_MATCH		\$0	\$706,294	\$0	\$0	\$0	\$0	\$706,294	\$0	\$0	\$706,294
		ST_ADA_RAMPS		\$0	\$23,671	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_CONT_R1		\$0	\$83,900	\$0	\$0	\$0	\$0	\$83,900	\$0	\$83,900	\$0
		ST_LIGHTING		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SAFE_SIDE		\$574,593	\$1,942,890	\$0	\$0	\$0	\$0	\$2,517,483	\$0	\$2,517,483	\$0
		Total		\$580,593	\$2,756,754	\$0	\$0	\$0	\$0	\$3,337,347	\$0	\$2,631,053	\$706,294
S	5952	STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION											
		LOCAL_GOV		\$0	\$253,650	\$0	\$0	\$0	\$0	\$253,650	\$0	\$0	\$253,650
		L_BETTERMENT		\$355,499	-\$83,239	\$0	\$0	\$0	\$0	\$272,260	\$0	\$0	\$272,260
		ST_APPROP		\$0	\$19,688	\$0	\$0	\$0	\$0	\$19,688	\$0	\$19,688	\$0
		ST_CONT_R2		\$3,523	\$38,977	\$0	\$0	\$0	\$0	\$42,500	\$0	\$42,500	\$0
		ST_CONT_R3		\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$0
		ST_CONT_R4		\$21,000	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$21,000	\$0
		ST_EXCH_MAG		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_PVMT		\$2	\$333,831	\$0	\$0	\$0	\$0	\$333,833	\$0	\$333,833	\$0
		ST_PVMT_LV2		\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0
		ST_SAFE_SIDE		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_SIGNALS		\$21,980,253	\$13,381,891	\$0	\$0	\$0	\$0	\$35,362,144	\$0	\$35,362,144	\$0
		ST_SIGNL_M&O		\$5,951,549	\$2,328,451	\$0	\$0	\$0	\$0	\$8,280,000	\$0	\$8,280,000	\$0
		ST_SPOT_MNT		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_TRANS_SOL		\$1,291,316	\$0	\$0	\$0	\$0	\$0	\$1,291,316	\$0	\$1,291,316	\$0
		Total		\$29,688,143	\$17,448,248	\$0	\$0	\$0	\$0	\$47,136,391	\$0	\$46,610,481	\$525,910



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
S	6025	NATIONAL RECREATIONAL TRAILS PROGRAM											
		NRT		\$0	\$4,816,360	\$0	\$0	\$0	\$0	\$4,816,360	\$4,816,360	\$0	\$0
		ST_MATCH		\$0	\$8,289,874	\$0	\$0	\$0	\$0	\$8,289,874	\$0	\$8,289,874	\$0
		Total		\$0	\$13,106,234	\$0	\$0	\$0	\$0	\$13,106,234	\$4,816,360	\$8,289,874	\$0
S	6026	HIGH RISK RURAL ROADS PROGRAM - (HRRR)											
		HSIP		\$563,577	\$0	\$0	\$0	\$0	\$0	\$563,577	\$525,423	\$38,154	\$0
		HSIP_HRRR_SR		\$1,553,717	\$0	\$0	\$0	\$0	\$0	\$1,553,717	\$1,448,530	\$105,187	\$0
		Total		\$2,117,294	\$0	\$0	\$0	\$0	\$0	\$2,117,294	\$1,973,953	\$143,341	\$0
S	6061	STATEWIDE BARRIER TREATMENTS											
		ST_BARRIER		\$101,745	\$48,255	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		Total		\$101,745	\$48,255	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
S	6064	RAILROAD CROSSING PROGRAM											
		CMAQ_MAG		\$0	\$706,000	\$0	\$0	\$0	\$0	\$706,000	\$658,204	\$47,796	\$0
		LOCAL_GOV		\$0	\$160,990	\$0	\$0	\$0	\$0	\$160,990	\$0	\$0	\$160,990
		R/H_DEVIC90S		\$3,817,877	\$1,233,191	\$967,000	\$1,030,000	\$0	\$0	\$7,048,068	\$6,343,261	\$704,807	\$0
		R/H_DEVICES1		\$369,000	\$0	\$0	\$0	\$0	\$0	\$369,000	\$369,000	\$0	\$0
		R/H_DEVICES90		\$2,199,349	\$0	\$0	\$0	\$0	\$0	\$2,199,349	\$1,979,414	\$219,935	\$0
		R/H_HZ_EL90S		\$3,153,148	\$1,176,734	\$967,000	\$1,030,000	\$0	\$0	\$6,326,882	\$5,694,194	\$632,688	\$0
		R/H_HZ_ELM90		\$3,164,178	\$1,000	\$0	\$0	\$0	\$0	\$3,165,178	\$2,848,661	\$316,518	\$0
		ST_CONT_R3		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_MATCH		\$41,000	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$41,000	\$0
		ST_PVMT		\$54,383	\$45,617	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$12,798,935	\$3,523,532	\$1,934,000	\$2,060,000	\$0	\$0	\$20,316,467	\$17,892,733	\$2,262,744	\$160,990
S	6129	STATEWIDE SMALL AREA LIGHTING											
		ST_LIGHTING		\$299,060	\$112,140	\$0	\$0	\$0	\$0	\$411,199	\$0	\$411,199	\$0
		Total		\$299,060	\$112,140	\$0	\$0	\$0	\$0	\$411,199	\$0	\$411,199	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

Report Run on: Jun 24, 2020, 08:28 A.M.

epm345\_stip\_report (Rev 1716)

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM											
		LOCAL_GOV		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
		L_BETTERMENT		\$3,828	\$1,003	\$0	\$0	\$0	\$0	\$4,831	\$0	\$0	\$4,831
		ST_CONT_R1		\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R2		\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$36,000	\$0
		ST_CONT_R3		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		ST_PVMT		\$2,669,140	\$2,222,298	\$1,300,000	\$0	\$0	\$0	\$6,191,437	\$0	\$6,191,437	\$0
		TAP_FLEX		\$599,000	\$267,932	\$0	\$0	\$0	\$0	\$866,932	\$808,241	\$994	\$57,697
		TAP_SU_CMPO		\$314,427	\$0	\$0	\$0	\$0	\$0	\$314,427	\$293,140	\$0	\$21,287
		Total		\$3,688,395	\$2,541,232	\$1,300,000	\$0	\$0	\$0	\$7,529,627	\$1,101,381	\$6,294,432	\$133,815
S	6364	STATEWIDE SIGN MODIFICATIONS & REPLACEMENT PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6432	STATEWIDE-TRANSPORTATION ENHANCEMENT PROGRAM FY 2010 & 201											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	6672	STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM											
		ST_HWY_TRNSF		\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS											
		NHPP_BR		\$0	\$122,440	\$0	\$0	\$0	\$0	\$122,440	\$114,151	\$8,289	\$0
		STP_BRIDGE		\$0	\$413,355	\$0	\$0	\$0	\$0	\$413,355	\$385,371	\$27,984	\$0
		ST_BRIDGE		\$1,710,000	\$957,168	\$0	\$0	\$0	\$0	\$2,667,168	\$0	\$2,667,168	\$0
		Total		\$1,710,000	\$1,492,963	\$0	\$0	\$0	\$0	\$3,202,963	\$499,522	\$2,703,441	\$0
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS											
		STP_BRIDGE		\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$25,000	\$23,308	\$1,693	\$0
		ST_BRIDGE		\$2,046	\$242,954	\$0	\$0	\$0	\$0	\$245,000	\$0	\$245,000	\$0
		ST_CONT_PG		\$0	\$1,036	\$0	\$0	\$0	\$0	\$1,036	\$0	\$1,036	\$0
		ST_INS-RECOV		\$2,225,386	\$647,679	\$0	\$0	\$0	\$0	\$2,873,065	\$0	\$2,873,065	\$0
		Total		\$2,247,432	\$896,669	\$0	\$0	\$0	\$0	\$3,144,101	\$23,308	\$3,120,793	\$0
S	7496	SCENIC BYWAYS PROGRAM AWARDS											
		BYWAYS		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
		Total		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800





# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
S	8549	FY 2012 & 2013 ENHANCEMENT PROGRAM											
		EM_2012_PLHD		\$1,525,000	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$1,525,000	\$0	\$0
		ENH_EAC_100%		\$516,000	\$0	\$0	\$0	\$0	\$0	\$516,000	\$516,000	\$0	\$0
		LOCAL_GOV		\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$0	\$130,000
		OTHER		\$99,418	\$582	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		STP_ENH_ST		\$625,000	\$145,000	\$0	\$0	\$0	\$0	\$770,000	\$616,000	\$154,000	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$2,895,418	\$145,582	\$0	\$0	\$0	\$0	\$3,041,000	\$2,657,000	\$154,000	\$230,000
S	8922	PUBLIC RELATIONS PROGRAM											
		ST_CONT_PG		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_CONT_R1		\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_CONT_R2		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R3		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R4		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_KW_KW_C		\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PR		\$4,492,041	\$1,732,959	\$0	\$0	\$0	\$0	\$6,225,000	\$0	\$6,225,000	\$0
		Total		\$5,487,041	\$1,732,959	\$0	\$0	\$0	\$0	\$7,220,000	\$0	\$7,220,000	\$0



# DRAFT

DRAFT STIP

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2021-2026

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Various County Programs</b>													
1	5599	Region One Contingency Funds											
		LOCAL_GOV		\$275,000	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000
		ST_APPROP		\$0	\$62,261	\$0	\$0	\$0	\$0	\$62,261	\$0	\$62,261	\$0
		ST_ATMS		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_CONST		\$759,787	\$170,213	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1		\$4,052,351	\$2,727,525	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$11,279,877	\$0	\$11,279,877	\$0
		ST_CONT_R2		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_TIF		\$657,500	\$0	\$0	\$0	\$0	\$0	\$657,500	\$0	\$657,500	\$0
		Total		\$5,794,638	\$3,010,000	\$1,500,000	\$1,500,000	\$0	\$1,500,000	\$13,304,638	\$0	\$13,029,638	\$275,000
2	5589	Region Two Contingency Funds											
		LOCAL_GOV		\$97,356	\$290,644	\$0	\$0	\$0	\$0	\$388,000	\$0	\$0	\$388,000
		OTHER		\$0	\$42,000	\$0	\$0	\$0	\$0	\$42,000	\$0	\$0	\$42,000
		OTHER_STATE		\$69,454	\$538,167	\$0	\$0	\$0	\$0	\$607,621	\$0	\$607,621	\$0
		ST_CONST		\$23	\$79,631	\$0	\$0	\$0	\$0	\$79,654	\$0	\$79,654	\$0
		ST_CONT_R2		\$3,492,259	\$2,241,196	\$0	\$0	\$0	\$0	\$5,733,455	\$0	\$5,733,455	\$0
		ST_CONT_R3		\$23,000	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$23,000	\$0
		ST_SPOT_MNT		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		UTA_FUNDS		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
		Total		\$3,713,092	\$3,191,637	\$0	\$0	\$0	\$0	\$6,904,729	\$0	\$6,449,729	\$455,000
3	5597	Region Three Contingency Funds											
		LOCAL_GOV		\$32,000	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$32,000
		L_BETTERMENT		\$1,140	\$1,360	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$2,500
		ST_CONT_R1		\$14,671	\$11,329	\$0	\$0	\$0	\$0	\$26,000	\$0	\$26,000	\$0
		ST_CONT_R2		\$0	\$32,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$32,000	\$0
		ST_CONT_R3		\$929,734	\$3,096,786	\$0	\$0	\$0	\$0	\$4,026,519	\$0	\$4,026,519	\$0
		ST_CONT_R4		\$28,039	\$42,061	\$0	\$0	\$0	\$0	\$70,100	\$0	\$70,100	\$0
		ST_SIGNALS		\$26,668	\$258,332	\$0	\$0	\$0	\$0	\$285,000	\$0	\$285,000	\$0
		Total		\$1,032,252	\$3,441,867	\$0	\$0	\$0	\$0	\$4,474,119	\$0	\$4,439,619	\$34,500
4	5591	Region Four Contingency Funds											
		LOCAL_GOV		\$37,595	\$95,405	\$0	\$0	\$0	\$0	\$133,000	\$0	\$0	\$133,000
		ST_CONT_R3		\$785	\$20,215	\$0	\$0	\$0	\$0	\$21,000	\$0	\$21,000	\$0
		ST_CONT_R4		\$3,142,223	\$2,244,941	\$0	\$0	\$0	\$0	\$5,387,165	\$0	\$5,387,165	\$0
		Total		\$3,180,604	\$2,360,561	\$0	\$0	\$0	\$0	\$5,541,165	\$0	\$5,408,165	\$133,000



**DRAFT**  
DRAFT STIP

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



**STIP 2021-2026**

epm345\_stip\_report (Rev 1716)

Report Run on: Jun 24, 2020, 08:28 A.M.

Region	PIN	Program Description	Fund	Prior	2021	2022	2023	2024	CD	Total	Fed Aid	State	Other
<b>Various County Programs</b>													
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS											
		ST_CLS_ADJ		\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$0
		ST_CONT_PG		\$1,139,682	\$1,408,954	\$0	\$0	\$0	\$0	\$2,548,637	\$0	\$2,548,637	\$0
		ST_CONT_R1		\$37,224	\$2,776	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
		ST_CONT_R2		\$0	\$95,000	\$0	\$0	\$0	\$0	\$95,000	\$0	\$95,000	\$0
		ST_CONT_R3		\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
		ST_CONT_R4		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_STLMNT		\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_TIF_EXCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$1,676,906	\$1,649,722	\$0	\$0	\$0	\$0	\$3,326,628	\$0	\$3,326,628	\$0

## **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



**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 2019	Estimated Federal Share and Phasing					
					(Fiscal Year)					
					2020	2021	2022	2023	2024	2025
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	205,532,320	41,106,464	22,205,206	22,676,931	22,903,701	23,132,738	24,259,028	24,501,618	24,746,634
UTA	ADA Operating Assistance for Paratransit Service	51,383,080	10,276,616	5,551,301	5,669,233	5,725,925	5,783,184	6,064,757	6,125,405	6,186,659
SUBTOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		256,915,400	51,383,080	27,756,507	28,346,164	28,629,626	28,915,922	30,323,785	30,627,023	30,933,293
OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	93,793,060	18,758,612	10,133,171	10,348,439	10,451,924	10,556,443	11,070,417	11,181,121	11,292,932
UTA	ADA Operating Assistance for Paratransit Services	23,448,265	4,689,653	2,533,293	2,587,110	2,612,981	2,639,111	2,767,604	2,795,280	2,823,233
SUBTOTAL: OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307		117,241,325	23,448,265	12,666,464	12,935,549	13,064,905	13,195,554	13,838,021	13,976,401	14,116,165

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Related LOCAL Funds Obligated in FY 2019	Estimated Planned LOCAL Amount and Phasing					
					(Fiscal Year)					
					2020	2021	2022	2023	2024	2025
<b>SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS</b>										
UTA	LOCALLY FUNDED Security Equipment	2,569,154	513,831	277,565	283,462	286,296	289,159	303,238	306,270	309,333
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	2,569,154	2,569,154	277,565	283,462	286,296	289,159	303,238	306,270	309,333
<b>OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS</b>										
UTA	LOCALLY FUNDED Security Equipment	1,172,413	234,483	126,665	129,355	130,649	131,956	138,380	139,764	141,162
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	1,172,414	1,172,414	126,665	129,355	130,649	131,956	138,380	139,764	141,162

**DRAFT - 2021 – 2026 Transportation Improvement Program (TIP)**

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

**PUBLIC TRANSIT PROGRAM**

Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	Funds Obligated Through FY 2019	Estimated Federal Funding and Phasing (Fiscal Year)					
						2020	2021	2022	2023	2024	2025
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS											
UTA	Ogden - WSU Bus Rapid Transit	5309	79,000,000	22,814,302	-		46,150,000				
		CMAQ		199,695	2,750,000						
		STP		344,927	3,250,000						1,500,000
				1,991,076	-						
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS			79,000,000	25,350,000	6,000,000	-	46,150,000	-	-	-	1,500,000

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

**PUBLIC TRANSIT PROGRAM**

Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5337 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
						2020	2021	2022	2023	2024	2025
FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR											
UTA	High Intensity Fixed Guideway & High Intensity Motor Bus State of Good Repair & Preventive Maintenance	5337 State of Good Repair	171,192,841	34,238,568	17,781,947	17,781,947	19,876,550	20,075,315	20,276,068	20,478,829	20,683,617
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO-OREM URBANIZED AREAS FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR			171,192,841	34,238,568	17,781,947	17,781,947	19,876,550	20,075,315	20,276,068	20,478,829	20,683,617

\*Section 5337 State of Good Repair money is only recieved for fixed guideway systems that have been in operation at least 7 years, and can be used for improvements on the whole system. 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 – 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	5339 Funds Obligated in/prior FY 2019	Estimated Phasing					
							2020	2021	2022	2023	2024	2025
FORMULA FUNDING - SECTION 5339 BUS & BUS FACILITIES												
UTA		Bus Purchases, overhauls, and bus related stop and operator relief facilities improvements.	5339 Bus & Bus Facilities Formula	25,696,319	5,139,264			3,696,588	3,696,588	4,344,371	4,387,815	4,431,693
UTA		Depot District Technology Center	5339 Bus & Bus Facilities Formula	17,981,634	3,596,327	10,688,719	3,696,588					
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS FORMULA FUNDING - SECTION 5339 BUS & BUS FACILITIES FORMULA FUNDS				17,981,634	3,596,327	10,688,719	3,042,579	3,121,022	3,152,233	3,183,755	3,247,430	3,312,379

**DRAFT - 2021 – 2026 Transportation Improvement Program (TIP)**

**SALT LAKE/WEST VALLEY TRANSPORTATION IMPROVEMENT PROGRAM**

**PUBLIC TRANSIT PROGRAM**

Sponsor		Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
							2020	2021	2022	2023	2024	2025
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310												
Salt Lake City / West Valley City ADMINISTRATION			5310	592,112	-	-	127,814	66,463	67,792	69,148	70,531	71,942
Salt Lake City / West Valley City TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)			5310	3,552,673	710,535	-	766,881	398,778	406,754	414,889	423,187	431,650
Salt Lake City / West Valley City OTHER 5310 CAPITAL (Infrastructure etc.)			5310	296,056	59,211	-	63,907	33,232	33,896	34,574	35,266	35,971
Salt Lake City / West Valley City 5310 OPERATIONS			5310	2,368,449	1,184,224	-	319,534	166,158	169,481	172,870	176,328	179,854
WFRC TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES				6,809,289	1,953,970	-	1,278,135	664,630	677,923	691,481	705,311	719,417

**OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM**

**PUBLIC TRANSIT PROGRAM**

Sponsor		Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
							2020	2021	2022	2023	2024	2025
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310												
Ogden / Layton ADMINISTRATION			5310	341,983	-	-	73,821	38,387	39,154	39,938	40,736	41,551
Ogden / Layton TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)			5310	2,051,899	410,380	-	442,924	230,320	234,926	239,625	244,418	249,306
Ogden / Layton OTHER 5310 CAPITAL (Infrastructure etc.)			5310	170,992	34,198	-	36,910	19,193	19,577	19,969	20,368	20,776
Ogden / Layton 5310 OPERATIONS			5310	854,958	427,479	-	184,552	95,967	97,886	99,844	101,841	103,878
WFRC TOTAL: OGDEN/ LAYTON URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES				3,419,831	872,057	-	738,206	383,867	391,544	399,375	407,363	415,510





# Air Quality Memorandum

**REPORT NO.** 39b – DRAFT

**DATE** June 3, 2020

**SUBJECT** CONFORMITY ANALYSIS FOR THE WFRC 2021-2026 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 WFRC 2021-2026 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 southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the 2021-2026 TIP are found to conform.

## Wasatch Front Regional Council

41 North Rio Grande Street, Suite 103  
Salt Lake City, Utah 84101

The following conformity findings for the WFRC 2021-2026 TIP are based on the transportation systems and planning assumptions described in the WFRC 2019-2050 RTP and the Air Quality Memorandum 39 dated May 24, 2019.

- X            The 2021-2026 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 2021-2026 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 2021-2026 TIP conforms under the Control Strategy Criteria to the applicable controls and goals of the State Implementation Plan for PM<sub>10</sub> in Salt Lake County. All projects in Salt Lake County included in the TIP may go forward.
- X            The 2021-2026 TIP conforms to the “Build less than 1990” emissions test for PM<sub>10</sub> in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X            The 2021-2026 TIP conforms to the interim “Build less than 2008” emissions test for the Salt Lake PM<sub>2.5</sub> non-attainment area. All projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.
- X            The 2021-2026 TIP conforms to the interim “Build less than 2017” emissions test for the Northern Wasatch Front ozone non-attainment area. All projects in western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

### **TIP Timeframe**

All projects which must be started no later than 2025 in order to achieve the transportation system envisioned by 2019-2050 RTP are included in the 2021-2026 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 39. 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 39 finds that the WFRC 2019-2050 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 2019-2050 RTP has been submitted to FHWA and FTA for review and concurrence.

All of the regionally significant projects in the 2021-2026 TIP are identified in the 2019-2050 RTP without any substantial changes to design or scope. All of the projects identified in the 2019-2050 RTP are included in the regional emissions analysis.

### **Public Comment**

The 2021-2026 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 39b (this document) is available to the public upon request and has been posted to the WFRC website ([www.wfrc.org](http://www.wfrc.org)).

## WFRC 2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT SUMMARY

---

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

### ***TIP Public Comments and Responses - Summary***

<b>Comment</b>	<b>Response</b>
Suggestions were given about the design of specific highway and transit projects.	WFRC will share these suggestions with project sponsors – local governments, UDOT, and/ or UTA – so they can be considered during the project development process.
Requests were made that bike lanes or paths be included in funded projects or as new, independent projects.	WFRC, working with local governments, transportation agencies, and other stakeholders, has identified and planned for priority active transportation projects throughout the region that are needed to provide safe and effective options for cyclists. Progress is being made, and additional funding is needed to establish an interconnected regional system.
Comments were made in favor of several planned and programmed highway projects, including acceleration of some of these.	WFRC appreciates the efforts of the transportation agencies and local governments to improve the transportation system, and will continue to work with them to move projects along as quickly as possible. Project timing is tied to and often limited by the availability of funding and the need to complete environmental and engineering review.
Several commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of funding; a significant portion of the TIP funding is restricted for particular transportation modes. This in particular limits the ability to enhance transit and active transportation.
Numerous commenters expressed concern about the idea of widening Wasatch Boulevard and the roads in the Cottonwood Canyons as transportation improvements are considered in relation to accessing these canyons, and expressed a preference for transit and biking options.	WFRC will work with UDOT, UTA and local governments to ensure these concerns are considered as transportation improvements are evaluated in this area. UDOT is currently conducting an environmental impact process evaluating options for this area. WFRC will share relevant TIP comments with UDOT and continue to encourage balanced solutions in the area.



## TIP 2021-2026 Public Comment List - draft

Interactive Map Comments - Project Specific						
ID	Comment	Project Description	County Name	Project Status	Project Cost (\$)	Forecast Start Year
1	This would be a good place to install bike lanes, it connects to a neighborhood and to employment centers.	5300 South & College Dr Intersection - Murray	Salt Lake	Scoping	\$1,842,000	2023
2	Install bike lanes. This is a good route that isn't quite as busy as some of the larger arterials that could support physical separation in bike facilities.	Vine Str; 1300 E to Van Winkle - Recon & Widen	Salt Lake	Scoping	\$4,827,000	2022
3	This should be the bicycle freeway of Salt Lake County, it has a large right of way and ample opportunities for grade/physical separation of bicycles.	SR-71 (700 E/ 900 E); Van Winkle to 90th South	Salt Lake	Scoping	\$3,510,000	2022
4	The dip from the south side is awful and impedes traffic flows, this should be remedied and be moved up to 2021. There is a large apt complex going in and a need for this intersection to be functional is important and necessary to make it successful.	7200 South and 300 West Intersection	Salt Lake	STIP	\$323,000	2025
5	The underpass for pedestrians and cyclists in this location is fairly shallow, and feels unsafe. Would be nice to get something a bit better here.	7800 So Jordan River Pedestrian Bridge at 1100 W	Salt Lake	Scoping	\$348,000	2020
7	The 1800 north upgrade needs to be accomplished with or prior to the 1800 North freeway on and off ramp finishes construction. Otherwise there will be far more traffic leaving the freeway for a road not capable of the traffic increase	1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study	Davis	Scoping	\$2,376,000	0
8	This is a needed project but must be coordinated with the 1800 North upgrade and the 1800 N railroad overpass. This combined project will avoid over filling 1800 N when it's undersized.	I-15; 1800 North Interchange	Davis	STIP	\$90,000,000	2024

## TIP 2021-2026 Public Comment List - draft

9	The biggest traffic problem on this 2000 W has been the section from 1300 N thru 5600s in Roy. The upgrade from 3 to a 5 lane has been needed for m as my years. Yet improvements on either end have only helped increase the traffic problems. Lights at 300N and 800N have allowed traffic to pile up at 2800n south beyond 1300 N.	SR-108; Corridor Preservation	Various	Scoping	\$667,000	2015
10	This should be one of the last projects to be worked in the area. There is not a need to upgrade this road since greater traffic issues are available on other roads	300 North; 2000 West to 3000 West	Davis	Funding	\$3,313,000	2026
11	Ok this. Next: extend Highland Drive from 9400 S (SR-209) to Sego Lily Dr. and draft a proposal to bridge over (or tunnel under) the Dimple Dell Regional Park.A major N-S artery is much needed, one, to relieve pressure on Wasatch Blvd.	Highland Drive Improvements	Salt Lake	Substantially Compl	\$6,321,000	2017
12	<p>I have previously been assured that once the engines on the trains was electric eliminating the thrust, and when a double rail line is installed, that it would be possible to have a front runner stop on 1800 North, Sunset,Utah. With the new growth west on 1800 North I believe it would take many cars off the road thus ensuring transportation services for the residents and elderly. ETA would also improve. I know UDOT would have to be involved.</p> <p>Concerning the over pass over the rail line I now see “under passes” being installed rather that over passes. I would propose that an underpass go now on 1800 North , Sunset, Utah to include a bike and pedestrian lane.</p> <p>Please consider this option.</p>	I-15; 1800 North Interchange	Davis	STIP	\$90,000,000	2024

## TIP 2021-2026 Public Comment List - draft

13	Currently, the situation in said area is MUCH worse than before you started construction. I am hopeful you are not leaving all the "merging" lanes as these have caused considerable traffic slowing in the area just as the "merge" lane from the 80s did before you fixed it.	I-15; SB 12300 South to SR-201	Salt Lake	Under Construction	\$203,109,000	2018
14	This is showing as forecasted for 2024, but it was just rebuilt in 2019.	1300 East/ Richmond; 2100 So. to City So. Boundary	Salt Lake	Scoping	\$4,976,000	2024
15	I'm happy to see this on the list, but it really needs to happen before 2024. The road is in really bad shape and will only get worse if it waits until 2024. The freeway buckling last year should cause concern. I'm really hoping this gets moved up. It seems like this stretch of road has been neglected for a long time.	I-15; Pages Lane to Lagoon	Davis	STIP	\$40,000,000	2024
16	Thank you for prioritizing this project. There are several places along this route that can really use safety improvements. Given the central position of this North/South route, it would be good to keep in mind East/West bike connector points along this route, and to plan for right of way as you do this project.	SR-71 (700 E/ 900 E); Van Winkle to 90th South	Salt Lake	Scoping	\$3,510,000	2022
17	Residents of Clinton as well as West Point and Roy can't wait another three years for this narrow, over-capacity, dangerous road to be widened. 1800 N and 2000 W already has double the number of accidents than surrounding neighborhoods along this street.	SR-108; 300 North to 1800 North	Davis	Scoping	\$60,000,000	2023
18	The destruction of the man-made Larapin Pond is unnecessary and the likelihood of the more important wetland designation to the west does not seem to be established by observation. Straightening this northern segment of the West Corridor would be shorter and less expensive presumably.	West Davis Corridor	Davis	Advertised	\$788,908,000	2020

## TIP 2021-2026 Public Comment List - draft

19	Mitigation of the splitting Sunset City in two should provide for extra amenities keeping the image of Sunset together as well as safe access for school children crossing to be dangerous 1800 North.	1800 No. (SR-37) 2000 W, to I-15 Enviro. Study	Davis	Scoping	\$2,376,000	0
20	Besides moving the end of the road at 1800 North further west, it could be adjusted so that the impact on 4325 West isn't as great by placing the end of the the middle and between of 4325 West and the private driveway without having to take and spend taxpayer money on a resident home in the process.	West Davis Corridor	Davis	Advertised	\$788,908,000	2020
21	As density is increased along this route, care should be taken to provide preservation of historic properties. In particular, there are many homes along 25th St that should be preserved.	Ogden-WSU Bus Rapid Transit (BRT) - Construction	Weber	STIP	\$79,536,000	2024
22	The pedestrian bridge is sorely needed at this location. The high school students have become desensitized to the danger of the trains and do not wait for stopped trains. I have seen students jump stopped trains many times over the last few years. A bridge over the tracks will help provide a safe route at a location that consistently has stopped trains for 10-20 minutes multiple times throughout the day.	300 North Pedestrian/ Bicyclist Safety Overpass	Salt Lake	Scoping	\$5,092,000	2021
23	With the current bus service much under utilized, what was the justification for a bus system able to provide a transportation rate of 240 per hour? We're other forms of transportation considered? What is the current number of passengers per day? Will this project be paid for with tax money?	Ogden-WSU Bus Rapid Transit (BRT) - Construction	Weber	STIP	\$79,536,000	2024
24	Study ways to connect Pioneer Road to Wall / US-89 to reduce the load on 12th Street and 2700 N from I-15.	Larsen Lane; N. Harrisville Rd to Washington Blvd	Weber	Under Construction	\$3,794,000	2014
25	This will be a welcome traffic help. Existing roads (like 1100 W and 1325 W) were designed by housing developers and did not give the needed arteries to the city.	Skyline Drive; 1100 W to 4300 N (Pleasant View)	Weber	STIP	\$32,338,000	2023

## TIP 2021-2026 Public Comment List - draft

26	Connect all the way to Gentile.	500 West Phase II; 2010 South to 2800 South	Davis	STIP	\$3,991,000	2025
27	Design to allow for double tracking of FrontRunner.	Porter Rockwell (Bridge)	Salt Lake	Advertised	\$67,096,000	2021
28	Where can details of proposed bus route be obtained? Why must Harrison Blvd be widened for the buses? Can't Weber students walk to Harrison Blvd for the bus service? What is the projected yearly cost for bus replacement and service? Proposed bus service on 25th Street is in a low population density area, Why? Will the bus route use Weber Dee parking for travel?	Ogden-WSU Bus Rapid Transit (BRT) - Construction	Weber	STIP	\$79,536,000	2024
29	This is a big waste of taxpayers money. What is wrong with the current bus route? Norm Tarbox at WSU just wants UTA to pay for transportation between the main campus and the Dee Event Center.	Ogden-WSU Bus Rapid Transit (BRT) - Construction	Weber	STIP	\$79,536,000	2024
30	Ogden Canyon has always needed a bike/pedestrian pathway to connect the City of Ogden to Ogden Valley. This should be a high priority and ought to be reflected in current and long-range planning.	SR-39; Ogden to Pineview Reservoir Bridge Rehab	Weber	Under Construction	\$5,580,000	2019
31	This widening should continue further north to at least the city/county boundary, yet a better logical termini would be to 5600 S in Roy. Stopping at 1800 N (SR 37) will be a vehicle congestion mistake right in the middle of the busiest intersection along this northern leg of SR 108.	SR-108; 300 North to 1800 North	Davis	Scoping	\$60,000,000	2023

## TIP 2021-2026 Public Comment List - draft

32	<p>With the study presented to the public and the study approval expected in the fall, it is important to understand that the study may have not included a full accounting of the 2500 plus employees scheduled to arrive at the Roy Innovation Center located directly east of the 5600 South / I-15 Interchange. The design proposal of the I-15 / SR-97 study is not the issue, but rather the timing of when the project completion will be needed. By 2024 the center should be fully staffed with a good chance all of the 1 million plus square feet of the office / lab space will be completed. Pushing back the start date of this project beyond 2025 / 2026 will be a major traffic challenge for Roy City, Hill AFB, the Roy Innovation Center and the Air Force Museum. Northrup Grumman who will be occupying this center for the next 30 plus years, will face traffic delays. Consideration should be given to identify this project in the 2021 -2026 TIF package.</p>	I-15; SR-97 (5600 South) Environmental Study	Weber	Active	\$3,000,000	2018
33	<p>This small, yet important east/west corridor improvement is appreciated, but insufficient. We need an E/W project that is significant and extends from I-15 to the Mountain View Corridor (at least Bangerter Highway). I also don't understand the importance of the green E/W project (126th south?) that is in such close proximity to Bangerter Highway on the south end. Overall, there are many N/S projects, and not enough E/W projects in the 7800 - 11400 South area.</p>	SR-209 (9000 S); Redwood Rd. to 700 West	Salt Lake	Scoping	\$5,000,000	2021
34	<p>Please consider upgrading the Beck street "bike lane" All the way from here to Wall Street in SLC. DCFS would be all over me if I allowed my kids to ride this "bike lane".</p>	Beck Street Protected Bicycle Facility Design	Salt Lake	Scoping	\$55,000	2018

## TIP 2021-2026 Public Comment List - draft

35	<p>Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.</p> <p>According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Express for commuters and recreationalists, Frequent and Free.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
36	<p>A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottlenecks at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South. Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
37	<p>According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent &amp; Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022

## TIP 2021-2026 Public Comment List - draft

38	According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.	ROW desc. for Big and Little Cottonwood Canyons	Salt Lake	Active	\$100,000	2017
39	Please don't widen the road. This will not solve the problem of limited parking and or too many people in there he canyon	ROW desc. for Big and Little Cottonwood Canyons	Salt Lake	Active	\$100,000	2017
40	According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
41	I strongly encourage WFRC to prioritize funding for transit options that get people out of their cars, and I oppose any funding for adding more lanes to Wasatch Blvd south of Bengal Blvd through Cottonwood Heights. As a regular user of this corridor for my work commute as well as recreation, I would gladly sit in traffic for the next several years if it meant that my tax dollars were going toward a mass transit system that could efficiently get me to work and up and down the canyons. As the Wasatch Front grows, we need to fund and develop more mass transit. We do NOT need more lanes of cars.	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022



## TIP 2021-2026 Public Comment List - draft

42	<p>“According to WFRC’s 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent &amp; Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.”</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
43	<p>I strongly encourage WFRC to prioritize funding for transit options that get people out of their cars, and I oppose any funding for adding more lanes to Wasatch Blvd south of Bengal Blvd through Cottonwood Heights. As a regular user of this corridor for my work commute as well as recreation, I would gladly sit in traffic for the next several years if it meant that my tax dollars were going toward a mass transit system that could efficiently get me to work and up and down the canyons. As the Wasatch Front grows, we need to fund and develop more mass transit. We do NOT need more lanes of cars.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022

## TIP 2021-2026 Public Comment List - draft

44	<p>A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottlenecking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South.”</p> <p>“Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.” “According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
45	<p>There is no reason to expand Wasatch Blvd or Little Cottonwood Canyon Road. Wasatch is the gateway to the canyons and should be treated as such. Creating better ambiance, safety and mass transportation on Wasatch Blvd and in LCC should be a priority. We should make it a better place with less traffic, noise and a safe corridor for recreation it's. Preserve it for this generation and future generations.</p>	ROW desc. for Big and Little Cottonwood Canyons	Salt Lake	Active	\$100,000	2017
46	<p>Please reconsider widening wasatch Blvd as it would cause a bottleneck effect and create a muli-lane parking lot. Please utilize the buses and public transit already in place. The canyons are dead ends. There is no place for people to go, there must be a capacity limit. Encourage people to ride the bus. There is very limited parking up there as well.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022

## TIP 2021-2026 Public Comment List - draft

47	For little cottonwood canyon and Wasatch Blvd, I would recommend reducing traffic on the road by pushing public transit and HOV only usage at peak travel times. Widening the road will not solve traffic issues and only make them worse. More rapid bus transit on this part of the road would really help reduce traffic and make getting up and down the canyon (and Wasatch Blvd) easier. The most this road could take in expansion is a "bus only" lane.	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
48	The options offered by WFRC include the expansion and reconstruction of Wasatch Blvd. only between Big and Little Cottonwood Canyons. How then are the roads in the Canyons themselves? I do not see a single proposal to expand them. In fact, we get at the beginning of Canyons "bottlenecks", where multi-lane roads run into single-lane. I live in this area for 25 years, and we only have problems for the last 3-4 years and mainly during the weekend of the ski season (this is about 20-25 days a year). And these problems arise not because of the road to Wasatch Blvd, but because of cars with Wasatch Blvd. cannot enter Canyons in the same way that problems arise in the Canyons themselves. Check out the lines at the entrance to Big Little Cottonwood Canyon on the weekend of the ski season! These lines start back on I215, although from Interstate 215 to Big Little Cottonwood Canyon we have a 4-lane road (2 lanes in each direction)	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
49	I think the WFRC should develop and propose alternatives to the Wasatch Blvd extension. And I believe that these options should be primarily based on green technologies. For example, as the main option, take the bus delivery of skiers to resorts and these buses must be powered by liquefied gas or electricity. And during the ski season at Canyons, only electric or hybrid cars are allowed.	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022

## TIP 2021-2026 Public Comment List - draft

50	<p>Creating a wider road at Wasatch Blvd through C.H. that's car dependent will create induced demand further polluting and fracturing the C.H. community, and create exponential bottlenecking/ parking lot conditions at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South.</p> <p>As a resident within the Top of the World neighborhood, we see and face the impact of the bottlenecking at the base of SR-210 as is during ski season when it's closed. Creating more lanes will further exacerbate the problem and make it impossible for residents to utilize Wasatch Boulevard to get home, to work/school etc.</p> <p>The focus needs to be on efficient, consistent transit &amp; a dedicated bus lane for canyon access, along with sufficient parking for said transit users. This would reduce pollution, traffic and environmental impact and contribute to the ideal that Utah is focused on "green initiatives".</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
52	Alternative strategies to expanding roadways need to be investigated, such as trains. Do not ruin the nature that is drawing tourists to our community.	ROW desc. for Big and Little Cottonwood Canyons	Salt Lake	Active	\$100,000	2017
54	Nature and the surrounding beauty allow for tourists and the like to enjoy our community. By expanding a roadway, we would bring increased pollution, trash and congestion rather than solving a problem. This essentially just kicks the problem down the line a couple years as opposed to providing an actual solution. It is time for our leaders to think creatively regarding our issues and become frontrunners for other communities experiencing similar issues. Alternative strategies such as buses, trains, electric vehicles, gondolas etc need to be introduced as an eco-friendly solution.	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022

## TIP 2021-2026 Public Comment List - draft

55	We were under the understanding that this project only extended as far north as Pacific Avenue. Is this a mapping error or has the project been expanded further north for funding?	Main St Sidewalk; I-15 to Pacific Avenue	Davis	Funding	\$366,000	2026
56	Why is this still showing on the map if it was done in 2015/2016?	1100 North Street: Redwood Road to 110 East	Davis	Closed	\$2,372,000	2012
57	The building of the Mountain View corridor will create more auto dominated sprawl, additional air pollution, and a reduction in farmland and open space. These utilities will serve increase auto oriented development - making some developers and real estate owners rich, but burdening current Wasatch Front residents with more air pollution, more congestion and more cost to citizens to maintain and construct. Covid quarantine has shown that a large segment of the population can work from home and additional freeway infrastructure is not needed. Pedestrian, cycling and mass transit infrastructure should be provided in existing residential communities first.	MVC; Utilities Transmission Location	Various	Active	\$82,405,000	2021
58	<p>The building of the Mountain View corridor will create more auto dominated sprawl, additional air pollution, and a reduction in farmland and open space. These utilities will serve increase auto oriented development - making some developers and real estate owners rich, but burdening current Wasatch Front residents with more air pollution, more congestion and more cost to citizens to maintain and construct. Covid quarantine has shown that a large segment of the population can work from home and additional freeway infrastructure is not needed. Improved Pedestrian environments, Cycling, and mass transit should be constructed and improved in existing transit corridors such as State Street.</p> <p>No billboards should be allowed along this corridor since they distract from the spiritual and scenic beauty of the mountains and are a safety hazard to distract drivers.</p>	MVC; Salt Lake County PM	Salt Lake	Active	\$444,676,000	2021

## TIP 2021-2026 Public Comment List - draft

59	<p>Put a Trax line down 700 East in Salt Lake County where you can easily connect to the largest employers in the state - the University of Utah and the Central Business District. Zoning along the corridor should be adjusted to form based zoning and should allow for increased residential densities - "missing middle" type housing should be encouraged. Pedestrian and cycling amenities should be improved and street trees added to provide shade for active transportation users.</p> <p>700 East is currently auto dominated, high speed and a danger to pedestrians and cyclist who try to cross it. Consider a multi-way boulevard to spur positive residential growth along the corridor. More pedestrian crossings are needed. Creeks with paths should be daylighted and constructed where possible in areas near the corridor so active transportation users can access their communities and reduce daily auto trips and miles.</p>	TSP/ Preemption for Transit, Freight, & Snow Plows	Salt Lake	Funding	\$690,000	2026
60	<p>The solution for the traffic on Wasatch Blvd and in Big and Little Cottonwood Canyons is not to build more roads or widen existing roads. That only encourages more cars on the road. We need fewer cars, not more. Increased bus service is the answer. Find a financial way to encourage, perhaps force people to use the bus, and increase the bus service exponentially. Getting more cars OFF the road will be better for the environment and the aesthetics of the beautiful Cottonwood Canyons. Unfortunately, the Ikon pass has brought more visitors to the Cottonwood Canyons. That horse is already out of the barn. Don't make the problem worse by adding more cars to the equation. Vastly increasing bus service is the answer. And by the way, adding a gondola only adds a new bottleneck point.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
61	<p>I hope this project includes adding sidewalks to the street for pedestrian safety.</p>	Main Street (SR-106); Park Lane to Shepard Lane	Davis	STIP	\$1,986,000	2024

## TIP 2021-2026 Public Comment List - draft

62	<p>We have lived above the intersection of Big Cottonwood Rd and Wasatch for over 25 years. I have a daily view of traffic year round. Traffic is not a problem for most of the year. It flows at or above speed limits regularly. The winter snow season is when there is congestion on fresh snow days and during avalanch prevention. The ski parking lot at the base of the canyon is full by 8 daily. This tells me that the ski bus is being used and even more people would use it if there were more places to park. People also do ride share from this lot.</p> <p>We have noticed that when roads have been widened in other areas it promotes more traffic and makes the problem worse not better. There is no way to enlarge the canyons or the canyon roads. Controlling the numbers of people using the roads or how they use them is imperative if you want to preserve quality of life and nature in this area.</p> <p>Therefore we only support a plan to increase bus usage and NOT a road widening plan.</p>	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022
63	This project will continue north into Freeport Center to C Street.	500 West; 2000 S. to D St., Extension, Clearfield	Davis	Scoping	\$6,748,000	2022
64	It was not intended to reconstruct this road only widen the asphalt; install curb, gutter, and sidewalk; install drainage facilities.	Main Street (SR-106); Park Lane to Shepard Lane	Davis	STIP	\$1,986,000	2024
65	It was not intended to reconstruct this road only widen the asphalt; install curb, gutter, and sidewalk; install drainage facilities.	Main Street (SR-106); Park Lane to Shepard Lane	Davis	STIP	\$2,287,000	2025
66	Project remains underway, nearly all utility work is complete and crews will focus on road restoration until complete.	20th St.; Washington to Monroe Reconstruction	Weber	Scoping	\$2,666,000	2022
67	There is a development planned on the north side of 7800 South, west of MVC. Walking students will need to cross 7800 South to access Fox Hollow ES. Please take pedestrian crossings at 6200 West and 6400 West into account when designing this facility.	7800 S. Widening	Salt Lake	Scoping	\$5,559,000	2022
68	this is an important location to accommodate cyclists. It connects to Mountain View Corridor and to the Utah Salt Lake Canal trail.	4100 South; Bangerter Highway to 5460 West	Salt Lake	Under Construction	\$26,118,000	2022

## TIP 2021-2026 Public Comment List - draft

69	Please put in a bikeway along this section of 1300 East. With the volume of cars on this section, a raised bikeway at the same height of the sidewalk would be recommended. At the very least a protected bikeway. There are no shoulders in this area, so it makes it hard bike on with a higher volume of cars. I will do it early in the morning to connect with the new bike lanes north of 2100. Also, please consider a planted median if you are going to keep it, it would help with traffic calming.	1300 East/ Richmond; 2100 So. to City So. Boundary	Salt Lake	Scoping	\$4,976,000	2024
70	Please put in a bikeway along this section of 1300 East. With the volume of cars on this section, a raised bikeway at the same height of the sidewalk would be recommended. At the very least a protected bikeway. There are no shoulders in this area, so it makes it hard bike on with a higher volume of cars. I will do it early in the morning to connect with the new bike lanes north of 2100. Also, please consider a planted median if you are going to keep it, it would help with traffic calming.	1300 East; 2100 S to Highland Dr, Reconstruct, SLC	Salt Lake	Scoping	\$3,901,000	2023
71	I am excited to see that the reconstruction of 900 East is extending south. Do not miss the opportunity to put in curb bulbs in locations where the sidewalk is not right up against the curb. It really was a unfortunate that the northern section doesn't have any. If there must be on street parking, make sure there is enough width to accommodate the width of a vehicle. There are many times the cars are parked into the bike lane when they are less than 1' from the curb. Also, this is mainly a residential street and people put their trash cans into the street which usually means they put them in the bike lane. This negates the whole reason for a bike lane and forces people riding bikes into the vehicle lane. This is dangerous and is very unpleasant to have people driving cars either yelling/honking or trying to "teach you a lesson" by driving too close. These things can be mitigated by providing a concrete pad in the park strip for the trash cans to wait on and PI outreach and education.	900 East; 3900 S to 4500 S, Safety/ Recon, Millcreek	Salt Lake	Scoping	\$4,359,000	2023
72	Please put in noise walls when you expand the road. I understand that auxiliary lanes do not normally qualify for evaluation, but it is insanely loud along Parley's Trail. It is unhealthy and any widening will put all of that noise and uncomfortableness even closer to the trail. Even better, consider putting a lid on I-80 at the Sugarhouse Park location and expand the park!!!	I-80/ I-215 East Interchange Study	Salt Lake	Scoping	\$4,686,000	2020



## TIP 2021-2026 Public Comment List - draft

73	Protected bikeways!	1300 West; 6600 South to 9400 South	Salt Lake	Scoping	\$15,551,000	2021
74	Please add bikeways.	Highland Dr. Corridor Feasibility Study	Salt Lake	Scoping	\$184,000	2022
75	Stop the expansion of Wasatch Boulevard and the canyon roadways as well as further expansion and land development at the entrances to and up the canyons. Salt Lake area residents and tourists travel up the canyons to get away from the busy high density life of the city, not be immersed in more traffic and developed land. Preserve this incredible resource that is the cornerstone of Salt Lake living and tourism. Find alternative means to transport visitors up the canyons. Those means must not be the creation of massive parking lots at the entrances to the canyons, but more creative means of getting people from population and transportation centers in the valley up the canyons. Additionally, the entrances to both canyons need to be protected from further significant high density development. High density development including high rise buildings will be a blight on the landscape and further degrade the quality of life for all existing residents and the tourism experience.	ROW desc. for Big and Little Cottonwood Canyons	Salt Lake	Active	\$100,000	2017
76	Stop the expansion of Wasatch Boulevard and the canyon roadways as well as further expansion and land development at the entrances to and up the canyons. Salt Lake area residents and tourists travel up the canyons to get away from the busy high density life of the city, not be immersed in more traffic and developed land. Preserve this incredible resource that is the cornerstone of Salt Lake living and tourism. Find alternative means to transport visitors up the canyons. Those means must not be the creation of massive parking lots at the entrances to the canyons, but more creative means of getting people from population and transportation centers in the valley up the canyons. Additionally, the entrances to both canyons need to be protected from further significant high density development. High density development including high rise buildings will be a blight on the landscape and further degrade the quality of life for all existing residents and the tourism experience.	Little Cottonwood Canyon (EIS)	Salt Lake	Scoping	\$8,481,000	2022

## TIP 2021-2026 Public Comment List - draft

Interactive Map Comments - General Form Comments	
ID	Comment
1	Please consider a bike path adjacent to the Midvalley Highway similar to that near the Legacy Highway.
2	I propose we skip improvements for 1 year and invest solely in free/quent development in public transit. Make this so absurdly easy to use and time efficient for commuters that most people have no choice, but to you use it. If we really want to improve the Wasatch front, then we should focus on air quality and reductions in vehicle usage. I hope this receives consideration. Thanks.
3	While not a construction project, allow for funding flexibility to buy available land that will help the FrontRunner double tracking if it becomes available before construction. Any projects that are near or intersect the FrontRunner line should allow for double tracking once construction starts.
4	<p>I am not familiar enough with the specific projects to provide specific comments but am very supportive of projects that increase access to public transportation and provide walking and bicycling space/routes.</p> <p>I would like to provide a specific comment on HWY 89, if it's applicable. Hwy 89 through Logan Canyon has become extremely congested and there are many accidents every year because of excessive speed. May commercial trucks use this route, although there are other viable routes in existence. I would suggest that banning commercial vehicles over a specific size range or length be implemented. These vehicles often go slow on inclines and cause other vehicles to try to execute dangerous passes in increasingly heavy traffic. Perhaps this is not relevant to the current survey but I thought I'd mention it!</p>
5	Where can I find the executive summary for the \$35M?
6	What about Utah County plans for 2021-2026? Is there some other entity that runs long-range planning for Utah County?
7	Do NOT widen Wasatch Blvd
8	<p>"A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottlenecks at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South."</p> <p>"Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base."</p> <p>"According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent &amp; Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency."</p>

## TIP 2021-2026 Public Comment List - draft

9	A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the Cottonwood Heights community, and create bottlenecking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South. Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base. According to WFRC's 2050 RTP, the monetary investment planned for Wasatch Front mobility for the next 30 years allocates 75% to new and larger roads and only 25% to alternative transportation modes. A reprioritization is needed in the short term 2021-26 TIP, as well as long term planning. Salt Lake residents are asking for RESHAPING and CHANGE, to reverse that investment. We need transit that is Frequent & Free, and for commuters and recreationalists a regionalized Express point to point bus service that offers ease and efficiency.
10	We don't need anymore automobiles on Wasatch Blvd!!! I am a senior citizen without an auto! I have to depend on public transportation or friends and relatives to go anywhere. I live close enough to the Blvd to get all the exhaust flumes that I care about. We need more and better public transportation here in Cottonwood Heights, especially during ski season! If the ski industry is so important, then come up with a better solution than more congestion and pollutions caused by autos. Please!
11	Utah must improve it's public transportation system in residential areas. With Wasatch Blvd serving as a gateway to Big and Little Cottonwood Canyons as well as a major area used by cyclists, neighborhood children, and hikers, a high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.  We MUST improve in public transportation by considering electric rail lines and a superior bussing system.
12	My wife and I moved to Cottonwood Heights east of Wasatch from New York 9 years ago. We were taken by the proximity to the mountains and the quiet charm of our neighborhood. The lady thing we want is a multi-lane road destroying that. Please keep Wasatch untouched. If this is about Canton access the answer is public transportation not more cars on the road
13	Wasatch Blvd stretch through Cottonwood Heights is the gateway to Big and Little Cottonwood Canyons, utilized by cyclists, neighborhood children, hikers getting to trail heads, etc. A high-speed arterial will diminish appeal of the area for year-round recreationalists including the skiing visitors who contribute hugely to Utah's tax revenue base.
15	Please do not expand Wasatch. The expansion will not do any good because everything funnels into a two lane highway. Instead focus on improving mass transit.
16	Hi there, I wanted to comment and express my concerns for the potential changes along Wasatch Blvd. and at the mouth of LCC. I live right off Wasatch around 8800 South and the road is already a problem for our neighborhood. We have a hard time getting out of our street due to traffic (especially during ski season), we cannot get to school or the park safely without driving because of the speeding traffic and lack of pedestrian options. We notice a lot of noise and air pollution (have a sensor) because of the already-busy road. Because of all this, I ask that instead of widening the road, you consider the home owners that live along this stretch. Please use different options to help aid with public transit, keep the road as is, consider options to help us travel by foot or bike with our children along Wasatch, and lower the speed limit. Thank you for your consideration.
18	I'm living near the Wasatch Blvd in Cottonwood Heights and I'm strongly against the widening of the Wasatch Blvd. A car-centric lane expansion for Wasatch Blvd through Cottonwood Heights will create induced demand further polluting and fracturing the our Cottonwood Heights community, and create bottlenecking at the High-T intersection on its southerly transition where skiers/canyon recreationalists meet two-lane SR 210 AND where commuters meet two-lane Wasatch Blvd to 9800 South.

## TIP 2021-2026 Public Comment List - draft

19	Should the Orchard Drive sidewalk WFRC TAP project be shown on this map? It was completed in 2019.
20	<p>I am shocked and dismayed that hundreds of millions of dollars are being spent on new freeways and freeway widening at the periphery like the Mountain View Corridor and West Davis Corridor and others and our existing corridors such as State Street are not being improved dramatically. Freeway expansion and new freeways in open space and farm areas heavily favor white and higher income communities and will encourage development further away from disadvantaged groups and burden them with long commutes that are only accessible by car. This shows hurtful racism (even if no animus is intended) since areas like the State Street corridor is a community heavily populated by minority and disadvantaged groups. State Street should be improved to allow for more residential and jobs for lower and middle income families to have greater access to jobs without cars. Re-make State Street into a beautiful multi-way boulevard. UDOT needs to allow a reduction in lanes on State Street so the street can be slower speed, less dangerous for a pedestrian to cross, more beautiful with shade trees, and more pedestrian friendly. In some areas such as in Murray and South Salt Lake it is extremely dangerous to cross. Then it will redevelop with more family friendly residential and other uses. The State can buy up land along State Street and have it redeveloped within its role of providing safe and sustainable transportation corridors. Form based zoning should be encouraged by all municipalities along the State Street corridor to improve the amount and variety of housing types available. The state government needs to be a partner in good growth, not a promoter of more sprawl to build economic and social equity, and to improve the quality of our existing communities. Every freeway widening and additional mile means more square miles of sprawl. Funding should focus on the redevelopment of the State Street corridor. Jump start it with something cool - like a big monument that is on axis with the State capital (think Arc de Triomphe). If we want healthier, wealthier families and more time for families to be together - we must coordinate land use and transportation in more compact walkable communities. The State legislature can help stop the bulldozing of our open space and farms. They can stop funding bigger freeways and road widening and fund transit and active transportation and limit cities that sprawl. 34% of trips in Sweden are walk/bike and they're healthier, happier, and wealthier for it. We need State funding to retrofit vast auto-dominated communities. Preserve existing farms and open space. Farm preservation, urban stream daylighting and more nature corridors can make the region more beautiful for future generations. Put a Trax line down 700 East in Salt Lake County where you can easily connect to the largest employers in the state - the University of Utah and the Central Business District. Zoning along the corridor should be adjusted to form-based zoning and should allow for increased residential densities - "missing middle" type housing should be encouraged. Pedestrian and cycling amenities should be improved and street trees added to provide shade for active transportation users. We need good leadership.</p> <p>Smartest to "dumbest"</p> <ol style="list-style-type: none"> <li>1. Urban revitalization</li> <li>2. Urban infill</li> <li>3. Urban extension</li> <li>4. Suburban retrofit</li> <li>5. Suburban extension</li> <li>6. New neighborhoods on existing infrastructure</li> <li>7. New neighborhoods requiring new infrastructure</li> <li>8. New neighborhoods in environmentally sensitive areas</li> </ol> <p>Despite the Covid-19 challenges, housing cost can be addressed through reduction in vehicle miles travelled so families can put less income towards transportation. Housing costs have jumped 67% in the last seven years. Since Covid has proven many can work effectively from home, shift legislative funding away from expensive new and expanded highways that were being designed for peak demand and focus on growing housing units and employment centers in Smart Growth areas listed above. One of the best ways to improve air quality is to reduce vehicle miles traveled with low tech solutions - walking and biking. Utahns logged over 10 billion miles in their cars last year. Quarantine has spurred a tremendous growth in cycling and walking. Active transportation should see parity in funding. Daylight City Creek and other creeks and canals in the valley and add trails and sidewalks to make active transportation more accessible to more people.</p>

**DATE:** August 19, 2020  
**AGENDA ITEM:** 4d  
**SUBJECT:** **ACTION:** Self-Certification of Planning Process  
**PREPARED BY:** Wayne Bennion

**BACKGROUND:**

Each year when Trans Com and the Regional Council approve the Transportation Improvement Program, WFRM and UDOT also need to certify that the transportation planning process meets all federal planning requirements. The WFRM, 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 reviewed this self-certification at their meeting on August 20, and along with the WFRM staff, recommends that "the Regional Council approve the resolution certifying the transportation planning process."

**CONTACT PERSON:**

Wayne Bennion (801) 363-4230 x 1112, [wbennion@wfrm.org](mailto:wbennion@wfrm.org)

**EXHIBITS:**

Joint resolution certifying the transportation planning process

**RESOLUTION**  
**Urban Transportation Planning Process Certification – 2020**

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

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
ATTEST

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

This page intentionally left blank.

*Urban Transportation Planning Process Certification – 2020*

CERTIFICATION DETERMINATION for the  
SALT LAKE-WEST VALLEY and the OGDEN-LAYTON URBANIZED AREAS  
TRANSPORTATION PLANNING PROCESS  
August 2020

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 Executive Director 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 Coordinator.

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



## *Urban Transportation Planning Process Certification – 2020*

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 (DAQ). 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, 2020, 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 after internal and external review, have been incorporated into the travel demand model, and

## *Urban Transportation Planning Process Certification – 2020*

were released publicly on WFRC's open data website beginning in May 2019. 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 subscriptions to 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. Route, stop and ridership data is publicly available on UTA's open data website as of August 2019.

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 statutorily-defined authority for demographic estimates and county-level projections in Utah. These revised forecasts were used as a foundation 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 and GIS-related web applications allow for commenting on individual projects shown on maps displayed in a browser.

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. These same agencies jointly employ an Interagency Modeling position to ensure consistency and coordination across agencies.

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, distribution, mode choice, and highway assignment 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. WFRC and its partners are planning to conduct a new household travel survey in 2022 or 2023.

UTA conducts an On-Board Survey of transit ridership origin and destination data every five years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2019-20.

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
- Traffic analysis zone structure refinement, with the inclusion of hundreds of additional zones
- Updated 2015 base-year data layers (model was calibrated to 2015 conditions and validated to 2015 observed data, including volumes and transit boardings)
- Validated modeled speeds to 2019 conditions
- Trip generation, distribution, mode choice, and assignment model recalibration
- Refinement of the user interface
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Recalibrated high occupancy and tolling lane functionality
- 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 land conditions and policy assumptions, household and workplace estimates and projections and transportation improvements. This model is now in an open source code web-based repository and 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 Traffic 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 beginning with the 2019 TIP project scoring process.

c. Elements -

(1) Regional Vision - 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 an integrated land use and transportation Vision map and a series of Growth Principles known as Wasatch Choices 2040. In 2007 and 2011, Wasatch Choices 2040 was refined. This Vision 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 Choices 2040 Vision also helped 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 were connected with a robust transportation system, especially transit, allowing for growth to be absorbed in higher density areas where it made 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.

After adoption of the 2015-2040 RTP, WFRC worked to develop a new, from scratch, vision that included the 2019-2050 RTP as an element, together with the 2019-2025 Comprehensive Economic Development Strategy (CEDS). This Vision is now called Wasatch Choice Regional Vision and was developed by working with local governments, asking them for their long-term vision considering both regional infrastructure needs and impacts and regional quality of life performance. The Wasatch Choice Regional Vision is based on a broad, grassroots engagement with local stakeholders that assessed their desired outcomes, explored ideas for growth and transportation in scenarios, and assessed how those scenarios achieved desired outcomes.

The Wasatch Choice Regional Vision underpins the 2019 - 2050 RTP, as well as the 2019-2025 CEDS. First, WFRC adopted integrated regional goals – that are goals for the region including the RTP and the CEDS. These goals, in turn were the basis for performance measures that helped WFRC make decisions at each point of the RTP process. (See also section (9)). Second, the RTP is 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.

WFRC, MAG, and many other partners including UDOT, UTA, Envision Utah, the University of Utah, and Salt Lake County completed a HUD-supported Sustainable Communities Initiative in 2014. The Sustainable Communities Initiative for the WFRC/MAG region focused on implementing the Wasatch Choice for 2040 vision. This three-year process 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 has helped to support other activities including the Transportation and Land Use Connection Program -- an effort by WFRC to support local governments in implementing the Wasatch Choice Regional Vision.

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 that in turn reduce demands on the roadway system and increase utilization of the transit and active transportation system. The 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. Over the seven years of the program, over ninety projects have been funded.

(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 Memorandum.

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 conformity analysis for the 2019 - 2050 RTP addressing carbon monoxide (CO), particulate matter (PM<sub>10</sub>, and PM<sub>2.5</sub>), and ozone is contained in Air Quality Memorandum 39. The conformity analysis for the 2021-2026 TIP is documented in Memorandum 39b. Each memorandum received a public review and comment period. Air Quality Memorandum 39 was approved by the Wasatch Front Regional Council in May 2019, and subsequently received concurrence from FHWA and FTA.

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

The WFRC and UDOT worked closely with the State Division of Air Quality (DAQ) in updating and revising the PM<sub>10</sub> and PM<sub>2.5</sub> State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. They are also working closely with the DAQ in developing the Ozone State Implementation Plan.

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 PM<sub>10</sub>, PM<sub>2.5</sub> and ozone SIP development process. The Interagency Consultation Team met three times during FY 2020.

WFRC staff reports regularly to the Regional Council and its subcommittees regarding air quality trends and issues.

(3) Energy - Energy-related impacts were evaluated for the 2019 - 2050 Regional Transportation Plan in 2019. 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, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on 5400 South, variable message signs, ramp metering, park and ride 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 Urban Surface Transportation Program project orientation meeting.

(4) Public Involvement - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, and updated in 1997, 2006, 2014, and 2019. 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 2019-2050 Regional Transportation Plan (RTP) in February and March, 2019, prior to its adoption in May, 2019. A similar comment period was held for the Draft 2021-2026 Transportation Improvement Program (TIP) from June 27 through August 8, 2020. 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.

### **Partner Events, Conferences, and Conventions**

In partnership with numerous agencies, cities, and counties, WFRC coordinated and hosted the second annual Golden Spoke Bicycle Ride. The Golden Spoke is over 100 miles of safe, separated, and connected multi-use trails.

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), Bike Utah, and UDOT conferences and conventions. The Wasatch Choice Regional Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were on display at the various conferences and conventions.

### **Presentations to Stakeholder Groups**

In developing the Wasatch Choice Regional Vision and 2019-2050 RTP, 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 development process.

### **Online Engagement Tools**

WFRC staff continues to successfully leverage online engagement tools, such as public comment layers on an interactive map, to educate the public and solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft 2021-2026 TIP projects and created an online interactive map showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool.

Additionally, in an effort to refine the Wasatch Choice Regional Vision and successfully obtain stakeholder input, WFRC staff created an 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. More information can be found at <http://www.utahridelink.org/>.

(6) Environmental Justice - Census block group data were mapped and analyzed in 1982, 1994, 2000, 2003, 2005, 2012, and 2017 to identify locations with concentrations of minority households, low income families, persons with disabilities, seniors, and zero-car households. This data will be updated using information from the 2020 Census, American Community Survey, and other administrative records. An “Access to Opportunities” (ATO) analysis was performed on both target and non-target populations. ATO helps to measure how efficiently our



transportation system connects residents to activities and destinations. Broadly, ATO metrics quantify how well the current and future transportation system works with land use to help our economy thrive. More directly, increased accessibility can have significant impacts on community livability as well as individual socioeconomic mobility.

WFRC spatially displayed the ATO measure to identify areas across the Wasatch Front region that experience poor job accessibility. This measure was then overlapped with Vulnerable Communities (a dataset encompassing high concentrations of minority, low-income, and zero-car households), which identified areas with critical gaps in the existing transportation system. This analysis helped inform planning efforts in understanding and communicating how well these populations can access existing employment and educational opportunities. Transportation project ideas were then developed that would help improve access for these populations, and were prioritized within the 2019-2050 Regional Transportation Plan.

WFRC held two rounds of “Community Organization” outreach meetings to engage a number of organizations that represent target populations. These meetings helped to determine specific transportation needs, barriers to mobility, and any impacts that might be caused by specific roadway and transit projects. These organizations include but are not limited to the Utah Division of Indian Affairs, Utah Coalition de la Raza, El Periodico de Utah, the Disability Law Center, Utah Aging & Adult Services, the Davis County Association of Human Service Organizations, the Ogden Weber Community Action Partnership, Ogden Rescue Mission, United Way of Northern Utah, Breathe Utah, and Utahns for Better Transportation. Transportation concerns and issues that were noted by these groups were documented in the 2019 - 2050 RTP.

Work began toward the end of FY 2020 to re-evaluate the definition of Vulnerable Communities, outreach during the RTP and TIP, and equity more holistically in WFRC’s transportation planning.

(7) All Modes - The 2019-2050 Regional Transportation Plan (RTP) is the adopted multi-modal, long-range transportation plan for the Wasatch Front Region through the year 2050. All viable modes of transportation, for both people and freight movement, were examined and evaluated. Recommended roadway, transit, and active transportation projects needed between now and 2050 to meet travel demand were developed from a regional visioning exercise, a series of multi-modal transportation and land use scenarios, a complete modeling analysis, and a needs-based and financial phasing review. The 2019-2050 RTP includes new roadway capacity improvements, additions to the existing transit network, improved air and land freight movement, and increased bicycle and pedestrian facilities.

The 2019-2050 RTP promotes shared opportunities for multi-modal transportation development, including light rail, commuter rail, core bus service, bus rapid transit, streetcar, 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 City 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 priorities, the 2019-2050 RTP attempts to “collaboratively develop and implement the Wasatch Choice Regional Vision for transportation, land use, and economic development.” The 2019-2050 RTP was developed under the guidelines of the Fixing America’s Surface Transportation Act (FAST Act). As much as possible, FAST Act and its ten planning factors, such as “enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,” were incorporated into the 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 and UTA have each hired an Active Transportation Manager to better coordinate their active transportation planning efforts within their agencies and with local communities 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 community 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, transportation partners, stakeholders, and the general public during the RTP process and updated within the 2019-2050 RTP.

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 the Wasatch Choice Vision regional goals with input provided by transportation partners and local communities.

The following rail and freight planning documents were developed by the 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 has been prepared and accepted by the FHWA based on FAST Act requirements. The adoption of the Utah Freight Plan took place at the end of 2017.

In another effort to address all modes, 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.

UTA is now conducting a Point of the Mountain Transit Study to further evaluate how public transit investments may support and meet the needs of this growing area.

(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 Wasatch Choice Regional 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, adopted in February 2012, 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. Green Infrastructure elements were used to evaluate projects and phasing in the now adopted 2019-2050 Regional Transportation Plan with the understanding that additional environmental review will take place during project development (NEPA process).

(9) The FAST Act identifies ten planning factors that must be considered in the development of long-range plans and transportation improvement programs. The 2019-2050 RTP, adopted in May 2019, addresses all ten planning factors such as improving transportation system management, mobility, connectivity, safety, and security.

In addition to identifying planning factors to guide MPOs, MAP-21 and the FAST Act also provided a performance management framework for state DOTs, transit agencies, and MPOs to assess and monitor the performance of the transportation system. Outlined were seven national performance goals for the Federal-aid highway program and two national performance goals for transit agencies (as shown in the table below). Each DOT, transit agency, and MPO is required to

### *Urban Transportation Planning Process Certification – 2020*

coordinate together to set performance targets and report on progress toward meeting national goals and agency targets. The 2019-2050 RTP should help the DOT and transit agency make progress toward achieving performance targets. WFRC incorporated the national goals into the Wasatch Choice Regional Vision goals and rooted project selection and prioritization in improving the performance of the regional transportation system. The 2019-2050 RTP includes targets and reporting for each applicable performance measure.

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

(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 subsequent 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.

(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. In preparing the 2019-2050 RTP, WFRC staff, working closely with UDOT, UTA, and the other MPO's in the State reviewed existing revenue and project costs and made reasonable revenue and cost assumptions for a statewide financial model. The financial model takes into account the latest actions by Congress, the State Legislature, and local communities.

Working closely with UTA and MAG, WFRC has been coordinating to update 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 financial model to better meet the needs of the MPOs, including updating data sources, incorporating new revenue sources such as the state-allocated Transit Transportation Investment Fund (TTIF), setting up the model to account for lifecycle costs of the transit projects including annual operating costs and State of Good Repair expenses per project over the life of the plan, and creating a dashboard to provide a summary.

The 2020-2025 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 Safe Routes to School type projects and the Recreational Trails program. WFRC has also worked with its appropriate advisory committees to develop and implement a competitive process for programming the TAP funds sub-allocated to WFRC. The process was developed to program the TAP funds in the Salt Lake/ West Valley 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.

### 3. Products

a. Regional Transportation Plan - The Wasatch Front 2019-2050 Regional Transportation Plan (2019-2050 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 2050. A 31-year planning horizon was selected for the 2019-2050 RTP effort and covers the planning

period from the year 2019 to 2050. The planning policies and recommendations of the 2019-2050 RTP were prepared under the guidelines of the FAST Act. Developed in close cooperation with representatives from UDOT, UTA, MAG, and local communities, stakeholders, and the general public, the 2019-2050 RTP includes recommendations for road, transit, and active transportation improvements. As the 2019-2050 RTP was prepared, WFRC worked with its partners to develop performance measures that will facilitate better evaluation of the outcomes of the integrated land use and transportation networks per the FAST Act.

The planning process and recommendations are documented in the report entitled Wasatch Front Regional Council 2019-2050 RTP, and are based on the Wasatch Choice Regional Vision described earlier. The RTP 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 2019-2050 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 funded by 2050. 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 2019- 2050 RTP was divided into three separate phases: Phase 1 (2019-2030); Phase 2 (2031-2040); and Phase 3 (2041-2050).

b. Since 1997, short range transportation needs have been identified through the Congestion Management Process (CMP). An overview of the CMP is available at <https://wfrc.org/>. The WFRC staff evaluates projected volumes and speeds of the highway network. This evaluation is then combined with project improvement recommendations from members of the Regional Growth Committee's Technical Advisory Committees to make Transportation System Management (TSM) and Transportation Demand Management (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 highway and transit system performance report to be presented to Trans Com regularly. Measures used in the report are 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 helps policymakers understand transportation system needs.

c. Transportation Improvement Program (TIP) - The WFRC has been preparing Transportation Improvement Programs since 1975. In addition to identifying new projects,

## *Urban Transportation Planning Process Certification – 2020*

WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2021-2026 TIP at its August 2020 meeting and found the TIP to conform with the State Implementation Plan for Air Quality (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 is again preparing annual work programs. The Council approved the UPWP for fiscal year 2021 in May 2020. 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 federal transportation authorization bill – In December 2015 the FAST Act was signed as the new transportation bill with an expiration date of September 30, 2020. The WFRC adapted its transportation planning process to correspond with and address the requirements identified in the FAST Act.



**DATE:** August 27, 2020  
**AGENDA ITEM:** 5a  
**SUBJECT:** Wasatch Choice Regional Vision –  
Implementation and Planning Update  
**PREPARED BY:** Ted Knowlton

The RGC meeting on August 20<sup>th</sup> focused on the two key threads in WFRC's long-range planning efforts:

- 1) Supporting implementation of the [Wasatch Choice Regional Vision](#); and
- 2) Addressing uncertainties, like long-term community and transportation changes that might stem from COVID-19.

### **Supporting Implementation**

The Regional Council has been talking about the challenges that communities face in planning during a time of rapid growth. COVID-19 has of course added new challenges. Within the context of both rapid growth and COVID-19, the Wasatch Choice Partner organizations have been working to develop resources to assist in implementation of the Wasatch Choice Regional Vision. We will provide an update on those planned resources and the feedback received from RGC.

### **Addressing Uncertainties**

The pandemic is affecting communities in significant ways including how people live, work, play and travel. Utah and the U.S. are also facing other disruptions to communities.

Categories of disruptions WFRC is exploring:

- shifts in lifestyle stemming from COVID-19
- automation
- shared mobility
- e-living

AS WFRC begins development of the upcoming 2023-2050 Regional Transportation Plan (RTP), we will focus on 1) what modifications to the RTP might improve the resiliency and quality of projected outcomes in the face of these disruptions, and 2) what strategies local governments could explore to prepare for and make the most of these disruptions.

At the Regional Council meeting, we will outline this approach. We will also share the latest data regarding COVID-19 community development impacts.

### **RECOMMENDATION:**

This item is for information only.

### **CONTACT PERSON:**

Ted Knowlton, WFRC, 801-425-3534, [ted@wfr.org](mailto:ted@wfr.org)

**DATE:** August 13, 2020  
**AGENDA ITEM:** 6a  
**SUBJECT:** **ACTION:** Review of the Fraud Risk Assessment and approve updates to WFRF Accounting and Administrative policy  
**PREPARED BY:** Loveit Baumgardner

**BACKGROUND:**

New this year, WFRF – and all other Utah local governments with a fiscal year ending on June 30 – was required to conduct a Fraud Risk Assessment before June 30, 2020. We performed this self-assessment and emailed the results to the WFRF Council on June 30. At the August WFRF Budget Committee and Council meetings, we will review the results of that self-assessment and recommend one modification to our policies.

The Fraud Risk Assessment is a scored questionnaire generated by the Office of the Utah State Auditor designed to evaluate existing policies, procedures, and personnel and determine a risk level to the entity for potential fraud. The score an entity receives on the basis of this self-assessment does not mean that fraud actually does or does not exist within the organization. **Based on that assessment, overall WFRF is in the “low risk” category with a score of 335.** The Fraud Risk Assessment and the email that was provided previously to the Council is included with the meeting material.

One of the measures an entity can take to guard against potential fraud is the establishment of an Audit Committee. That committee provides oversight of the entity’s finances and accounting processes. The WFRF Budget Committee has traditionally filled this role for the Council. Staff regularly consults with and reports to the Budget Committee and relies on the Committee’s input. It is appropriate to clarify and codify that the Budget Committee also serves the function of overseeing the agency’s internal and external audit functions. Therefore, it is recommended that the Council’s Accounting and Administrative Policy be amended to further establish and define that role. Included here is a proposed revised policy.

**EXHIBITS:**

1. June 30 email to Council and Fraud Risk Assessment
2. Draft revised Accounting and Administrative Policy (redline version)

**RECOMMENDATION AND MOTION:**

The WFRF Budget Committee recommends and moves that the Council take action to amend the WFRF Accounting and Administrative Policy as presented.

**CONTACT INFORMATION:**

Loveit Baumgardner, (801) 913-1838, [loveit@wfrf.org](mailto:loveit@wfrf.org)  
Andrew Gruber, (801) 824-0055, [agruber@wfrf.org](mailto:agruber@wfrf.org)



OFFICE OF THE  
STATE AUDITOR

# Questionnaire

Revised March 2020

## Fraud Risk Assessment

### INSTRUCTIONS:

- Reference the *Fraud Risk Assessment Implementation Guide* to determine which of the following recommended measures have been implemented.
- Indicate successful implementation by marking "Yes" on each of the questions below.
- Total the points of the questions marked "Yes" and put on the "Total Points Earned" line below.
- Using the points earned, circle the risk level on the "Risk Level" line below.

Total Points Earned: 335 Risk Level: Very Low Low Moderate High Very High  
> 355 316-355 276-315 200-275 < 200

	Yes	Pts
1. Does the entity have adequate basic separation of duties or mitigating controls as outlined in the attached Basic Separation of Duties Questionnaire?	✓	200
2. Does the entity have written policies in the following areas:		
a. Conflict of interest?	✓	5
b. Procurement?	✓	5
c. Ethical behavior?	✓	5
d. Reporting fraud and abuse?	✓	5
e. Travel?	✓	5
f. Credit/Purchasing cards (where applicable)?	✓	5
g. Personal use of entity assets?	✓	5
h. IT and computer security?	✓	5
i. Cash receipting and deposits?	✓	5
3. Does the entity have a licensed or certified expert as part of its management team? (CPA, CGFM, CMA, CIA, CFE, CGAP, CPFO)	✓	20
a. Do any members of the management team have at least a bachelor's degree in accounting?	✓	10
4. Are employees and elected officials required to annually commit in writing to abide by a statement of ethical behavior?	✓	20
5. Have all of the board members completed the State Auditor online training at least once in the last four years?		20
6. Regardless of license or formal education, does at least one member of the management team receive at least 40 hours of formal training related to accounting, budgeting, or other financial areas each year?		20
7. Does the entity have or promote a fraud hotline?	✓	20
8. Does the entity have a formal internal audit function?		20
9. Does the entity have a formal audit committee?	✓	20

Certified By: Andrew Guber

Certified By: Loree H. Baumgardner

\* MC = Mitigating Control

# Basic Separation of Duties

See page 2 of this questionnaire for instructions and definitions.

	Yes	No	MC*	N/A
1. Does the entity have a board chair, clerk, and treasurer who are three separate people?	✓			
2. Are all the people who are able to receive cash or check payments different from all of the people who are able to make general ledger entries?	✓			
3. Are all the people who are able to collect cash or check payments different from all the people who are able to adjust customer accounts? If no customer accounts, check "N/A".	✓			
4. Are all the people who have access to blank checks different from those who are authorized signers?	✓			
5. Does someone other than the clerk and treasurer reconcile all bank accounts OR are original bank statements reviewed by a person other than the clerk to detect unauthorized disbursements?	✓			
6. Does someone other than the clerk review periodic reports of all general ledger accounts to identify unauthorized payments recorded in those accounts?	✓			
7. Are original credit/purchase card statements received directly from the card company by someone other than the card holder? If no credit/purchase cards, check "N/A".	✓			
8. Does someone other than the credit/purchase card holder ensure that all card purchases are supported with receipts or other supporting documentation? If no credit/purchase cards, check "N/A".	✓			
9. Does someone who is not a subordinate of the credit/purchase card holder review all card purchases for appropriateness (including the chief administrative officer and board members if they have a card)? If no credit/purchase cards, check "N/A".	✓			
10. Does the person who authorizes payment for goods or services, who is not the clerk, verify the receipt of goods or services?	✓			
11. Does someone authorize payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	✓			
12. Does someone review all payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	✓			



---

## INFORMATION: WFRC's Fraud Risk Assessment

1 message

---

Andrea Pearson <apearson@wfrc.org>

Tue, Jun 30, 2020 at 8:34 AM

Bcc: Office <Office@wfrc.org>, Andrea Pearson <apearson@wfrc.org>, marka@washingtonterracecity.org, Len Arave <mayor@nslcity.org>, ron.bigelow@wvc-ut.gov, "Mendenhall, Erin" <erin.mendenhall@slcgov.com>, Carlos Braceras <cbraceras@utah.gov>, gbuxton@ogdencity.com, "Caldwell, Mike" <mikecaldwell@ogdencity.com>, Tina Cannon <tcannon@morgan-county.net>, cjchristensen@rideuta.com, Evan Curtis <ecurtis@utah.gov>, Rob Dahle <rdahle@cityofholladay.com>, Ari Bruening <ari@envisionutah.org>, Andrew Gruber <agruber@wfrc.org>, "Harvey, Jim H." <jharvey@co.weber.ut.us>, "Holbrook, Beth (Member of Board of Trustees)" <bholbrook@rideuta.com>, "Jenkins, Scott" <sjenkins@co.weber.ut.us>, "Michael H. Jensen" <mhjensen@slco.org>, Lorene Kamalu <lkamalu@co.davis.ut.us>, Randy Lewis <rlewis@bountifulutah.gov>, Shawn Milne <smilne.tooelecounty@gmail.com>, Dawn Ramsey <dramsey@sjc.utah.gov>, mikeschultz@le.utah.gov, Jeff Scott <jscott@boxeldercounty.org>, Mark Shepherd <mark.shepherd@clearfieldcity.org>, "Jeffrey L. Silvestrini" <jsilvestrini@millcreek.us>, Bob Stevenson <b Stevenson@daviscountyutah.gov>, dtimothy@bluffdale.com, Troy Walker <troy.walker@draper.ut.us>, jwilson@slco.org

Members of the Wasatch Front Regional Council:

Last week WFRC received notice from the Office of the Utah State Auditor that we -- and all other Utah local governments with a fiscal year ending on June 30 -- need to conduct a Fraud Risk Assessment and present it to the Council before the end of our current fiscal year, June 30, 2020. This assessment is a scored questionnaire designed to evaluate existing policies, procedures and personnel and determine a risk level to the entity for potential fraud. The score an entity receives on the basis of this assessment does not mean that fraud actually exists or doesn't exist within the organization.

In my opinion, as the agency's Chief Financial Officer, the best approach to reducing the risk of fraud is a combination of (1) a commitment to and a culture of ethical conduct within the organization that starts with a tone set by leadership, and (2) the development of and adherence to adequate policies that are governed by these high ethical standards. Therefore, of utmost importance at WFRC is the support of the Executive Director and the members of the Budget Committee in establishing and maintaining such policies. Beginning in 2017, WFRC went through an extensive review and update of all our accounting, administrative and personnel policies. As part of this update we included the best practices as defined by the Utah State Auditor's Office. The policies were reviewed by team members within the State Auditor's Office, WFRC's external independent auditors, outside legal counsel, some of our partner agencies, and of course WFRC staff and Budget Committee. These updated policies were then adopted by the full WFRC Council. WFRC's Accounting, Administrative and Personnel Policies incorporate statements of ethical behavior as defined in the Utah Public Officers' and Employees' Ethics Act (Title 67, Chapter 16) and employees are trained on what is expected of them in this regard. The policies also reflect all other applicable state and federal laws and regulations.

Attached with this memo is the internally scored Fraud Risk Assessment Questionnaire from the Utah State Auditor's Office. Overall WFRC is in the "low risk" category with a score of 335. I am providing the following line-by-line explanation of where we are now along with a few recommendations for improvement going forward (these numbers correspond to the Fraud Risk Assessment Questionnaire).

1. WFRC received the highest score possible on the issue of separation of duties, which the State Auditor identifies as the single most important policy to reduce the risk of fraud, and we agree. Although we are a small organization with a small staff we have ensured that those who have custody of assets are not the same as those who account for assets.
2. WFRC received the highest score possible on the list of written policies due to the extensive review and update of our policies from 2017 as well as continual review and updates when needed.
3. Although WFRC's current CFO is not a licensed CPA, there are two licensed CPAs on the Budget Committee that provide valuable expertise and oversight as part of the management and oversight structure for the WFRC financial functions. Within the next year WFRC will be hiring a new CFO. I recommend that a CPA license be a requirement of that new hire.

4. WFRC has always had employees sign a disclosure of potential conflicts of interest; however, new this year, the State Auditor's Office is recommending that each employee and officer of the Council sign an Ethical Behavior Pledge. Those completed forms are on file.
5. WFRC is in the process of determining the status of each Council member with regard to the State Auditor online training. Going forward I recommend that WFRC's Compliance Administrator maintain proof of the required training. Many of our Board members complete required training through their primary public body, e.g., a city or county, and not through WFRC.
6. It was anticipated that a new CFO would be hired in the last fiscal year as my replacement upon retirement. Due to Covid-19 and other circumstances this did not happen when expected. As my departure was expected sooner than will happen training was not planned for this year. It is recommended the new CFO receive at least 40 hours of formal training in accounting, budgeting or finance each year.
7. WFRC's personnel policy states that any employee who suspects or knows of any fraud, waste or abuse of resources must report such to any member of the Area Coordinator team, senior management, or the external independent auditor. WFRC has established an email "hotline" for any person that knows of or suspects fraud to report such. Further, any person making such a report is subject to whistleblower protections.
8. WFRC does not have a formal internal audit function. Although, as CFO, I routinely review all entries to our general ledger for accuracy, I am in most respects reviewing my own work. One mitigating control is that a copy of the general ledger is provided to the Executive Director for his review. Due to the small size of WFRC's accounting staff we do not have resources to create a separate internal audit function. One option is to contract with an outside entity to accomplish this.
9. The Council's Budget Committee acts as its audit committee. Each year they meet with the external independent auditor and discuss the results of the audit and any recommendations that arise from it. Certain members of the Budget Committee are interviewed individually by the independent audit team and asked to provide their input and perspective on the Council's financial statements, policies, procedures and accounting staff. I recommend that the Council take action to further define the duties of the Budget Committee in their role as the audit committee.

Although we would have preferred to have an in-depth discussion of this risk assessment with the Council, due to the very short window of time and the lack of another Council meeting prior to our fiscal year end, we are providing it to the Council in this format that meets the minimum presentation requirement. We are preparing for a full discussion of the material at the August 2020 Council meeting. In the meantime, we welcome any questions or comments.

Respectfully,

LB

**Loveit Baumgardner**

Chief Financial Officer



WASATCH FRONT REGIONAL COUNCIL

O 801-363-4250, ext 1102

C 801-913-1838

Thank you,



WASATCH FRONT REGIONAL COUNCIL

**Andrea Pearson**

Executive Assistant

Compliance Administrator

WASATCH FRONT REGIONAL COUNCIL /  
WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT  
**ADMINISTRATIVE AND ACCOUNTING POLICY**  
**08/27/20 (revised)**

**TABLE OF CONTENTS**

1.	Designation of the Treasurer and Clerk.....	2
2.	Ethics .....	2
3.	<a href="#">Budget Committee Serves as Audit Committee</a> .....	2
4.	Budget.....	5
5.	Accounting .....	5
6.	Procurement .....	6
7.	Purchasing Cards.....	7
8.	Accounts Payable .....	7
9.	Payroll .....	8
10.	Cost Allocation .....	8
11.	General Ledger .....	9
12.	Accounts Receivable .....	9
13.	Other Assets.....	10
14.	Records Management and Retention.....	11
15.	Personnel .....	11
16.	Management Reports .....	11
17.	Compliance .....	12

## **1. DESIGNATION OF THE TREASURER AND CLERK**

In compliance with Utah Code 17B-1-633 (1) and Utah Code 17B-1-631 (1) the Wasatch Front Regional Council/Wasatch Front Economic Development District (WFRC) designates the Budget Committee Chair as its Treasurer and the Council's Chief Financial Officer as its Clerk.

The duties of the Treasurer include:

- Sign checks after determining that sufficient funds are available.
- Maintain custody of all money
- Deposit and invest all money in accordance with the Utah State Money Management Act
- Receive all public funds and money payable to the Council.
- Keep an accurate, detailed account of all money received.
- Issue a receipt for money received.

In accordance with Utah State code 51-7-15, Money Management Administration, WFRC provides crime insurance for its Treasurer in an amount to satisfy the state requirement.

The duties of the Clerk include:

- Attend meetings and keep a record of the proceedings
- Maintain financial records
- Prepare checks after determining that the claim:
  - o Was authorized by the board or financial officer
  - o Does not over expend the budget
- Present a financial report to the board at least quarterly

The Treasurer and the Clerk may make appropriate delegations of duties as long as the principle of separation of duties is maintained AND the Treasurer and Clerk retain overall responsibility AND provide adequate oversight of the designated responsibilities

## **2. ETHICS**

WFRC Council members and staff are subject to the Utah Public Officers' and Employees' Ethics Act (Title 67, Chapter 16). This Act prohibits: improper disclosure of private; protected or controlled information; use of official position to secure special compensation, gifts or privileges; engage in activities that would impair independent or good judgement; engage in any activity which is, or appears to be, in conflict with public duties; failure to comply with public disclosure or transparency and; destruction of public records and information.

## **3. BUDGET COMMITTEE SERVES AS AUDIT COMMITTEE**

The WFRC Budget Committee shall function as the WFRC Audit Committee. The Committee members collectively should possess the knowledge in accounting, auditing, and financial reporting needed to understand and evaluate WFRC's financial statements, the external audit, and WFRC's internal audit activities. Accordingly, the Committee's members, collectively, should:



- 1) Possess the requisite knowledge necessary to understand technical and complex financial reporting issues.
- 2) Have the ability to communicate with auditors, public finance officers and the governing body.
- 3) Be knowledgeable about internal controls, financial statement audits and management/operational audits. If no Committee members have sufficient personal internal control or finance knowledge, the Committee may gain this knowledge via a financial expert (either volunteer or paid) advisor. The financial expert advisor will
  - a. Be independent of management
  - b. Be present for meetings
  - c. Not be a member of the Committee
  - d. Not vote on Committee actions

### **Duties and responsibilities**

#### **1) External Audit Focus**

- a. Provide recommendations regarding the selection of the external auditor.
- b. Meet with the external auditor prior to commencement of the audit to, among other things, review the engagement letter.
- c. Review and discuss with the external auditor any risk assessment of the WFRC's fiscal operations developed as part of the auditor's responsibilities under governmental auditing standards for a financial statement audit and federal single audit standards, if applicable.
- d. Receive and review the draft annual audit report and accompanying draft management letter, including the external auditor's assessment of the entity's system of internal controls, and, working directly with the external auditor, assist the governing body in interpreting such documents.
- e. Make a recommendation to the governing body on accepting the annual audit report.
- f. Review every corrective action plan developed by Council management and assist the governing body in the implementation of such plans.

#### **2) Internal Audit Focus**

- a. Assist in the oversight of the internal audit function, to ensure that high risk areas and key control activities are periodically evaluated and tested.
- b. Review significant recommendations, findings, and results of internal audit activities.
- c. Monitor implementation of recommendations.

#### **3) Administrative Matters**

- a. Hold regularly scheduled meetings.
- b. Review and propose revisions to these Accounting and Administrative Policies and Procedures, as necessary.

## **Membership**

The membership duties of the WFRC Audit Committee include the following:

- 1) Good Faith – Members of the Committee shall perform their duties in good faith, in a manner they reasonably believe to be in the best interests of the Committee and WFRC with such care as a generally prudent person in a similar position would use under similar circumstances.
- 2) Independence – An individual may not serve on an audit committee if he or she:
  - a. Is employed by WFRC (other than governing board members).
  - b. Currently provides, or within the prior two years, has provided, goods or services to WFRC.
  - c. Is a family member of an employee or officer.
  - d. Is the owner of or has a direct and material interest in a company providing goods or services to WFRC.
- 3) Confidentiality – During the exercise of duties and responsibilities, the Committee members may have access to confidential information. The Committee shall have an obligation to WFRC to maintain the confidentiality of such information.

## **Meetings and Notification**

The WFRC Audit Committee shall meet a minimum of three times each year. An agenda of each meeting should be clearly determined in advance and the Audit Committee should receive supporting documents in advance, for reasonable review and consideration. Minutes of the meeting shall be kept and posted as required.

## **Reporting Requirements**

The WFRC Audit Committee has the duty and responsibility to report its activities to the Council as needed, but not less than annually. The Committee shall cause to be developed and made publicly available minutes or a summary of minutes of meetings which clearly record the actions and recommendations of the Committee. The Audit Committee shall report on matters that it deems significant, which may include but are not limited to:

- 1) The scope and breadth of Committee activities so that the Council is kept informed of its work.
- 2) Review of the WFRC's draft annual audit report and accompanying management letter and their review of significant findings.
- 3) Suspected fraud, waste or abuse, or significant internal control findings and activities of the internal control function.
- 4) Indications of material or significant non-compliances with laws or WFRC policies and regulations.

#### **4. BUDGET**

WFRC receives its revenues from member contributions and various granting agencies that contract with WFRC for specified work programs. Each year WFRC staff prepares a budget and a Unified Planning Work Program (UPWP) for the next fiscal year that begins on July 1. The budget includes prior year actual expenditures, current year estimated expenditures and anticipated budgeted expenditures for the next fiscal year. The budget also provides details of the sources of funds, expenditures by function and expenditures by work program. The UPWP describes the anticipated work to be accomplished. The budget and UPWP are presented to Council at their regularly scheduled meeting held the 4<sup>th</sup> Thursday of March. Once the Council has reviewed the draft it is released to the member County Councils of Government for their review and comment. The draft budget is also posted on the WFRC website.

A final draft budget and UPWP are presented to the Council for approval at their regularly scheduled meeting held on the 4<sup>th</sup> Thursday of May. No less than ten days prior to this meeting the final draft budget is made available to the public. No less than 7 days prior to the Council meeting, notice is posted in at least one issue of a newspaper of general circulation and on the Utah Public Notice Website that a public hearing will be held before a call for a vote to approve the budget.

The budget may be amended during the year to include additional funds from grants or contracts for specific projects. These budget amendments are subject to the same notification and public hearing as is required during the initial adoption. The Council staff, with prior written approval from the Council Chair and the Budget Committee Chair, may move budgeted expenses from one budgeted line item to another without a public hearing or formal budget amendment as long as the adjustment does not increase total expenditures of the fund, create on-going additional payroll expenses or impact debt service. Any such changes shall be reported to the Council in the regularly provided financial reports.

#### **5. ACCOUNTING**

WFRC contracts with various granting agencies for specified projects. Once a project has been approved, the Chief Financial Officer (CFO) sets up the grant accounting framework and expenses can then be charged. The original signed contract is kept by the accounting department.

Each quarter the CFO prepares a report that compares year-to-date expenditures with the approved budget. This report, along with monthly check registers and balance sheets are provided to the Council prior to their regularly scheduled meetings.

All policies and procedure guidelines are designed to comply with federal and state accounting and administrative standards. The WFRC uses an outside auditing firm selected and directed by the Council for an annual audit of the Council's financial records. Copies of the annual audit are provided to the Council, Federal Clearinghouse, the Utah State Auditor's Office, and its funding agencies and to others upon request.

## 6. PROCUREMENT

The procurement policies are intended to ensure fair and equitable treatment for all persons who wish to do business with WFRC and to foster effective broad-based competition within the free enterprise system to ensure that WFRC will receive the best possible service or product at the lowest possible price. WFRC shall designate a Procurement Agent who shall be responsible for:

- 1) Ensuring that all procurement complies with federal and state regulations where applicable.
- 2) Ensuring that all procurement is allowed under the Council's approved budget.
- 3) Ensuring that all procurement complies with all terms and conditions of the grant for which the purchase is being made.
- 4) Overseeing the Small Purchase procedures.
- 5) Identifying and documenting single source procurements.
- 6) Soliciting bids, quotes and proposals for goods or services and preparing contracts for Executive Director's signature when needed.

There are generally four classes of procurement: small purchase less than \$5,000; purchases over \$5,000 but under \$25,000; single source; and competitive bid (over \$25,000).

**Small Purchase** – Purchases less than \$5,000 do not require bids or quotes however effort should be made to use assorted vendors who provide comparable merchandise/service at comparable prices. Purchases may not be artificially divided so as to constitute a small purchase. All small purchases must have a properly completed and approved purchase order prior to making the purchase. The purchase order may be signed by the Procurement Agent or his designee. A copy of the completed and signed purchase order is to be given to the accounting department. When possible WFRC should use providers who have contracted with the State of Utah in order to receive best prices and terms.

**Purchases over \$5,000 and under \$25,000** – Purchases over \$5,000 and under \$25,000 will require three quotes that are to be documented. Requests for quotes shall include a description of the product or service and terms of the sale. Documentation shall include any written quotes and/or a completed quote form that includes the name of vendor, vendor contact name, vendor address and phone number, product/service description and total cost. Selection of a vendor will be made on the basis quality of the service or product and cost. All quotes and/or quote forms shall be attached to the signed purchase order and given to the accounting department.

**Single Source** – This may be used when there is only one provider available or there is a clear advantage to WFRC for using the single source. This may also be used to resolve an emergency situation. A purchase shall be deemed an emergency purchase if it is required to maintain health and safety and/or to avoid an interruption in work activity such as a mechanical, structural, plumbing, or equipment malfunction. All single source procurement decisions must be documented by the Procurement Agent and approved by the Executive Director.

**Competitive bid** – Goods or services with an annual aggregate total price of more than \$25,000 must be procured through a competitive bid process. An invitation to bid shall include a description of the goods or services and all terms and conditions that will apply. Public notice shall be placed in a general circulation publication not less than 15 days prior to close of bid solicitation.

A committee shall be identified to make the selection based on the requirements set forth in the invitation to bid. The sealed bids shall be opened publicly in the presence of one or more witnesses at the time and place designated in the invitation for bids. The names of the bidders, the amounts of the bids, and any other relevant information shall be recorded and available for public inspection. Bids shall be unconditionally accepted without alteration or correction. The bid shall be awarded to the lowest bidder who meets the requirements and criteria set forth in the invitation to bid. All bid documentation shall be given to the WFRC accounting department.

In lieu of WFRC initiating a competitive bid process, the Procurement Agent may use contractors from the WFRC or UDOT Consultant Pool who have been pre-qualified and selected using the competitive bid process. If this method is used no more than \$150,000 in services per contract may be awarded to any single provider. Written explanation must be documented in writing and provided to the WFRC accounting department.

**INTERNAL CONTROL:** The Procurement Agent is separate from the accounting process and is responsible for ensuring all purchases are authorized by WFRC budget and made using the policy set forth in this section.

## **7. PURCHASING CARDS**

The WFRC may issue Purchasing Cards to selected employees. Those employees are responsible for ensuring that all purchases made using their card are properly pre-approved according to the Council's procurement policy (see above) or its approved travel policies contained within the WFRC Employee Handbook. The employee shall reconcile the statement for their card with receipts each month within 5 days of receiving the statement. Under no circumstances may the purchasing card be used for personal purchase. Upon termination any purchasing card shall be surrendered immediately along with any receipts, purchase orders and other documentation.

**INTERNAL CONTROL:** The statements and documentation are given to the Procurement Agent who reviews the material and provides approval. The accounting department reviews the statements and receipts for proper pre-approval before entering the expense into the Accounts Payable system. When the statement is selected for payment the material and the Accounts Payable check is given to the Executive Director and the Council Chairperson for their review and signature.

## **8. ACCOUNTS PAYABLE**

Vendor invoices (accompanied by purchase orders and receiving documentation when necessary) are entered into the Accounts Payable system by the accounting department as they are received. Invoices are selected by the CFO for payment according to due date and cash availability. At no time shall checks or payments be disbursed that create an overdraft on the bank account. Invoices may be paid by check or electronic transfer. Prior to payment, printed checks or electronic transfers that are prepared by the accounting department are given, along with all supporting documentation, to the Executive Director or Deputy Director for review and approval. Once reviewed and approved by Executive Director or Deputy Director the checks or electronic transfers and supporting documentation are presented to the WFRC

Chairperson or WFRC Vice-Chairperson or Budget Committee Chairperson for review and approval. All checks or electronic transfers require two of the following approvals: WFRC Chairperson, WFRC Vice Chairperson, WFRC Budget Committee Chairperson, the Executive Director or the Deputy Director. At least one approval must be an elected official. The approved checks or electronic transfers are returned to the Administrative Assistant for mailing or processing. The invoices and supporting documentation along with check stubs or electronic transfer identification are filed alphabetically by vendor and kept together by fiscal year. This alphabetical file contains a record of all A/P disbursements.

Each month the CFO obtains a copy of the check and electronic transfer register that provides a record of all Accounts Payable disbursements and is used by the CFO to reconcile the bank account. The bank reconciliation and bank statement are provided to the Executive Director and the WFRC Chairperson for review each month.

**INTERNAL CONTROL:** Invoices are reviewed for approval prior to generating a check or electronic transfer. Checks are pre-numbered and accounted for (void checks are marked as such and filed with accounting working papers). The accounting software also generates a check number that must match the pre-printed check number. If the software generated numbers do not match up with the numbers on the pre-printed checks it would indicate a missing check or a check voided through the software and would trigger investigation. All disbursements are issued through the Accounts Payable software system and require two authorized approvals. The CFO reconciles the bank statement to the general ledger each month and provides a copy of the bank statement and reconciliation to the Executive Director, Treasurer and WFRC Chair for review and approval.

## **9. PAYROLL**

Direct deposit payroll is prepared semi-monthly by an outside payroll processing vendor. Hours worked by hourly employees are gathered by the accounting department for payroll and reconciled monthly to timesheets that are signed by the employee and the employee's supervisor. Any salary changes are documented by a memo signed by the Executive Director and kept in the personnel files. The payroll journal is printed and reviewed by the CFO before being given to the Executive Director and the Chairperson or Vice-Chairperson for review and approval. The payroll processing vendor also generates an electronic transfer for payment of all payroll taxes and guarantees accuracy and timeliness. The payroll processing vendor also prepares and electronically files quarterly and year end payroll tax returns and W-2's, copies of which are delivered to WFRC for review.

**INTERNAL CONTROL:** Payroll is reviewed and approved by the CFO, Executive Director and the WFRC Chairperson. Salary amounts are documented and signed by the Executive Director. Hours reported for payroll are verified by timesheets signed by the employee and the employee's supervisor. A third party guarantees accuracy and timeliness of payroll tax payment (subject to WFRC's ability to meet cash requirements) and returns.

## **10. COST ALLOCATION**

Labor costs represent the majority of total expenditures. Each employee keeps a timesheet that records

how much time is spent on each work item. All time worked is accounted for on the timesheets. These timesheets are signed by the employee and submitted to the appropriate supervisors monthly for review and signature and are then given to the accounting department for payroll cost allocation. A spreadsheet is prepared that totals gross salary and benefits and arrives at a cost per hour for each employee. Using the time sheets the accounting department allocates the cost per hour per employee to the various work programs in the general ledger.

When a cost can be determined to benefit a specific program it is expensed directly to that program. Fixed asset costs are charged to the programs by way of depreciation. Travel expenses are reimbursed as per the personnel policy using GSA rates and guidelines based on actual expense receipts. Every effort is made to assign costs accurately and fairly to each program. Those shared expenses that benefit several or all programs are accounted for as indirect expense and allocated to each program based on hours worked each month (as per time sheets). Further detail on cost allocation is provided in WFRC's Cost Allocation Plan.

**INTERNAL CONTROL:** Each fiscal year the CFO prepares a Cost Allocation Plan that is reviewed by the Executive Director and submitted to the Utah Department of Transportation's Director of Fiscal Audit (WFRC's federal cognitive agency designee). The UDOT Director of Fiscal Audit issues a letter approving the plan that is kept on file with the accounting department and made available to funding agencies upon request. The allocation of charges can be monitored using the budget to actual expense reports provided quarterly to the Council.

## **11. GENERAL LEDGER**

Each month the CFO transfers the entries from the Accounts Payable, Accounts Receivable, and Payroll (used for allocating payroll costs generating the payroll summary entry) software systems to the general ledger. General journal entries are made for depreciation, bank reconciliation, payroll, closing and recurring allocations. The CFO keeps a 'working papers' file by month that contains supporting documentation for entries made to the general journal. General ledger accounts are reviewed for accuracy using external documentation where available. The general ledger work should be completed no later than twenty five days following the end of the month. Any exceptions to this are discussed with the Executive Director.

**INTERNAL CONTROL:** All entries to the general ledger are made by the CFO. Supporting documentation for general journal entries is maintained. The general ledger detail is provided monthly to the Executive Director for review. Where possible, real accounts are verified with external documentation (bank statements, inventories, etc.). EDP files are backed up daily and hard copies are generated monthly.

## **12. ACCOUNTS RECEIVABLE**

Each month or on a quarterly basis (as determined by the funding agency) the CFO requests reimbursement from the funding agencies for WFRC's actual expenses for the prior month(s). Some local contributions are requested in advance and held as deferred revenue until needed for matching requirements or other approved expenditures. Requesting reimbursements should occur no later than

twenty-five days following the end of the month. Any exceptions to this are discussed with the Executive Director. At no time should reimbursement requests exceed actual costs incurred. Some requests for reimbursement must be accompanied by progress reports, product samples, etc. These are prepared by individuals other than the CFO.

Checks for A/R remittances are received by the Administrative Assistant who date stamps the check (or stub), endorses them 'for deposit only', makes a photo copy of each check, and deposits them using a check scanner. WFRC receives all remittances by either check or electronic deposit. Supporting documentation for electronic deposits is kept in the monthly working papers file. Any cash deposited is negligible (postage or copies paid for by employees). The Administrative Assistant makes the deposit and obtains a dated receipt from the bank. Checks are deposited daily when received. The Administrative Assistant gives the bank receipt and check copies to the accounting department for posting to accounts receivable and filing.

Any funds not received within six weeks of the date of reimbursement request are followed up with a phone call or written note and any problems are noted and addressed.

**INTERNAL CONTROL:** The Administrative Assistant is responsible for the custody of the cash receipts and the CFO is responsible for the accounting function only. Any write offs of accounts receivable must be approved by the Executive Director. Exception may be made for amounts under \$10.00.

### **13. OTHER ASSETS**

Office equipment is purchased by the WFRC General Fund. Usage allocations for equipment costs are assigned to individual programs using straight-line depreciation. All equipment having a useful life of more than one year is included in the fixed asset group of accounts however purchases which are less than \$1,000 are expensed in the month of purchase. When fixed assets are purchased, they are assigned an inventory number and placed on a fixed asset list that records original cost, accumulated depreciation, net book value and the employee in possession of the asset. At least once every two years a physical inventory is taken and compared with fixed asset list. When equipment is determined by the Equipment Committee to be beyond its useful life a list of said equipment is given to the Director of Operations who is charged with overseeing the sale or disposal of the asset by the Equipment Committee. Retired assets are disposed of on a highest bid basis.

Personnel policy prohibits the personal use of WFRC resources by employees. Employees may purchase incidental postage or copies at WFRC cost however they have been advised not to use WFRC assets or open account arrangements with WFRC vendors for personal use. WFRC will not advance money to employees other than pre-approved travel advances that must be returned and/or accounted for within one month of the travel for which the advance was given. All travel expense reports and advances must be approved by the Executive Director or Area Coordinators.

**INTERNAL CONTROL:** The Director of Operations reviews and approves of any disposition of fixed assets and is advised of any missing assets. The purchase order process prohibits employees from charging personal purchases to WFRC open accounts with vendors. Inventory of fixed assets is maintained.



#### **14. RECORDS MANAGEMENT AND RETENTION**

WFRC is committed to proper maintenance and retention of records. The Public Records Management Act (PRMA), mandates state ownership of government records and requires their effective management (Utah Code 63A-12). Additionally, WFRC is committed to following the Government Records Access and Management Act (GRAMA), the comprehensive law dealing with management of government records and access to those records (Utah Code 63G-2).

Falsifying records, deliberately concealing records, destroying records in bad faith, exploiting confidential information, or otherwise mishandling records is not acceptable. Employees must take steps to ensure potentially relevant information is not inadvertently destroyed pursuant to document retention schedules or by routine computer operations or common computer settings, such as the automated deletion of emails.

As a state agency, WFRC will also adhere to the Utah State General Records Retention Schedule. It can be found on the Utah Division of Archives and Records Services website.

<https://archives.utah.gov/recordsmanagement/grs/stgrslist.html>

WFRC will, at a minimum:

1. establish and maintain a records management system on a continuing and active basis;
2. create and maintain records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions, designed to furnish information to any agency or person affected by the activities of WFRC;
3. identify and take adequate steps to protect confidential and vital records;
4. ensure that all information potentially relevant to any GRAMA request, internal or government investigation or lawsuit filed or reasonably anticipated to be filed against WFRC is preserved and provided upon request in a timely manner and;
5. cooperate with the Utah Division of Archives and Records Services and all other State Agencies in the conduct of agency records management requirements and requests.

#### **15. PERSONNEL**

Personnel policies are established by the Council and made available to all employees. The Executive Director is responsible for administering the personnel policies. All changes to personnel policy require Council approval.

#### **16. MANAGEMENT REPORTS**

Each month the CFO prepares and distributes to the Executive Director and the Area Coordinators an expense/budget comparison report for each active program. This report is used to monitor the monthly and accumulated expenses charged to each program and relates this information to both time and budget completion and allows management to direct WFRC resources appropriately.

Each month the CFO reviews the outstanding accounts payable and accounts receivable and discusses any

cash flow or collection problems that exist with the Executive Director and the Area Coordinators. In addition, the CFO prepares a projection of cash flow and cash requirements and requests management input for future planning of cash needs.

Interim verbal and written reports regarding accounts receivable and accounts payable are made when significant changes in status occur.

## **17. COMPLIANCE**

WFRC will comply with all state and federal regulations regarding financial reporting, budget, public notice, records management and retention, and transparency.

Council members and staff are subject to the Utah Public Officers' and Employees' Ethics Act (Title 67, Chapter 16).

**INTERNAL CONTROL:** WFRC will appoint a Compliance Administrator responsible for ensuring compliance with applicable regulations. The Compliance Administrator will maintain a log of compliance actions and make that log available to Council members.