Dawn Ramsey, Chair Mayor, South Jordan

Bob Stevenson, Vice Chair Commissioner, Davis County

Dirk Burton Mayor, West Jordan

Mike Caldwell Mayor, Ogden

Robert Dahle Mayor, Holladay

Robert Dandoy Mayor, Roy

Gage Froerer Commissioner, Weber County

Jim Harvey Commissioner, Weber County

Erin Mendenhall Mayor, Salt Lake City

Mike Newton Commissioner, Morgan County

Kristie Overson Mayor, Taylorsville

Lee Perry Commissioner, Box Elder County

Joy Petro Mayor, Layton

Mark Shepherd Mayor, Clearfield

Jeff Silvestrini Mayor, Millcreek

Brandon Stanger Mayor, Clinton

Scott Wardle Councilmember, Tooele County

Jenny Wilson Mayor, Salt Lake County

Aimee Winder Newton Councilmember, Salt Lake County

Senator Wayne Harper Utah State Senate

Representative Calvin Mussleman Utah House of Representatives

Carlton Christensen Utah Transit Authority

Carlos Braceras Utah Department of Transportation

Troy Walker Utah League of Cities and Towns

Lorene Kamalu Utah Association of Counties

Ari Bruening Envision Utah

Laura Hanson State Planning Coordinator

Andrew Gruber Executive Director



WASATCH FRONT REGIONAL COUNCIL August 24, 2023 AGENDA

A meeting of the WFRC Council will be held on **Thursday, August 24, 2023 at 2:00pm at the WFRC office, 41 N Rio Grande Street, Salt Lake City, UT and via Zoom.** <u>https://us02web.zoom.us/i/81126674085</u> One tap mobile: +16694449171,81126674085#

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

1. Consent Agenda (2:00)

a. **ACTION**: <u>Minutes</u> of the WFRC meeting held May 25, 2023 and <u>Financial Statements</u> for April, May & June 2023 and current Budget/Expenditure Report

2. Chair Report (2:05)

- a. <u>Refreshed Wasatch Choice Vision</u>
 - b. WFRC FY23 Activities and Accomplishments Report

3. Public Comment (2:45)

4. Regional Growth Committee (RGC) (2:50)

- a. ACTION: Certify Roy City Station Area Plan
- b. ACTION: Certify South Jordan City Station Area Plan

5. Transportation Committee (Trans Com) (3:05)

- a. Report: Board modifications to the 2023-2028 Transportation Improvement Program (TIP)
- b. ACTION: Board modifications to the 2023-2028 TIP
- c. ACTION: Approve 2024-2029 TIP
- d. ACTION: Self-Certification of Planning Process

6. Reports and Other Business (3:30)

- a. <u>WFRC funding opportunities for local governments</u>
- b. Wasatch Front Economic Development District (WFEDD) update
- c. Active Transportation Committee (ATC) update
- d. Executive Director's report

7. Adjournment (3:45)

Next meeting: October 26, 2023

Upcoming events:

- WFRC Wasatch Front Economic Development District meeting September 20, 1:15pm
- ULCT Annual Conference September 6-8
- AMPO Annual Conference, Cleveland, OH September 26-29
- Joint Policy Advisory Committee meeting (facilitated by UTA) October 5, 11:30am
- WFRC Active Transportation meeting October 11, 9:45am
- Utah Transportation Annual Conference (formerly UDOT Annual Conference) October 24-26
- UAC Annual Conference November 15-17
- Wasatch Choice Fall Workshops November 1, 6, 8, 13, and 20 4pm

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

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

Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

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

Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información. WFRC Minutes May 25, 2023 Page 1



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MINUTES Wasatch Front Regional Council May 25, 2023

A meeting was held on Thursday, May 25, 2023, at the WFRC Offices, 41 N Rio Grande Street, Salt Lake City and via Zoom.

The following were present:

WFRC COUNCIL MEMBERS - 2023						
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:				
Member - Lee Perry	yes	Jeff Acerson, UTA Board of Trustees				
Alternate - Dennis Bott	no	Kendalyn Harris, Bountiful Mayor				
DAVIS COUNTY MEMBERS		Michelle Larsen, UTA, Leif Elder, UTA				
Brandon Stanger	yes	Shule Bishop, UTA,				
Mark Shepherd	yes	Helen Peters, SLCo,				
Joy Petro	yes	Catherine Kanter, SLCo				
Bob Stevenson	yes	Lisa Hartman, SLCo				
MORGAN COUNTY		Lorin Palmer, Herriman Mayor,				
Member - Mike Newton	yes	Wendy Thomas, Herriman				
Alternate - Blaine Fackrell	yes	Andrea Olson, UDOT, Ben Huot, UDOT				
SALT LAKE COUNTY MEMBERS		Sharon Bolos, Weber Co Commissioner				
Jenny Wilson	yes	Karen Lang, West Valley City Mayor				
Erin Mendenhall	no	Jennifer Elsken, FHWA,				
Dawn Ramsey	yes	Ivan Marrero, FHWA				
Aimee Winder Newton	yes	Ryan Leavitt, Justin Smart, Josh Van Jura				
Jeff Silvestrini	yes	Andrea Olson, UDOT, Ben Huot, UDOT,				
Robert Dahle	yes	Aspen Hawks, Blake Perez,				
Dirk Burton	no	Alex Roy, Scott Hess				
Kristie Overson	yes	ABC4				
TOOELE COUNTY		KUER				
Member - Scott Wardle	yes	KUTV				
Alternate - Debbie Winn	yes	Jessica Lowell - KSL NewsRadio				
WEBER COUNTY MEMBERS		Samantha Pensari - O2 Utah				
Gage Froerer	yes	Remaining online attendees listed separately				
Jim Harvey	yes	at the end of this record.				
Robert Dandoy	yes					
Mike Caldwell	yes	WFRC:				
UDOT & UTA		Andrew Gruber, Ted Knowlton,				
Member - Carlos Braceras, UDOT	yes	Jory Johner, Julie Bjornstad,				
Alternate - Teri Newell, UDOT	no	Wayne Bennion, Ben Wuthrich, Kip Billings,				
Member - Carlton Christensen, UTA Board of Trustees	yes	Megan Townsend, Mikala Jordan,				
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Miranda Jones Cox, Mike Sobczak,				
NON-VOTING MEMBERS		Bert Granberg, Hugh Van Wagenen,				
Lorene Kamalu - Utah Association of Counties	yes	Bill Hereth, Josh Reynolds, Chris Day,				
Troy Walker - Utah League of Cities and Towns	yes	Sarah Lawless, Suzie Swim,				
Ari Bruening - Envision Utah	yes	Kevrine Wells, Marian Florence,				
Wayne Harper - State Senate	yes	Jordon Chandler, Rosie Hernandez,				
Mike Schultz - State House of Representatives	no	Andrea Pearson, Luis Garcia,				
Laura Hanson – State Planning Coordinator	yes	Jereson Atkin, Lilah Rosenfield				

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1. <u>Welcome and Consent Agenda [00:00:15]</u>

At 2:02pm, Council Chair Mayor Dawn Ramsey welcomed the Wasatch Front Regional Council members and guests. Introductions were made around the table, and online via roll call. Attendance sheets listing in-person public attendees will be attached to this document of record.

a. [00:03:37] ACTION: Mayor Jeff Silvestrini made a motion to approve the minutes of the March 23, 2023 meeting and Financial statements and check registers for February and March 2023 and Budget/Expenditure Report to date. Mayor Mike Caldwell seconded the motion, there was no discussion. Approved unanimously.

2. Chair Report [00:04:18]

Mayor Ramsey announced that WFRC has been named Employer of the Year by the Women's Transportation Seminar (WTS), the leading professional organization for women who work in transportation-related fields. This award recognized employers who have exhibited excellence in recruiting, retaining, and advancing women in transportation. **[00:05:32]** Mayor Ramsey continued by highlighting the *Guiding Our Growth* initiative, which is the statewide conversation spearheaded by the Governor's Office, addressing our ongoing growth challenges. Mayor Ramsey encouraged the group to get the word out about this initiative to their communities.

3. Public Comment [00:08:25]

Mayor Ramsey welcomed all guests from the public, and explained the public comment process in relation to the Regional Transportation Plan (RTP). Mayor Ramsey stated that during this meeting, there will be 20 minutes allotted for public comment - approximately 15 minutes for in person attendees and five minutes for online attendees. Members of the public who made comments in person and/or virtually are listed below.

Nathan Rafferty - Ski Utah	Mason Daly - Patagonia	Jess Powell - Black Diamond Equipment
Dave Fields - Snow Bird	Jason Erickson - Wasatch Backcountry Alliance	Brad Rutledge - Wasatch Backcountry Alliance
Alex - Backcountry.com	Emily Pitch - Utah Resident	Carl Fisher - Save our Canyons
Alan Sanderson - Utah Resident	Patrick Shea - Friends of Alta	Julia Geisler - Salt Lake Climbers Alliance
Roger Bourke - Mayor of Alta	Chris McCandless - CW Management Corp.	Nate Blouin - Utah State Senate, District 13
Paige Dubrow - Utah Resident	Roman Fisher - Utah Resident	Savannah Mccauley - Utah Resident
Kael Weston - Utah Resident	Jill Font - Utah Resident	Joe - Utah Resident

[00:37:10] Mayor Ramsey also gave time to Sandy City Mayor Monica Zoltanski to comment.

4. Regional Growth Committee (RGC) [00:39:52]

a. ACTION: Adoption of the 2023-2050 Regional Transportation Plan (RTP) and Air Quality Memorandum #41

Mayor Bob Dandoy, Chair of the Regional Growth Committee, gave an update from the RGC meeting that was held on May 18, 2023. Mayor Dandoy then introduced Jory Johner, WFRC Long Range Planning Manager, who presented the Regional Transportation Plan (RTP). **[00:58:00] ACTION:** Mayor Dandoy made a motion that the Wasatch Front Regional Council adopt the final phased and financially constrained 2023-2050 Regional Transportation Plan and approve the Air Quality Memorandum #41 conformity determination, accompanied by the following statement of intent with regard to the Little Cottonwood Canyon Environmental Impact Statement: *WFRC supports prioritizing phase 1 and 2, and implementation and evaluation of phase 1 and 2 before advancing to phase 3.* Commissioner Bob Stevenson seconded the motion. Mayor Ramsey asked for any discussion. **[01:10:23]** Mayor Jenny Wilson made a substitute motion to remove the listing

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of the gondola from phase 3, but to approve the remaining projects of the 2023-2050 RTP. Mayor Rob Dahle seconded the substitute motion.

[01:16:05] ACTION: Mayor Ramsey called for a roll call vote from the 21 members and designated alternates present, on the substitute motion. There were two affirmative votes and 19 votes against the substitute motion. With no majority, the substitute motion did not carry. **[01:19:28] ACTION:** Mayor Ramsey then called for a roll call vote from the 21 members and designated alternates present, on the original motion, accompanied by the statement of intent. With 21 affirmative votes, the motion to adopt the final phased and financially constrained 2023-2050 Regional Transportation Plan and approve the Air Quality Memorandum #41 conformity determination was approved unanimously.

5. <u>Transportation Coordinating Committee (Trans Com) [01:25:13]</u>

Mayor Mark Shepherd, Trans Com Chair, introduced Ben Wuthrich, WFRC's Transportation Improvement Plan Project Coordinator, who will discuss modifications requested for the TIP. Mayor Shepherd reminded the group that if they have any questions or concerns, they can reach out to Ben Wuthrich or anyone on WFRC staff.

a. Board Modifications to the 2023-2050 Transportation Improvement Program (TIP)

Mr Wuthrich reported that since the last meeting of Wasatch Front Regional Council, WFRC received requests to modify the current 2023-2028 Transportation Improvement Program (TIP). This modification was approved by Trans Com at the April 27 meeting and by the Utah Transportation Commission.

b. ACTION: Board Modifications to the 2023-2050 Transportation Improvement Program (TIP) [01:28:17]

Mr. Wuthrich continued his presentation, highlighting the currently requested modifications to the 2023-2028 TIP. Mayor Shepherd opened the discussion time regarding these modifications by making a motion to remove the funding from the extension of West Davis Highway. Mayor Joy Petro seconded the motion. **[01:37:12]** There was more discussion. **[01:43:44]** UTA Trustee Carlton Christensen made a substitute motion to approve the currently requested Board modifications to the 2023-2028 TIP, as presented. Commissioner Lee Perry seconded the motion. **[01:48:44]** ACTION: Mayor Ramsey called for a roll call vote from the 17 members and designated alternates still present, on the substitute motion. There were 15 affirmative votes and two votes against the substitute motion. With the majority, the substitute motion carried.

c. ACTION: Approve Surface Transportation Program (STP), Congestion Mitigation/ Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) projects for the 2024-2029 TIP [01:52:00]

Mr. Wuthrich continued his report by discussing the new STP, CMAQ, TAP, and CRP projects that have been recommended, after previous consultation with the Trans Com Technical Advisory Committees (TACs). He also reviewed the process for developing these recommendations. **[02:03:25] ACTION:** Mayor Shepherd made a motion for the Regional Council to approve the projects that were discussed and reviewed for funding through the 2024-2029 STP, CMAQ, TAP, and CRP Programs. Mayor Joy Petro seconded the motion, and the affirmative vote was unanimous.

6. Budget Committee [02:04:27]

Mayor Ramsey then brought the group's attention to Mayor Mike Caldwell, WFRC Budget Committee Chair, for the WFRC Budget Committee report.

a. PUBLIC HEARING and ACTION: Approve Fiscal Year 24 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)

Mayor Caldwell informed the Council of the items that were discussed in the WFRC Budget meeting held on May 11, 2023.

[02:05:00] Mayor Caldwell made a motion to open a public hearing regarding approving the WFRC FY24 Goals, Budget, and Unified Planning Work Program (UPWP). Mayor Jeff

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Silvestrini seconded the motion. The affirmative vote was unanimous. **[02:06:20]** Mayor Caldwell turned the time over to Andrew Gruber, WFRC Executive Director, who provided a high-level summary of WFRC's FY24 Goals and the UPWP. **[02:08:12]** Marian Florence, WFRC Chief Financial Officer, reviewed the FY24 WFRC Budget. **[02:09:31]** Mayor Ramsey asked if there were any comments or questions from the public. There was one public comment, unrelated to the items discussed. **[02:11:39]** Mayor Ramsey acknowledged Mayor Shepherd's motion to close the public hearing. Carlton Christensen, UTA Trustee, seconded the motion and the vote was unanimous in the affirmative. **[02:13:55]** ACTION: Mayor Caldwell made a motion that the Council approve the FY24 Goals, Budget, and UPWP as presented, which was seconded by Mayor Mark Shepherd. The affirmative vote was unanimous.

b. Fraud Risk Assessment FY23 [02:14:18]

Mayor Caldwell discussed the internally scored Fraud Risk Assessment Questionnaire, required by the Utah State Auditor's Office, for FY2023. Overall WFRC's score has risen, and is now in the "very low risk" category with a score of 365 out of a possible 395.

7. Reports

- a. Wasatch Front Economic Development District (WFEDD) update [02:15:10] Mayor Ramsey turned the time to Commissioner Gage Froerer, WFEDD Chair, who gave a report on the March meeting of the WFEDD. Commissioner Froerer updated the group on their progress towards the September 2023 completion of the 2023-2028 Comprehensive Economic Development Strategy (CEDS). He stated that Ryan Starks, Executive Director, Governor's Office of Economic Opportunity, attended that meeting and discussed the business expansion projects at Hill Air Force Base, the Point of the Mountain, and industrial development in Northern Utah.
- b. Active Transportation Committee (ATC) update [02:17:53] Mayor Troy Walker gave an update for the Active Transportation Committee (ATC). He discussed the success of the April Mobile Active Transportation Tour (MATT) to Davis, California, and celebrated the large turnout for the annual Golden Spoke Bike Ride held on May 13, with nearly 300 participants. He also mentioned the upcoming Utah Bike Summit on May 31, which will focus on the impact of e-bikes.
- **c.** Executive Director's update [02:19:36] Andrew Gruber, WFRC, recognized Bert Granberg, Analytics Director, who has been appointed to the National Geospatial Advisory Committee by the US Department of the Interior. Mr. Gruber also noted that WFRC has received the Silver Bicycle Friendly Business Awards, and introduced the interns that will be working at WFRC for the summer.

8. Other Business and Adjournment [02:22:30]

The next meeting of the WFRC Council will be held on August 24, 2023. Mayor Mike Caldwell made a motion to adjourn the meeting, which was seconded by Mayor Mark Shepherd. The motion was approved unanimously. The meeting adjourned at 4:25pm.

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Additional Online Attendees:

Adam Meadows (Guest) blewis (Guest) brandonweston (Guest) Bret (Guest) Brianna Binnebose (Guest) Cassie Dippo (Guest) chris.parker (Guest) christian.puerto (Guest) Claire Parsons (she/her) (Guest) Colby Rollins (Guest) cwatanabe (Guest) Dane Duffin (Guest) Dave Fields (Guest) Derek Quick (Guest) Derrill (Guest) DMS (Guest) ELD (Guest) Eli Davis (Guest) Eliza Cowie - o2 Utah (Guest) Elizabeth (Guest) Emily Willis (Guest) Garrett Challburg (Guest) Gay Lynn Bennion (Guest) Gin Ando (Guest) greg (Guest) Helen Howe (Guest) Hunter Warren (Guest) Jacob Moser (Guest) Jake heyerdahl (Guest) Janelle Dransfield (Guest) Jay D Dalpias (Guest)

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John Gleason (Guest) Jordan Lightstone (Guest) Kael Weston (Guest) Katie Balakir (Guest) Kelli (Guest) Kelly Hannah (Guest) Kevin P. (Guest) Kody Fox (Guest) Kristi Thompson (Guest) kvanportfliet (Guest) Lisa (Guest) Maura Carabello (Guest) Mitch (Guest) MM (Guest) Nathan Nelson (Guest) NN (Guest) Paige Dubrow (Guest) Parker (Guest) Pitt Grewe (Guest) Resident Steve Van Maren (Guest) Shelly Teuscher (Guest) Skylar Harris (Guest) Stephanie H (Guest) Susan Wood (Guest) Sydney Stephens (Guest) tacox (Guest) Theresa Heinrich (Guest) Travis (Guest) TW (Guest) Zach (Guest) Zach Robinson (Guest)

Wasatch Front Regional Council Standard Financial Report (by Object) 10 General Fund - 07/01/2022 to 06/30/2023 100.00% of the fiscal year has expired

	2023 Budget	2023 Year-to-Date Actual	% Earned/ Used
Change In Net Position			
Revenue: Intergovernmental revenue			
Federal Federal - Direct	134.694	152.194	113%
Federal - Pass-Through	9,233,447	5,904,056	64%
Total Federal	9,368,140	6,056,249	<u>65%</u>
State Revenue	<u> </u>	i	
State - Other	2,822,000	883,641	31%
State - TLC	641,816	425,512	66%
State - UDOT	588,769	481,871	82%
Total State Revenue	4,052,585	1,791,024	44%
Local			
Dedicated Project Funds	2,851,874	1,172,472	41%
Local - Mountainland AoG	50,982	52,950	104%
Local - UTA TLC	344,924	240,804	70%
Local - UTA Joint Projects	100,547	114,644	114%
Local - UTA Transit Sales Tax Local - Counties	276,798	259,152	94%
Total Local	<u>334,706</u> 3,959,831	<u>334,706</u> 2,174,727	<u> </u>
Total Intergovernmental revenue	17,380,557	10,022,000	58%
Interest	15,000	158,077	1,054%
Miscellaneous revenue Total Revenue:	0.00	<u>1,698</u> 10,181,775	0.00% 59%
	17,000,007		0070
Expenditures: Wages and benefits			
Salaries and wages	3,738,362	3,210,757	86%
Fringe benefits	1,281,750	1,506,044	117%
Total Wages and benefits	5,020,112	4,716,801	94%
Consulting services	11,005,433	4,319,322	39%
Audit and Accounting	19,318	14,000	72%
Dues	30,508	28,213	92%
Maintenance	64,851	60,166	93%
Liability insurance	15,500	15,199	98%
Legal	50,000	41,243	82%
Printing	11,600	0.00	0.00%
Building lease	448,721	447,930	100%
Supplies Software Subscriptions	330,667	180,358	55% 97%
Telephone Travel	38,359 101,020	37,025 100,190	97% 99%
Training	87,650	61,553	99% 70%
Equipment	10,000	0.00	0.00%
Indirect Costs	0	0.00	0.00%
Planned Carryover	161,818	0.00	0.00%
Total Expenditures:	17,395,557	10,022,000	58%
Total Change In Net Position		159,775	

Wasatch Front Regional Council Council Budget by Program 07/01/2022 to 06/30/2023 100.00% of the fiscal year has expired

	2023 Revised Budget	2023 Actual	% spent
Programs			<u> </u>
Consolidated Planning Grant (CPG)	5,789,467	5,020,394	87%
Transportation & Land Use Connection (TLC)	5,059,832	2,130,996	42%
Household Travel Survey	1,740,091	1,243,460	71%
Economic Development (WFEDD)	169,389	204,387	121%
Local Government Support	376,480	104,618	28%
Model Development	133,010	133,642	100%
Joint Projects	255,770	282,327	110%
Legislative Consulting	146,000	146,000	100%
CDBG - Tooele County	50,000	50,000	100%
Mobility Management	10,000	1,156	12%
Tooele Valley RPO	19,913	11,045	55%
Morgan RPO	9,605	5,078	53%
Community Impact Board	2,000	2,000	100%
Davis County Rating & Ranking	20,000	20,000	100%
Station Area Planning	2,530,000	621,641	25%
State CEDS Planning	100,000	45,258	45%
Safe Streets for All	969,000		
Total Programs	17,380,557	10,022,000	58%

Notes to the Budget/Expense Report (Income Statement and Council Budget by Program) June 30, 2023

This report shows total expenses for fiscal year 2022-2023, by revenue, by expense (line item/function), and by program. Of the total amount budgeted for the year, 58% was expended through the end of June 2023. The budget in this report is the budget that was amended in October 2022 by the Council with a few line-item adjustments approved in February and April 2023. All final expenditures came in under budget for the fiscal year. The fund balance of \$159,775 represents the interest earned in our trust accounts for FY23.

The majority of expenditures are reflected in the Consolidated Planning Grant and Transportation and Land Use Connection programs. In the CPG, WFRC is reimbursed for expenses, which at year end typically reflect about 85-90% of the CPG budget. In the TLC program, all known projects are budgeted up front, then significant funds are carried forward as the projects span multiple years.

The Safe Streets for All project was approved and budgeted in FY23 but did not officially start until July, so the project was re-budgeted and included in FY24. The Household Travel Survey was budgeted in FY23, and will be completed in the first months of FY24. The Station Area Planning program began in FY23 and will continue through FY24, with a number of projects underway and planned. Two programs were renewed or expanded during FY23, causing their revenues and corresponding expenses to increase: Economic Development, which WFRC successfully renewed for a three year period starting April 1, 2023, and the Joint Projects, in which Addenda 28 and 31 were added beginning in FY23. Although these two programs grew slightly during the fiscal year, overall line item budgets did not require adjustment.

		Ban	k Statement Start Balance:	\$996,126.91
	Reconciled Deposit	_	•	
	eference	Date	Amount	
Deposit		04/06/2023	12,548.38	
Deposit		04/07/2023	16,100.00	
Deposit		04/07/2023	16,740.00	
Deposit		04/11/2023	4,969.88	
Deposit		04/11/2023	25,000.00	
Deposit		04/13/2023	8,657.47	
Deposit		04/18/2023	2,000.00	
Deposit		04/18/2023	50,707.25	
Deposit		04/25/2023	22,789.64	
Deposit		04/25/2023	70,155.00	
Deposit		04/27/2023	9,000.00	
Deposit		04/27/2023	16,000.00	
Deposit		04/28/2023	7,530.97	
Deposit		04/28/2023	322,329.63	
		Reconciled I	Deposits & Transfers Total:	\$584,528.22
	Reconciled Checks &	& Withdrawals		
Payee Name	Reference	Date	Amount	
Health Equity	EFT	03/31/2023	3,913.59	
Utah State Tax Commission	EFT.0331231354.82	03/31/2023	5,142.14	
Internal Revenue Service	EFT.0331231343.38	03/31/2023	15,282.18	
Utah Retirement Systems (URS)	EFT.0331231421.80	03/31/2023	46,457.50	
Public Employees Health Program (PEHP)	eft - clear	04/03/2023	0.00	
EMI Health	EFT	04/03/2023	135.00	
Utah Retirement Systems (URS)	EFT	04/04/2023	-900.30	
Utah Department of Workforce Services (DWS)	EFT	04/07/2023	4,180.47	
Les Olson Company	ACH.0411230731.44	04/12/2023	140.04	
PEHP FLEX Benefits	ACH.0411230731.54	04/12/2023	469.98	
Utah Local Governments Trust (ULGT)	ACH.0411230731.79	04/12/2023	958.39	
Six County AOG	ACH.0411230731.289	04/12/2023	1,400.00	
Pelorus Methods	ACH.0411230731.55	04/12/2023	1,450.00	
Barker Leavitt, PLLC	ACH.0411230731.6	04/12/2023	8,000.00	
	ACH.0411230731.53	04/12/2023		
Parametrix, Inc	ACH.0411230731.183	04/12/2023	8,065.49	
Logan Simpson Design, Inc			8,202.24	
Design Workshop, Inc	ACH.0411230731.20	04/12/2023	13,459.45	
Township + Range LLC	ACH.0411230731.70	04/12/2023	16,103.32	
CRSA Inc	ACH.0411230731.257	04/12/2023	37,500.00	
Resource Systems Group, Inc (RSG)	ACH.0411230731.61	04/12/2023	226,955.81	
Payroll DD	0414231200	04/14/2023	91,857.52	
Health Equity	EFT	04/17/2023	38.25	
Health Equity	EFT 041723	04/17/2023	3,913.59	
Utah State Tax Commission	EFT.0417230846.82	04/17/2023	5,228.46	
Internal Revenue Service	EFT.0417230844.38	04/17/2023	15,700.79	
Utah Retirement Systems (URS)	EFT.0417230943.80	04/17/2023	46,989.14	
Granberg, Bertrand J	X999	04/28/2023	0.00	
Townsend, Megan V	X999	04/28/2023	0.00	
Payroll DD	0428231200	04/28/2023	90,937.03	
Lincoln Financial Life Ins Co	EFT 04-01	04/30/2023	134.99	
Lincoln Financial Life Ins Co	EFT.0502231505.46	04/30/2023	2,450.33	
		Reconciled CI	hecks & Withdrawals Total:	\$654,165.40

Bank Statement End Balance:

\$926,489.73

MAG

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Amazon	Pcard JC	040123	04/01/2023	04/07/2023		Return light switch cover	105610.99.999000 - Supplies: Indirect	
Amazon Amazon	Pcard JC Pcard JC	040123 112-1516251-595	04/01/2023 04/01/2023	04/07/2023 04/07/2023	15.77 30.87		105610.99.999000 - Supplies: Indirect 105610.99.999000 - Supplies: Indirect	
					\$29.75			
American Planning Association (APA	Pcard JC	1165	04/01/2023	04/07/2023	550.00	APA Spring Conference - Meg, Christy, Byron	105330.30.330200 - Training: TLC Adm	
				-	\$550.00			
Barker Leavitt, PLLC	ACH.04112307	110-0323	03/31/2023	04/12/2023	8,000.00	Legislative Consulting - Mar	105340.50.341200 - Consult Serv: Legi	
				-	\$8,000.00			
Bluehost	Pcard AP	74381580	04/01/2023	04/07/2023	7.20	new website domain	105610.99.999000 - Supplies: Indirect	
				-	\$7.20			
Carr Printing Co	Pcard JC	31303	04/01/2023	04/07/2023	73.94	business cards - Sarah	105610.20.322210 - Supplies: CPG - A	
				-	\$73.94			
Constant Contact	Pcard RH	040123	04/01/2023	04/07/2023	70.04	monthly billing - APR	105670.99.999000 - Software: Indirect	
				-	\$70.04			
CRSA Inc	ACH.04112307	22-052-3	03/28/2023	04/12/2023	37,500.00	SAP Roy - Feb	105340.50.360204 - Consult Serv: SAP	
				-	\$37,500.00			
Design Workshop, Inc	ACH.04112307	0073782	03/28/2023	04/12/2023	13,459.45	Midvale Main StFeb	105340.30.353004 - Consult Serv: Midv	
				-	\$13,459.45			
EMI Health	EFT	507020230401	04/01/2023	04/03/2023	135.00	Telemed - Apr	105210.99.998000 - Fringe Benefits: In	
				-	\$135.00			
First Digital	Pcard AP	00486034-1	04/01/2023	04/07/2023	560.50	Internet - Apr	105530.99.999000 - Telephone/Data: In	
					\$560.50			
Github Inc.	Pcard AP	040123	04/01/2023	04/07/2023	5.00	monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
				-	\$5.00			
Gitracken Pro	Pcard RH	122538	04/01/2023	04/07/2023	56.97 \$56.97	GitKracken Pro software - analytics	105670.20.322210 - Software: CPG - A	
Google LLC	Pcard RH	040123	04/01/2023	04/07/2023		Google Workspace monthly billing - Apr	105670.99.999000 - Software: Indirect	
Google LLC	Pcard RH	040123A	04/01/2023	04/07/2023	81.89		105670.99.999000 - Software: Indirect	
				-	\$525.89			
					\$525.89			
Government Finance Officer's Assoc	Pcard JC	040423	04/03/2023	04/07/2023	160.00	Membership - Marian	105330.99.999000 - Training: Indirect C	
					\$160.00			
Health Equity	EFT	041523	04/01/2023	04/17/2023	38.25	HSA fees - Mar	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT 041723	PR041023-258	04/14/2023	04/17/2023	3,913.59	HSA	1022500 - HSA W/H Payable	
				-	\$3,951.84			
HIghtech Signs	Pcard JC	14628A	04/03/2023	04/07/2023	492.10	Supplies for WFRC meetings	105610.20.322210 - Supplies: CPG - A	
				-	\$492.10			
Hyatt Hotels	Pcard AP	231669001	04/06/2023	04/07/2023	312.24	UAC Build Utah 2023 conf - AG	105580.20.322210 - Travel: CPG - Adm	
				-	\$312.24			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Internal Revenue Service Internal Revenue Service	EFT.041723084 EFT.041723084	PR041023-38 PR041023-38	04/14/2023 04/14/2023	04/17/2023 04/17/2023	3,441.30 12,259.49 \$15,700.79		1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	
				-	\$15,700.79			
Les Olson Company	ACH.04112307	EA1254927	03/31/2023	04/12/2023	140.04	Monthly Billing	105610.99.999000 - Supplies: Indirect	
				-	\$140.04			
Lincoln Financial Life Ins Co	EFT 04-01	043023	04/30/2023	04/30/2023	134.99	Apr adjustment	105210.99.998000 - Fringe Benefits: In	
Lincoln Financial Life Ins Co Lincoln Financial Life Ins Co	EFT.050223150 EFT.050223150	PR041023-46 PR042523-46	04/14/2023 04/28/2023	04/30/2023 04/30/2023 _		Life Ins W/H Life Ins W/H	1022300 - Lincoln Life Insurance W/H 1022300 - Lincoln Life Insurance W/H	
				-	\$2,585.32			
Logan Simpson Design, Inc Logan Simpson Design, Inc	ACH.04112307 ACH.04112307	30937 31423	03/31/2023 03/28/2023	04/12/2023 04/12/2023 _	4,216.50 3,985.74 \$8,202.24	Bountiful - Nov Bountiful - Feb	105340.30.351010 - Consult Serv: Bou 105340.30.351010 - Consult Serv: Bou	
				-	\$8,202.24			
Mountain District ITE Mountain District ITE	Pcard JC Pcard JC	040123 040223	04/01/2023 04/01/2023	04/07/2023 04/07/2023		ITE Utah Conference Attendance - Nikki ITE Utah Conference Attendance - Sarah	105330.20.322210 - Training: CPG - Ad 105330.20.322210 - Training: CPG - Ad	
				-	\$385.00			
NY Times	Pcard RH	040123	04/01/2023	04/07/2023		Monthly Subscription	105610.10.301200 - Supplies: Local Fu	
				-	\$4.00			
ODP	Pcard JC	301512351-001	04/01/2023	04/07/2023	59.98	USB-C hubs x2	105610.20.322210 - Supplies: CPG - A	
				-	\$59.98			
Parametrix, Inc	ACH.04112307	43402	03/28/2023	04/12/2023	8,065.49	Herriman Transit Corridor - Feb	105340.30.353002 - Consult Serv: Herr	
				-	\$8,065.49			
PEHP FLEX Benefits PEHP FLEX Benefits PEHP FLEX Benefits	ACH.04112307 ACH.04112307 ACH.04112307	PR021023-54 PR022523-54 PR032523-54	02/15/2023 02/28/2023 03/31/2023	04/12/2023 04/12/2023 04/12/2023	156.66	Flex Spend Acct Flex Spend Acct Flex Spend Acct	1022400 - Flexible Spending Account 1022400 - Flexible Spending Account 1022400 - Flexible Spending Account	
				-	\$469.98			
Pelorus Methods	ACH.04112307	230403	04/01/2023	04/12/2023		Qtr billing 4/1 - 6/30/23	105670.99.999000 - Software: Indirect	
				-	\$1,450.00	2		
Public Employees Health Program (Public Employees Health Program (eft - clear eft - clear	03312023 033123 PR031023-59 PR031023-59 PR031023-59 PR032523-59 PR032523-59 PR032523-59 PR032523-59	03/31/2023 03/31/2023 03/15/2023 03/15/2023 03/15/2023 03/31/2023 03/31/2023 03/31/2023	04/03/2023 04/03/2023 04/03/2023 04/03/2023 04/03/2023 04/03/2023 04/03/2023 04/03/2023	-1,459.10 -40,820.72 107.92 1,402.30 19,629.69 107.92	Adjusment to Mar billing Offset for prepayment of PEHP Mar Vision Ins Dental Ins Health Ins Vision Ins Dental Ins Health Ins	105210.99.998000 - Fringe Benefits: In 1013000 - Prepaid Employee Expense 1022000 - PEHP Insurance W/H Payab 1022000 - PEHP Insurance W/H Payab	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
PyCon US PyCon US	Pcard JC Pcard JC	289 289	04/03/2023 04/03/2023	04/07/2023 04/07/2023	750.00 750.00 \$1,500.00	PyCon US 2023 Conference - Andy PyCon US 2023 Conference - Josh	105330.20.322210 - Training: CPG - Ad 105330.20.322210 - Training: CPG - Ad	
				-	\$1,500.00			
Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG)	ACH.04112307 ACH.04112307 ACH.04112307 ACH.04112307 ACH.04112307 ACH.04112307 ACH.04112307	51102 51102 51102 51102 51102 51102 51102	03/28/2023 03/28/2023 03/28/2023 03/28/2023 03/28/2023 03/28/2023	04/12/2023 04/12/2023 04/12/2023 04/12/2023 04/12/2023 04/12/2023	7,825.65 11,086.34 18,259.86 39,128.27 52,182.88 98,472.81 \$226,955.81	Household Travel Survey - Feb UTA Household Travel Survey - Feb MAG	105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.50.322215.3423 - Consult Serv	
					\$226,955.81			
Six County AOG	ACH.04112307	033023	03/31/2023	04/12/2023 _	1,400.00	One Utah Summit - Spring 2023	105610.20.322210 - Supplies: CPG - A	
Smith's	Pcard JC	040123	04/01/2023	04/07/2023 _	\$1,400.00 23.65 \$23.65	Snacks for RGC meeting	105610.10.301200 - Supplies: Local Fu	202
SP Plus Corporation	Pcard JC	50638166-20230	04/01/2023	04/07/2023	1,100.00 \$1,100.00	parking passes for WFRC meeting attendees	105610.20.322210 - Supplies: CPG - A	
State of Utah	Pcard AP	040123	04/01/2023	04/07/2023	25.00	Annual Entity Registration	105810.99.999000 - Dues: Indirect	
Township + Range LLC	ACH.04112307	2206-05	03/27/2023	04/12/2023		Draper Town Center SAP - Dec	105340.30.330255 - Consult Serv: Dra	
UC Davis UC Davis	Pcard JC Pcard JC	040223 20230320000010	04/01/2023 04/01/2023	04/07/2023 04/07/2023 _	\$16,103.32 120.00 310.00 \$430.00		105610.20.322210 - Supplies: CPG - A 105610.20.322210 - Supplies: CPG - A	
Utah Association of Counties UAC Utah Association of Counties UAC	Pcard JC Pcard JC	14LXd 15EFc	04/01/2023 04/01/2023	04/07/2023 04/07/2023 _	259.07 932.64 \$1,191.71		105330.20.322210 - Training: CPG - Ad 105330.20.322210 - Training: CPG - Ad	
Utah Department of Workforce Servi	EFT	040723	04/07/2023	- 04/07/2023	\$1,191.71 4,180.47	UI Q1 2023	105210.99.998000 - Fringe Benefits: In	
				-	\$4,180.47			
Utah Geographic Information Council	Pcard AP	040123	04/01/2023	04/07/2023		UGIC Conference registration - Sarah	105330.20.322210 - Training: CPG - Ad	
Utah League of Cities and Towns (U	Pcard JC	040523	04/03/2023	04/07/2023	\$395.00 -175.00	Refund for TK registration (50%)	105330.20.322210 - Training: CPG - Ad	
Utah Local Governments Trust (ULG Utah Local Governments Trust (ULG		1604730 1605301	03/28/2023 04/03/2023	04/12/2023 04/12/2023	(\$175.00) 462.00 496.39 \$958.39	Worker's Comp - March WC - Apr	105210.99.998000 - Fringe Benefits: In 105210.99.998000 - Fringe Benefits: In	
				-	\$958.39			
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	EFT EFT.041723094	0440423 PR041023-80	04/04/2023 04/14/2023	04/04/2023 04/17/2023	-900.30 335.30	SL Adjustment Loan	1015800 - Suspense 1023300 - Loan Payment W/H Payable	

Payee Name Utah Retirement Systems (URS) Utah Retirement Systems (URS)	Reference Number EFT.041723094 EFT.041723094 EFT.041723094 EFT.041723094 EFT.041723094 EFT.041723094	Invoice Number PR041023-80 PR041023-80 PR041023-80 PR041023-80 PR041023-80 PR041023-80	Invoice Ledger Date 04/14/2023 04/14/2023 04/14/2023 04/14/2023 04/14/2023 04/14/2023	Payment Date 04/17/2023 04/17/2023 04/17/2023 04/17/2023 04/17/2023 04/17/2023 04/17/2023		457(b) 401(k) EE & Match	Ledger Account 1023200 - Roth IRA W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023100 - 457(b) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable	Activity Code
Utah State Tax Commission	EFT.041723084	PR041023-82	04/14/2023	04/17/2023 _	\$46,088.84 5,228.46 \$5,228.46	State Income Tax	1021200 - State Tax W/H Payable	
Utah Taxpayers Association	Pcard AP	2023TSXNWCNF	04/01/2023	04/07/2023 _	405.00 \$405.00	Taxes Now Conference - AG, JB, MJC	105330.20.322210 - Training: CPG - Ad	
Utah Transit Authority (UTA) Utah Transit Authority (UTA)	Pcard AP Pcard AP	888545 890248	04/01/2023 04/06/2023	04/07/2023 04/07/2023 _	250.00 250.00 \$500.00	Trax Pass Reload Trax Pass Reload	105580.20.322210 - Travel: CPG - Adm 105580.20.322210 - Travel: CPG - Adm	
Zoom Video Communications Inc. Zoom Video Communications Inc.	Pcard RH Pcard RH	Inv 196715694 INV195575989	04/01/2023 04/01/2023		\$500.00 1,353.61 8,270.35 \$9,623.96 \$9,623.96 \$9,623.96 \$418,887.37	Annual Webinar Fees - 3/31/23 - 3/30/24 Annual Fees - 3/31/23 - 3/30/24	105530.99.999000 - Telephone/Data: In 105530.99.999000 - Telephone/Data: In	

Questions?

Call your Customer Service Officer or Client Services 1-800-AT WELLS (1-800-289-3557) 5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wellsfargo.com

Write: Wells Fargo Bank, N. A. (119) Gib - Local Government (Utah) P.O. Box 6995 Portland, OR 97228-6995

WASATCH FRONT REGIONAL COUNCIL/WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT 41 N RIO GRANDE ST STE 103 SALT LAKE CITY UT 84101-1385

Account summary

Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$996,126.91	\$584,528.22	-\$654,165.40	\$926,489.73

Credits

Electronic deposits/bank credits

Effective	Posted		
date	date	Amount	Transaction detail
	04/06	✓ 45,388.38	Desktop Check Deposit
	04/11	29,969.88	Desktop Check Deposit
	04/13	✓ 8,657.47	Finet EFT 8019577760 230412 202304120414041 NTE*23A1103808 *81353E *Was
	04/18	✓ 52,707.25	Desktop Check Deposit
	04/25	✓ 92,944.64	Desktop Check Deposit
	04/27	✓ 25,000.00	Desktop Check Deposit
	04/28	✓ 7,530.97	Finet EFT 8019577760 230427 202304270415647 NTE*23A1319315 *81353E *Was
	04/28	✓ 322,329.63	Finet EFT 8019577760 230427 202304270415646 NTE*23A1319314 *81353E *Was
		\$584,528.22	Total electronic deposits/bank credits
		\$584,528.22	Total credits

Debits

Electronic debits/bank debits

Effective	Posted			
date	date	Amount		Transaction detail
	04/03	135.00		Emi Health Ins Prem 50700004 Wasatchfrontregionalco
	04/03	✓ 5,142.14		Utah801/297-7703 Tax Paymnt xxxxx3312 Wasatch Front Regional
	04/03	√ 15,282.18	<	Business to Business ACH Debit - IRS Usataxpymt 040323 270349382446148 Wasatch Front Regional
	04/04	✓ 2,585.32	<	Business to Business ACH Debit - *Lincoln Natlife Prempaymnt 1555992 91000011021925

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Electroni	ic debits/bank	debits (continued)	
Effective	Posted		
date	date	Amount	Transaction detail
	04/04	3,951.84	Healthequity Inc Healthequi 03 Apr 6960993 Wasatch Front Regional
	04/04	45,557.20	Utah State Retir Urs Paymnt U999500733354 Wasatch Front Reg Coun
	04/10	4,180.47 <	Business to Business ACH Debit - Workforce Servic Wages 230407 1844793 Wasatch Front Regional
	04/11	322,704.72	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	04/12	91,857.52	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	04/17	15,700.79 <	Business to Business ACH Debit - IRS Usataxpymt 041723 270350735252819 Wasatch Front Regional
	04/18	3,913.59	Healthequity Inc Healthequi 17 Apr 6960993 Wasatch Front Regional
	04/18	5,228.46	Utah801/297-7703 Tax Paymnt 1691566208 Wasatch Front Regional
	04/20	46,989.14	Utah State Retir Urs Paymnt U999500733355 Wasatch Front Reg Coun
	04/26	90,937.03	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
		\$654,165.40	Total electronic debits/bank debits
		\$654,165.40	Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

Daily ledger balance summary

-

5	0				
Date	Balance	Date	Balance	Date	Balance
03/31	996,126.91	04/11	671,946.30	04/20	569,621.52
04/03	975,567.59	04/12	580,088.78	04/25	662,566.16
04/04	923,473.23	04/13	588,746.25	04/26	571,629.13
04/06	968,861.61	04/17	573,045.46	04/27	596,629.13
04/10	964,681.14	04/18	616,610.66	04/28	926,489.73
	Average daily ledger balance	\$750,886.11			

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STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager PO Box 142315 350 N State Street, Suite 180 Salt Lake City, Utah 84114-2315 Local Call (801) 538-1042 Toll Free (800) 395-7665 www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL LOVEIT BAUMGARDNER 41 NO. RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
533				April 01, 2023	through April 30, 2023
Summary					
Beginning Bal	lance	\$ 3,465,103.75	Average Daily	Balance	\$ 3,465,103.75
Deposits		\$ 14,258.12	Interest Earned		\$ 14,258.12
Withdrawals		\$ 0.00	360 Day Rate		4.9377
Ending Balanc	ce	\$ 3,479,361.87	365 Day Rate		5.0063
Date	Activity	D	eposits	Withdrawals	Balance
04/01/2023	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 3,465,103.75
04/30/2023	REINVESTMENT	\$ 14	,258.12	\$ 0.00	\$ 3,479,361.87
04/30/2023	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 3,479,361.87

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager PO Box 142315 350 N State Street, Suite 180 Salt Lake City, Utah 84114-2315 Local Call (801) 538-1042 Toll Free (800) 395-7665 www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD LOVEIT BAUMGARDNER 41 NORTH RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

04/30/2023

ENDING BALANCE

Account					Account Period	
8761				April 01, 2023 t	hrough April 30, 2023	
Summary						
Beginning Bal	lance	\$ 1,198,888.81	Average D	aily Balance	\$ 1,198,888.81	
Deposits		\$ 4,933.16	\$4,933.16 Interest Earned		\$ 4,933.16	
Withdrawals		\$ 0.00 360 Day Rate		ate	4.9377	
Ending Balanc	Ending Balance		365 Day R	ate	5.0063	
Date	Activity	D	eposits	Withdrawals	Balance	
04/01/2023	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 1,198,888.81	
04/30/2023	REINVESTMENT	\$ 4	,933.16	\$ 0.00	\$ 1,203,821.97	

\$ 0.00

\$ 0.00

\$ 1,203,821.97

Bank Statement Balance:	\$643,588.75
Calculated Book Balance:	\$643,588.75
General Ledger Balance:	\$643,588.75
Calculated Book Balance vs General Ledger Balance:	\$0.00

MAM

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Adobe Inc.	Pcard AP	2438066735	05/01/2023	05/01/2023	646.37	Creative Cloud Subscription -Analytics	105670.99.999000 - Software: Indirect	
				-	\$646.37			
Amazon	Pcard JC	112-9189640-527	05/02/2023	05/02/2023 _	24.93 \$24.93	Feminine Hygiene products	105610.10.301200 - Supplies: Local Fu	
American Refrigeration	Pcard JC	050223	05/02/2023	05/02/2023	134.06	rinking Fountain Repair	105430.99.999000 - Maintenance: Indir	
Avenue Consultants	ACH.05222310	8934	05/04/2023	05/22/2023	\$134.06 1,433.75	Taylorsville ACP - March	105340.30.330261 - Consult Serv: Tayl	
					\$1,433.75			
Barker Leavitt, PLLC	ACH.05222310	110-0423	04/30/2023	05/22/2023	8,000.00	Legislative Consulting - Apr	105340.50.341200 - Consult Serv: Legi	
					\$8,000.00			
Bluehost	Pcard AP	74979973	05/01/2023	05/01/2023	7.20	Website Domain - unifiedplan.org	105610.99.999000 - Supplies: Indirect	
					\$7.20			
Canva	Pcard RH	03771-17945587	05/01/2023	05/01/2023 _	22.53 \$22.53	CPG software - Nikki	105670.20.322210 - Software: CPG - A	
Constant Contact	Pcard RH	050123	05/01/2023	05/01/2023	70.04	Monthly billing - May	105670.99.999000 - Software: Indirect	
				-	\$70.04			
RSA Inc	ACH.05042311	22-052-4	04/17/2023	05/04/2023	14,500.00	SAP Roy - Mar	105340.50.360204 - Consult Serv: SAP	
RSA Inc	ACH.05222310	22-052-5	05/08/2023	05/22/2023	4,500.00	SAP Roy - Apr	105340.50.360204 - Consult Serv: SAP	
				-	\$19,000.00			
Department of Technology Services (ACH.05042311	2606R004000005	04/17/2023	05/04/2023	992.69	GIS - UGRC Dec	105340.20.322215.3425 - Consult Serv	
				-	\$992.69			
Design Workshop, Inc Design Workshop, Inc Design Workshop, Inc	ACH.05042311 ACH.05042311 ACH.05042311	0073720 0074051 0074203	04/17/2023 04/18/2023 04/18/2023	05/04/2023 05/04/2023 05/04/2023	29,804.65 5,337.00 54,889.09 \$90,030.74		105340.50.360205 - Consult Serv: SAP 105340.30.353005 - Consult Serv: SLC 105340.50.360205 - Consult Serv: SAP	
Design Workshop, Inc Design Workshop, Inc	ACH.05222310 ACH.05222310	0074248 0074344	05/08/2023 05/08/2023	05/22/2023 05/22/2023 _	7,441.25 3,100.00 \$10,541.25	SAP 300 W. Corridor - Apr SLC Building Heights & Ped Space - Apr	105340.30.353005 - Consult Serv: SLC 105340.30.330213 - Consult Serv: SLC	
				-	\$100,571.99			
MI Health	EFT	050123	05/01/2023	05/02/2023	139.50	telemed - May	105210.99.998000 - Fringe Benefits: In	
				-	\$139.50			
nvision Utah nvision Utah	Pcard JC Pcard JC	207235616 464363066	05/02/2023 05/02/2023	05/02/2023 05/02/2023 _	200.00 200.00 \$400.00	Envision Utah Attendance - Megan, Miranda Envision Utah Attendance - Marcia, Luis	105610.20.322210 - Supplies: CPG - A 105610.20.322210 - Supplies: CPG - A	
				-	\$400.00			
Fehr & Peers Fehr & Peers Fehr & Peers Fehr & Peers Fehr & Peers Fehr & Peers	ACH.05222310 ACH.05222310 ACH.05222310 ACH.05222310 ACH.05222310 ACH.05222310	162379 162379 162379 162379 162379 162379 162942	04/30/2023 04/30/2023 04/30/2023 04/30/2023 04/30/2023 04/30/2023	05/22/2023 05/22/2023 05/22/2023 05/22/2023 05/22/2023 05/22/2023	295.35 738.19 738.20 1,181.13 1,181.13 263.03	Parking Modernization - Jan SLCo Parking Modernization - Jan WFRC Parking Modernization - Jan UDOT	105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv 105340.20.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Fehr & Peers	ACH.05222310	162942	04/30/2023	05/22/2023		Parking Modernization - Feb SLCo	105340.40.322215.0018 - Consult Serv	
Fehr & Peers Fehr & Peers	ACH.05222310 ACH.05222310	162942 162942	04/30/2023 04/30/2023	05/22/2023 05/22/2023	657.42 1.051.87	Parking Modernization - Feb WFRC Parking Modernization - Feb UDOT	105340.20.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05222310 ACH.05222310	162942	04/30/2023	05/22/2023		Parking Modernization - Feb UDO1	105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05222310	164093	05/04/2023	05/22/2023	77.09		105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05222310	164093	05/04/2023	05/22/2023	192.67	Parking Modernization - Mar SLCo	105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05222310	164093	05/04/2023	05/22/2023	192.68		105340.20.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05222310	164093	05/04/2023	05/22/2023	308.28		105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05222310	164093	05/04/2023	05/22/2023	<u>308.28</u> \$8,894.60	Parking Modernization - Mar UTA	105340.40.322215.0018 - Consult Serv	
				-	\$8,894.60			
Fielding Group, LLC	ACH.05042311	502	04/17/2023	05/04/2023	37,681.00	Building Lease - April	105441.99.999000 - Building Lease Co	
					\$37,681.00			
First Digital	Pcard AP	00499917-1	05/01/2023	05/01/2023	560.50 \$560.50	Internet - May	105530.99.999000 - Telephone/Data: In	
Github Inc.	Pcard AP	05012023	05/01/2023	05/01/2023	5.00	monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
				-	\$5.00			
Google LLC	Pcard RH	4716103197	05/01/2023	05/01/2023	710.40		105670.99.999000 - Software: Indirect	
Google LLC	Pcard RH	CLOUD 9MQDMz	05/01/2023	05/01/2023	60.91	Google Cloud Storage	105670.99.999000 - Software: Indirect	
					\$771.31			
				-	\$771.31			
GSBS PC	ACH.05042311	41914	04/17/2023	05/04/2023	16,099.45	Sandy General Plan - Mar	105340.30.330215 - Consult Serv: San	
GSBS PC	ACH.05222310	41915	05/04/2023	05/22/2023	29,618.91	SAP Murray/Millcreek - Mar	105340.50.360203 - Consult Serv: SAP	
				-	\$45,718.36			
Health Equity	EFT	050123	05/01/2023	05/01/2023	38.25	HSA fees - Apr	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT	051523	05/15/2023	05/15/2023	38.25		105210.99.998000 - Fringe Benefits: In	
				_	\$76.50			
Health Equity	EFT.050123092	PR042523-258	04/28/2023	05/01/2023	8,695.52	HSA	1022500 - HSA W/H Payable	
Health Equity	EFT.051523084	PR051023-258	05/15/2023	05/15/2023	4,071.66	HSA	1022500 - HSA W/H Payable	
				-	\$12,843.68			
Hyatt Hotels	Pcard AP	34760790	05/01/2023	05/01/2023		ULCT Mid-year Conf - MJ	105580.30.330200 - Travel: TLC Admin	
Hyatt Hotels	Pcard AP	34760791	05/01/2023	05/01/2023		ULCT Mid-year Conf - CD	105580.30.330200 - Travel: TLC Admin	
					\$646.96			
				-	\$646.96			
IBI Group	ACH.05042311	10015982	04/17/2023	05/04/2023		Morgan County Mountain Green Small Area Plan -	105340.30.352012 - Consult Serv: Mou	
IBI Group	ACH.05042311	10016124	04/17/2023	05/04/2023		Morgan County Mountain Green Small Area Plan - J		
IBI Group	ACH.05042311	10016305	04/17/2023	05/04/2023 _	6,400.00	Morgan County Mountain Green Small Area Plan - F	105340.30.352012 - Consult Serv: Mou	
					\$59,478.57			
IBI Group	ACH.05222310	10016296	05/04/2023	05/22/2023		SAP Central Point - Feb	105340.30.353008 - Consult Serv: SSL	
IBI Group	ACH.05222310	10016461	05/04/2023	05/22/2023	· · · · · ·	SAP Central Point - Mar	105340.30.353008 - Consult Serv: SSL	
				-	\$11,634.54			
				-	\$71,113.11			
Intermountain Healthcare EAP	ACH.05222310	EAP-04640	05/04/2023	05/22/2023	500.00	EAP Quarterly billing	105210.99.998000 - Fringe Benefits: In	
				-	\$500.00			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Internal Revenue Service Internal Revenue Service	EFT.050123092 EFT.050123092		04/28/2023 04/28/2023	05/01/2023 05/01/2023	3,271.76 12,069.18 \$15,340.94	Medicare Tax Federal Income Tax	1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	
Internal Revenue Service Internal Revenue Service	EFT.051523082 EFT.051523082		05/15/2023 05/15/2023	05/15/2023 05/15/2023	3,424.60 12,582.20 \$16,006.80	Medicare Tax Federal Income Tax	1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	
Landmark Design Landmark Design	ACH.05042311 ACH.05042311	2 CSAP 21	04/18/2023 04/18/2023	05/04/2023 05/04/2023	\$31,347.74 2,420.00 6,200.00 \$8.620.00	SAP Clearfield - Mar Cottonwood Heights General Plan- Dec	105340.50.360206 - Consult Serv: SAP 105340.30.330254 - Consult Serv: Cott	
Landmark Design Landmark Design	ACH.05222310 ACH.05222310	20 FH 3 CSAP	05/04/2023 05/08/2023	05/22/2023 05/22/2023	1 - 7	Fruit Heights General Plan - Mar/Apr SAP Clearfield - Apr	105340.30.351019 - Consult Serv: Fruit 105340.50.360206 - Consult Serv: SAP	
					\$16,929.18			
Les Olson Company	ACH.05222310	EA1266186	05/04/2023	05/22/2023	216.70 \$216.70	Monthly Billing - April	105610.99.999000 - Supplies: Indirect	
Lincoln Financial Life Ins Co Lincoln Financial Life Ins Co Lincoln Financial Life Ins Co	ACH 0501 ACH 0501 ACH 0501	053123 PR051023-46 PR052523-46	05/31/2023 05/15/2023 05/31/2023	05/31/2023 05/31/2023 05/31/2023	67.49 1,225.12	Life, LTD, STD - May Adjustment Life Ins W/H Life Ins W/H	105210.99.998000 - Fringe Benefits: In 1022300 - Lincoln Life Insurance W/H 1022300 - Lincoln Life Insurance W/H	
					\$2,517.82			
Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I	ACH.05042311 ACH.05042311 ACH.05042311 ACH.05042311 ACH.05042311	1 1 1	04/17/2023 04/17/2023 04/17/2023 04/17/2023	05/04/2023 05/04/2023 05/04/2023 05/04/2023	4,794.26	Ec Analysis UTP - Mar MAG Ec Analysis UTP - Mar WFRC Ec Analysis UTP - Mar UDOT Ec Analysis UTP - Mar UTA	105340.40.322215.0031 - Consult Serv 105340.20.322215.0031 - Consult Serv 105340.40.322215.0031 - Consult Serv 105340.40.322215.0031 - Consult Serv	
Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I	ACH.05222310 ACH.05222310 ACH.05222310 ACH.05222310 ACH.05222310	2 2 2 2	05/04/2023 05/04/2023 05/04/2023 05/04/2023	05/22/2023 05/22/2023 05/22/2023 05/22/2023	3,301.50	Ec Analysis UTP - Apr UDOT	105340.40.322215.0031 - Consult Serv 105340.20.322215.0031 - Consult Serv 105340.40.322215.0031 - Consult Serv 105340.40.322215.0031 - Consult Serv	
					\$32,383.00			
Mountain District ITE	Pcard JC	050223	05/02/2023	05/02/2023		Mountain District ITE Annual Conf - Bill, Chris	105330.20.322210 - Training: CPG - Ad	
National Association of Regional Co National Association of Regional Co	ACH.05222310 ACH.05222310	1648 1648	05/04/2023 05/04/2023	05/22/2023 05/22/2023		Annual NARC Conf June 2023 - DR, JS, BS Annual NARC Conf June 2023 - Gruber, Knowlton, J	105330.10.301200 - Training: Local Fu 105330.20.322210 - Training: CPG - Ad	
National Association of Regional Co	Pcard AP	1668	05/01/2023	05/01/2023	705.00	Narc Conf registration - MIke	105330.20.322210 - Training: CPG - Ad	
Nelson Nygaard Consulting Associati Nelson Nygaard Consulting Associati Nelson Nygaard Consulting Associati Nelson Nygaard Consulting Associati Nelson Nygaard Consulting Associati	ACH.05042311 ACH.05042311 ACH.05042311	84567 84567 84567 84567 84567	04/18/2023 04/18/2023 04/18/2023 04/18/2023 04/18/2023	05/04/2023 05/04/2023 05/04/2023 05/04/2023 05/04/2023	2,388.73 4,554.30 7,590.50	Zero Fare Final - MAG Zero Fare Final - WFRC Zero Fare Final - UDOT Zero Fare Final - UTA Zero Fare Final - WFRC	105340.40.322215.0025 - Consult Serv 105340.20.322215 - Consult Serv: CP 105340.40.322215.0025 - Consult Serv 105340.40.322215.0025 - Consult Serv 105340.20.322215.0025 - Consult Serv	
					\$27,937.19 \$27 937 19			

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Jeand AP 132825358B 0501/2023 1318 Domain Name Registration - Wastach-holoe og	Network Solutions								
Bits of Consultants LLC ACH 05942311 14350 04/17/2023 05/04/2023 4,573.28 Monthly - Apr 106430.59.59.09000 Maintenance: Indir Kexau IT Consultants LLC ACH 05922310 147109 05/04/2023 05/22/2023 4,734.78 Monthly - Apr 106430.59.59.09000 - Maintenance: Indir YT Times Pead RH 0501 05/01/2023 05/01/2023 10.00 Monthly - May 105/01/03.01.20.120 - Supplies: Local Fu Immediation ACH 05922310 44259 05/01/2023 05/02/2023 18,311.15 Herriman Transt Condor - Mar 105/30.03.03.03.03.03.03.00.02 - Consult Serv: Herr EHP FLEX Benefits ACH 05942311 04/14/2023 05/02/2023 108.00 Fires Spend Acct 102/2400 - Fires/bite Spending Account Imme Provems Inc ACH 05942311 02/04/2023 05/02/2023 108.00 Fires Spend Acct 102/2400 - Fires/bite Spending Account Imme Provems Inc ACH 05942311 02/04/2023 05/04/2023 108/04/2023 108/04/2023 108/04/2023 108/04/2023 108/04/2023 108/04/2023 108/04/2023									
Jackson Filt Consultants LLC ACH 05922310 145359 04/17/2023 05/04/2023 4.973.38 Monthly - Apr 105430.99.990000 Maintenance: Indir Local Maintenance: Indir Strates Yi Times Peard RH 0501 0.501/2023 0.501/2023 4.773 Monthly - Apr 105510.10.301200 Supplies: Local Fu Intrametrix, Inc ACH 0522310 42759 0.504/2020 0.522/2023 113.311.5 Herriman Trunel Contidor - Mar 105540.30.35002 - General Maintenance: Indir Supplies: Local Fu EVP FLEX Bandits ACH 05522310 42759 0.504/2023 0504/2023 10506 Files Spend Acci 1022400 Flexibility EVP FLEX Bandits ACH 05622311 026851 0.417/2023 0504/2023 198.66 Files Spend Acci 1022400 Flexibility Bervir File PLEX Bandits ACH 05642311 026851 0.417/2023 0504/2023 198.67 UTP Mar- WERC 105340.40.322215.0027 Consult Servir File PLEX Bandits ACH 05642311 026851 0.417/2023 0504/2023 198.67 UTP Mar- WERC 105340.40.322215.0027 C	Network Solutions	FCAIUAF	13203239300	05/01/2023	05/01/2023 _		Domain Name Registration - Wasatchchoice.org	105550.99.999000 - Telephone/Data. In	
Jaccas IT Consultants LLC ACH 0504231 146359 04/17/2023 0504/2023 4.073.28 Monthly - Apr 105430.99.99000 - Maintenance: Indir 4.73.78 Willing ACH 05022310 147109 0504/2023 0504/2023 4.073.28 Monthly - May 105430.99.99000 - Maintenance: Indir 4.73.78 Willing Paral RH 0501 0501/2023 0501/2023 4.00 Monthly Subscription 105510.03.030002 - Omsult Serv. Herr Willing ACH 05022310 4259 0504/2023 0502/2023 1156.06 First Spend Acct 1022400 - Flexible Spending Account EIP FLEX Benefits ACH 05022311 PR047023.0 0504/2023 1156.06 First Spend Acct 1022400 - Flexible Spending Account EIP FLEX Benefits ACH 05042311 026851 04/17/2023 0504/2023 158.66 First Spend Acct 1022400 - Flexible Spending Account EIP FLEX Benefits ACH 05042311 026851 04/17/2023 0504/2023 158.66 First Spend Acct 102340.0.322216.0027 - Consult Serv Winna Powers Inc ACH 05042311 026851 04/17/2023 0504/2023 <td< td=""><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td></td<>					-				
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strametrix, Inc ACH 0522210 4429 0504/2023 05222023 11331115 Herriman Transit Comidor - Mar 105340.30.353002 - Consult Serv: Herr EEP FLEX Benefits ACH 05022310 PR041023-54 04/14/2023 0504/2023 156.66 Flex Spend Acct 1022400 - Flexible Spending Account EEP FLEX Benefits ACH 05022310 PR04223-54 04/26/2023 0502/2023 156.66 Flex Spend Acct 1022400 - Flexible Spending Account eman Powers Inc ACH 05042311 028551 04/17/2023 0504/2023 138.68 UTP Mar - MAG 105340.40.32221 50027 - Consult Serv eman Powers Inc ACH 05042311 028551 04/17/2023 0504/2023 757.50 UTP Mar - VMAG 105340.40.32221 50027 - Consult Serv Consult Serv eman Powers Inc ACH 05042311 028551 04/17/2023 0504/2023 757.50 UTP Mar - VMAG 105340.40.32221 50027 - Consult Serv Consult Serv Perversinc eman Powers Inc ACH 05042311 028582 04/17/2023 0504/2023 33550 Consult Serv Perversinc 105340.20.325242 - Consult Serv Perversinc<						\$9,708.06			
arametrix, Inc ACH 0522310 44259 05/02/202 05/22/202 18,311.15 Herriman Transit Consider - Mar 105/340.30.353022 - Consult Serv: Herr EHP FLEX Banefits ACH 05042311 PR0412023-64 04/14/2022 05/22/202 156.66 Flex Spand Acct 1022400 - Flexible Spanding Account EHP FLEX Banefits ACH 05042311 026851 04/17/2023 05/02/202 156.66 Flex Spand Acct 1022400 - Flexible Spanding Account eman Powers Inc ACH 05042311 026851 04/17/2023 05/04/2023 767.50 UTP Mar - WRG C 105340.40.322215.0027 - Consult Serv eman Powers Inc ACH 05042311 026851 04/17/2023 05/04/2023 767.50 UTP Mar - UDA T 105340.40.322215.0027 - Consult Serv eman Powers Inc ACH 05042311 026851 04/17/2023 05/04/2023 777.50 UTP Mar - UDA T 105340.20.32224 - Consult Serv Consult Serv: CP eman Powers Inc ACH 05042311 026852 04/17/2023 05/04/2023 77.50 UTP Mar - UDA T 105340.20.32224 - Consult Serv: CP eman Powers Inc ACH 05042311 02	NY Times	Pcard RH	0501	05/01/2023	05/01/2023	4.00	Monthly Subscription	105610.10.301200 - Supplies: Local Fu	
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EHP FLEX Benefits ACH.05042311 PR041023-54 04/14/2023 05/04/2023 156.66 Flex Spend Acct 1022400 - Flexible Spending Account EHP FLEX Benefits ACH.05042311 PR042523-54 04/14/2023 05/04/2023 156.66 Flex Spend Acct 1022400 - Flexible Spending Account Verma Powers Inc ACH.05042311 028651 04/17/2023 05/04/2023 158.67 UTP Mar. MAC 105540 43 22215.0027 - Consult Serv Verma Powers Inc ACH.05042311 028651 04/17/2023 05/04/2023 767.50 UTP Mar. UTA 105540 43 322215.0027 - Consult Serv Verma Powers Inc ACH.05042311 028652 04/17/2023 05/04/2023 158.67 Flex Spend Acct 105340 30 322224 - Consult Serv: CP Verma Powers Inc ACH.05042311 028662 04/17/2023 05/04/2023 3.853.00 Strategic Communication - Mar 105340 30 322224 - Consult Serv: CP Verma Powers Inc ACH.05042311 028662 04/17/2023 05/04/2023 3.853.00 Strategic Communication - Mar 105340 30 351036 - Consult Serv: CP Verma Powers Inc ACH.05042311 028662 <td>Parametrix, Inc</td> <td>ACH.05222310</td> <td>44259</td> <td>05/04/2023</td> <td>05/22/2023</td> <td>18,311.15</td> <td>Herriman Transit Corridor - Mar</td> <td>105340.30.353002 - Consult Serv: Herr</td> <td></td>	Parametrix, Inc	ACH.05222310	44259	05/04/2023	05/22/2023	18,311.15	Herriman Transit Corridor - Mar	105340.30.353002 - Consult Serv: Herr	
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Public Employees Health Program (eft clear PR041023-59 04/14/2023 05/05/2023 1,402.30 Dental Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR041023-59 04/14/2023 05/05/2023 19,629.69 Health Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 1,402.30 Dental Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 1,402.30 Dental Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 1,402.30 Dental Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 1,402.30 Dental Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 1,402.30 Dental Ins 1022000 - PEHP Insurance W/H Payab Public Employees Health Program (eft clear PR042523-59 04/28/202	Public Employees Health Program (
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Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 19,629.69 Health Ins 1022000 - PEHP Insurance W/H Payab \$0.00									
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Resource Systems Group, Inc (RSG) ACH.05222310 51179 04/24/2023 05/22/2023 8,970.57 Household Travel Survey - Mar Cache 105340.40.322215.3423 Consult Serv Resource Systems Group, Inc (RSG) ACH.05222310 51179 04/24/2023 05/22/2023 12,708.31 Household Travel Survey - Mar Dixie 105340.40.322215.3423 - Consult Serv					-	\$0.00			
Resource Systems Group, Inc (RSG) ACH.05222310 51179 04/24/2023 05/22/2023 12,708.31 Household Travel Survey - Mar Dixie 105340.40.322215.3423 - Consult Serv					-	\$43,786.24			
	Resource Systems Group, Inc (RSG)	ACH.05222310	51179	04/24/2023	05/22/2023	8,970.57	Household Travel Survey - Mar Cache	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG) ACH.05222310 51179 04/24/2023 05/22/2023 20,931.33 Household Travel Survey - Mar UTA 105340.40.322215.3423 - Consult Serv	Resource Systems Group, Inc (RSG)								
	Resource Systems Group, Inc (RSG)	ACH.05222310	51179	04/24/2023	05/22/2023	20,931.33	Household Travel Survey - Mar UTA	105340.40.322215.3423 - Consult Serv	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG)	ACH.05222310 ACH.05222310 ACH.05222310	51179 51179 51179	04/24/2023 04/24/2023 04/24/2023	05/22/2023 05/22/2023 05/22/2023	44,852.85 59,817.39 112,879.66 \$260,160.11	,	105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.50.322215.3423 - Consult Serv	
				-	\$260,160.11			
RRJ Consulting	ACH.05042311	WFRC202304	04/17/2023	05/04/2023	2,000.00 \$2,000.00	Legislative Consulting - Apr	105340.50.341200 - Consult Serv: Legi	
Township + Range LLC Township + Range LLC	ACH.05042311 ACH.05042311	2203-10 2203-10	04/18/2023 04/18/2023	05/04/2023 05/04/2023		Context Sensitivity - Mar MAG Context Sensitivity - Mar WFRC	105340.40.322215.0029 - Consult Serv 105340.20.322215.0029 - Consult Serv	
Township + Range LLC Township + Range LLC	ACH.05222310 ACH.05222310	2206-08 2210-03	05/08/2023 05/08/2023	05/22/2023 05/22/2023 _	4,054.43 3,308.75 \$7,363.18	Draper Town Center SAP - Mar Copperton AT+C - Feb/Mar	105340.30.330255 - Consult Serv: Dra 105340.30.353001 - Consult Serv: Cop	
				-	\$11,896.93			
UNUM Life Insurance Co. UNUM Life Insurance Co.	ACH.05222310 ACH.05222310	043023 050823	04/30/2023 05/08/2023	05/22/2023 05/22/2023		LTC - Apr LTC - May	105210.99.998000 - Fringe Benefits: In 105210.99.998000 - Fringe Benefits: In	
				-	\$310.50			
Utah Department of Workforce Servi	EFT	052323	05/24/2023	05/24/2023	6.88	UI Q1 2023 adjustment	105210.99.998000 - Fringe Benefits: In	
				-	\$6.88			
Utah Local Governments Trust (ULG	ACH.05222310	1605822	05/08/2023	05/22/2023	512.95 \$512.95	WC - May	105210.99.998000 - Fringe Benefits: In	
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	ACH ACH ACH ACH ACH ACH ACH ACH ACH ACH	PR031023-80 PR031023-80 PR032523-80 PR051023-80 PR051023-80 PR051023-80 PR051023-80 PR051023-80 PR051023-80 PR051023-80 PR042523-80 PR042523-80 PR042523-80 PR042523-80 PR042523-80 PR042523-80 PR042523-80	03/15/2023 03/15/2023 03/31/2023 05/15/2023 05/15/2023 05/15/2023 05/15/2023 05/15/2023 05/15/2023 05/15/2023 04/28/2023 04/28/2023 04/28/2023 04/28/2023 04/28/2023	05/02/2023 05/02/2023 05/02/2023 05/17/2023 05/17/2023 05/17/2023 05/17/2023 05/17/2023 05/17/2023 05/17/2023 05/17/2023 05/04/2023 05/04/2023 05/04/2023 05/04/2023 05/04/2023 05/04/2023	4.83 429.50 5.81 516.99 335.30 744.73 1,990.03 5,877.93 5,943.66 13,053.45 18,700.45 \$47,602.68 335.30 744.73 1,990.03	Roth IRA URS 401(k) Tier 2 401(k) DC 457(b) 401(k) EE & Match URS State Retirement Loan Roth IRA URS 401(k) Tier 2 401(k) DC 457(b) 401(k) EE & Match	1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - Loan Payment W/H Payable 1023000 - Roth IRA W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 457(b) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - Roth IRA W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023100 - 457(b) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT 5-4	05032023	05/04/2023	05/04/2023	. ,	SL Adjustment	1015800 - Suspense	
				-	\$95,849.20			
Utah State Division of Finance Utah State Division of Finance	ACH.05042311 ACH.05042311	23030708460056 23030720846016	04/05/2023 04/05/2023	05/04/2023 05/04/2023	1,658.30	Pcard AP Pcard RH	1020190 - P-Card Clearing 1020190 - P-Card Clearing	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Utah State Division of Finance Utah State Division of Finance	ACH.05042311 ACH.05042311	23030720846030 23030720846037	04/05/2023 04/05/2023	05/04/2023 05/04/2023	13,448.36 30.83 \$16,491.93	Pcard JC Pcard - AG	1020190 - P-Card Clearing 1020190 - P-Card Clearing	
Utah State Division of Finance Utah State Division of Finance Utah State Division of Finance	ACH.05222310 ACH.05222310 ACH.05222310	23041010946005 23041010946015 23041010946029	05/08/2023 05/08/2023 05/08/2023	05/22/2023 05/22/2023 05/22/2023 _	2,209.94 10,280.86 6,930.13 \$19,420.93	Pcard - AP Pcard - RH Pcard - JC	1020190 - P-Card Clearing 1020190 - P-Card Clearing 1020190 - P-Card Clearing	
				-	\$35,912.86			
Utah State Tax Commission	EFT.050123092	PR042523-82	04/28/2023	05/01/2023	4,950.16	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.051523084	PR051023-82	05/15/2023	05/15/2023	5,178.85	State Income Tax	1021200 - State Tax W/H Payable	
				-	\$10,129.01			
Utah Transit Authority (UTA) Utah Transit Authority (UTA)	Pcard AP Pcard AP	893304 895458	05/01/2023 05/01/2023	05/01/2023 05/01/2023 _	450.00 100.00 \$550.00	Trax Pass Reload Trax Pass Reload	105580.20.322210 - Travel: CPG - Adm 105580.20.322210 - Travel: CPG - Adm	
				-	\$550.00			
Wall Consultant Group (WCG)	ACH.05042311	11699	04/17/2023	05/04/2023	3,578.76	Farmington N Station - Feb	105340.30.351031 - Consult Serv: Far	
Wall Consultant Group (WCG)	ACH.05222310	11842	05/08/2023	05/22/2023	5,611.31	Farmington N Station - Mar	105340.30.351031 - Consult Serv: Far	
				-	\$9,190.07			
WTS - Northern Utah Chapter	ACH.05222310	050823	05/08/2023	05/22/2023	2,090.00	Gold Chapter Sponsorship - WTS	105610.20.322210 - Supplies: CPG - A	
				-	\$2,090.00			
				=	\$975,420.01			

Commercial Checking Acct Public Funds

Account number: **1890008079** May 1, 2023 - May 31, 2023 Page 1 of 2



Questions?

Call your Customer Service Officer or Client Services **1-800-AT WELLS** (1-800-289-3557) 5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wellsfargo.com

Write: Wells Fargo Bank, N. A. (119) Gib - Local Government (Utah) P.O. Box 6995 Portland, OR 97228-6995

WASATCH FRONT REGIONAL COUNCIL/WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT 41 N RIO GRANDE ST STE 103 SALT LAKE CITY UT 84101-1385

Account summary

Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$926,489.73	\$875,352.87	-\$1,158,253.85	\$643,588.75

Credits

Electronic deposits/bank credits

Effective	Posted		
date	date	Amount	Transaction detail
	05/02	14,832.66	Finet EFT 8019577760 230501 202305010415985 NTE*23A1336891 *81353E
			*Was
	05/02	22,588.14	Finet EFT 8019577760 230501 202305010415984 NTE*23A1336890 *81353E
			*Was
	05/04	20,931.33	Utah Transit Aut Uta EFT 1109053 Uta EFT
	05/05	15,000.00	Desktop Check Deposit
	05/09	29,385.20	Desktop Check Deposit
	05/10	75,000.00	Salt Lake County Net Pay 230508 0000003582 Wasatch Front Regional
	05/11	✓ 25,000.00	Utah Transit Aut Uta EFT 1109053 Uta EFT
	05/11	250,000.00	Utah State Treas Mixed 230510 0533 Wasatch Front Regional
	05/16	44,852.85	Desktop Check Deposit
	05/19	2,000.00	Finet EFT 8019577760 230518 202305180418252 NTE*23A1394495 *81353E
		× ·	*Was
	05/25	7,752.91	Finet EFT 8019577760 230524 202305240418849 NTE*23A1413450 *81353E
		•	*Was
	05/25	356,572.29	Finet EFT 8019577760 230524 202305240418848 NTE*23A1413449 *81353E
			*Was
	05/26	11,437.49	Utah Transit Aut Uta EFT 1109053 Uta EFT
		\$875,352.87	Total electronic deposits/bank credits
		\$875,352.87	Total credits

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Debits Electroni	c debits/ban	k debits	
Effective	Posted		
date	date	Amount	Transaction detail
	05/01	15,340.94 <	Business to Business ACH Debit - IRS Usataxpymt 050123 270352192791900 Wasatch Front Regional
	05/02	38.25	Healthequity Inc Healthequi 01 May 6960993 Wasatch Front Regional
	05/02	139.50	Emi Health Ins Prem 50700005 Wasatchfrontregionalco
	05/02	957.13 <	Business to Business ACH Debit - Utah Retirement 8013667720 B23121 343487756932 Kevrine Wells
	05/02	2,517.82 <	Business to Business ACH Debit - *Lincoln Natlife Prempaymnt 1555992 91000011034576
	05/02	4,950.16	Utah801/297-7703 Tax Paymnt 2052669568 Wasatch Front Regional
	05/02	8,695.52	Healthequity Inc Healthequi 01 May 6960993 Wasatch Front Regional
	05/04	397,292.84	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/05	1,648.25 <	Business to Business ACH Debit - Utah Retirement 8013667720 B23124 343582441227 Kevrine Wells
	05/11	46,598.27	Utah State Retir Urs Paymnt U999500733357 Wasatch Front Reg Coun
	05/12	94,230.02	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/15	16,006.80 <	Business to Business ACH Debit - IRS Usataxpymt 051523 270353560943927 Wasatch Front Regional
	05/16	4,109.91	Healthequity Inc Healthequi 15 May 6960993 Wasatch Front Regional
	05/16	5,178.85	Utah801/297-7703 Tax Paymnt 1352704128 Wasatch Front Regional
	05/17	46,645.55	Utah State Retir Urs Paymnt U999500733358 Wasatch Front Reg Coun
	05/23	27,920.93	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/23	391,910.57	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/23	6.88 <	Business to Business ACH Debit - Workforce Servic Utah Uitax 230522 1877390 Wasatch Front Regional
	05/26	94,065.66	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
		\$1,158,253.85	Total electronic debits/bank debits

\$1,158,253.85 Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

Daily ledger balance summary

Date	Balance	Date	Balance	Date	Balance
04/30	926,489.73	05/10	672,646.65	05/17	779,730.10
05/01	911,148.79	05/11	901,048.38	05/19	781,730.10
05/02	931,271.21	05/12	806,818.36	05/23	361,891.72
05/04	554,909.70	05/15	790,811.56	05/25	726,216.92
05/05	568,261.45	05/16	826,375.65	05/26	643,588.75
05/09	597,646.65				
	Average daily ledger balance	\$703,501.42			

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STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager PO Box 142315 350 N State Street, Suite 180 Salt Lake City, Utah 84114-2315 Local Call (801) 538-1042 Toll Free (800) 395-7665 www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL LOVEIT BAUMGARDNER 41 NO. RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
533				May 01, 2023	through May 31, 2023
Summary					
Beginning Ba	lance	\$ 3,479,361.87	Average Da	aily Balance	\$ 3,310,007.03
Deposits		\$ 14,230.53	Interest Ear	med	\$ 14,230.53
Withdrawals		\$ 250,000.00	360 Day Rate		4.9927
Ending Balan	ce	\$ 3,243,592.40	365 Day Ra	ate	5.0620
Date	Activity	D	Deposits	Withdrawals	Balance
05/01/2023	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 3,479,361.87
05/11/2023	funds tr		\$ 0.00	\$ 250,000.00	\$ 3,229,361.87
05/31/2023	REINVESTMENT	\$ 14	,230.53	\$ 0.00	\$ 3,243,592.40
05/31/2023	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 3,243,592.40

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager PO Box 142315 350 N State Street, Suite 180 Salt Lake City, Utah 84114-2315 Local Call (801) 538-1042 Toll Free (800) 395-7665 www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD LOVEIT BAUMGARDNER 41 NORTH RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
8761				May 01, 2023	through May 31, 2023
Summary					
Beginning Balance		\$ 1,203,821.97	Average Daily	Balance	\$ 1,203,821.97
Deposits		\$ 5,175.53	Interest Earned	l	\$ 5,175.53
Withdrawals		\$ 0.00	360 Day Rate		4.9927
Ending Balance		\$ 1,208,997.50	365 Day Rate		5.0620
Date	Activity	D	Deposits	Withdrawals	Balance
05/01/2023	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 1,203,821.97
05/31/2023	REINVESTMENT	\$ 5	5,175.53	\$ 0.00	\$ 1,208,997.50
05/31/2023	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 1,208,997.50

Bank Statement Balance:	\$513,959.27
Calculated Book Balance:	\$513,959.27
General Ledger Balance:	\$513,959.27
Calculated Book Balance vs General Ledger Balance:	\$0.00

MAG

Questions?

Call your Customer Service Officer or Client Services 1-800-AT WELLS (1-800-289-3557) 5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wellsfargo.com

Write: Wells Fargo Bank, N. A. (119) Gib - Local Government (Utah) P.O. Box 6995 Portland, OR 97228-6995

WASATCH FRONT REGIONAL COUNCIL/WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT 41 N RIO GRANDE ST STE 103 SALT LAKE CITY UT 84101-1385

Account summary

Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$643,588.75	\$735,502.33	-\$865,131.81	\$513,959.27

Credits

Electronic deposits/bank credits

Effective	Posted		
date	date	Amount	Transaction detail
	06/01	13,872.35	Desktop Check Deposit
	06/05	307,000.00	Finet EFT 8019577760 230602 202306020419906 NTE*23A1434018 *81353E *Was
	06/06	52,463.00	Desktop Check Deposit
	06/14	450.00	Desktop Check Deposit
	06/14	4,554.30	Finet EFT 8019577760 230613 202306130420955 NTE*23A1462632 *81353E *Was
	06/15	31,631.81	Desktop Check Deposit
	06/15	306,333.33	Utah Transit Aut Uta EFT 1109053 Uta EFT
	06/20	1,697.54	Finet EFT 8019577760 230616 202306160421445 NTE*23A1467692 *81353E *Was
	06/28	17,500.00	Asap Grant Pay 230628 062823B0000060 3\
		\$735,502.33	Total electronic deposits/bank credits
		\$735,502.33	Total credits

Debits

Electronic debits/bank debits

Effective	Posted		
date	date	Amount	Transaction detail
	06/02	2,517.82 <	Business to Business ACH Debit - *Lincoln Natlife Prempaymnt 1555992
			91000011048060
	06/02	16,171.88 <	Business to Business ACH Debit - IRS Usataxpymt 060223 270355324890767 Wasatch Front Regional
	06/05	139.50	Emi Health Ins Prem 50700006 Wasatchfrontregionalco

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Electroni	c debits/bank	debits (continued)	
Effective	Posted		
date	date	Amount	Transaction detail
	06/05	3,863.59	Healthequity Inc Healthequi 02 Jun 6960993 Wasatch Front Regional
	06/05	5,275.28	Utah801/297-7703 Tax Paymnt xxxxx1856 Wasatch Front Regional
	06/06	46,639.39	Utah State Retir Urs Paymnt U999500733359 Wasatch Front Reg Coun
	06/13	52,579.56	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	06/13	100,562.77	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	06/13	412,676.52	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	06/15	17,780.56 <	Business to Business ACH Debit - IRS Usataxpymt 061523 270356645168876
			Wasatch Front Regional
	06/16	5,561.72	Utah801/297-7703 Tax Paymnt xxxxx4064 Wasatch Front Regional
	06/20	3,863.59	Healthequity Inc Healthequi 16 Jun 6960993 Wasatch Front Regional
	06/20	47,421.81	Utah State Retir Urs Paymnt U999500733360 Wasatch Front Reg Coun
	06/28	150,077.82	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
		\$865,131.81	Total electronic debits/bank debits
		\$865,131.81	Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

Daily ledger balance summary

-

Date	Balance	Date	Balance	Date	Balance
05/31	643,588.75	06/06	942,316.64	06/16	696,124.95
06/01	657,461.10	06/13	376,497.79	06/20	646,537.09
06/02	638,771.40	06/14	381,502.09	06/28	513,959.27
06/05	936,493.03	06/15	701,686.67		
	Average daily ledger balance	\$702,161.52			

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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Alta Planning and Design Alta Planning and Design	ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318	2021-188-16 2021-188-17 2021-188-18 2022-234-3 2022-234-4 2022-234-5	05/23/2023 05/23/2023 05/23/2023 05/23/2023 05/23/2023 05/23/2023	06/13/2023 06/13/2023 06/13/2023 06/13/2023 06/13/2023 06/13/2023	1,381.30 2,087.30	Layton ATP - Feb Layton ATP - Mar Layton ATP - Apr Tooele ATP - Feb Tooele ATP - Mar	105340.30.351024 - Consult Serv: Layt 105340.30.351024 - Consult Serv: Layt 105340.30.351024 - Consult Serv: Layt 105340.30.331201 - Consult Serv: Too 105340.30.331201 - Consult Serv: Too 105340.30.331201 - Consult Serv: Too	
	D			-	\$29,939.29			
Amazon Amazon	Pcard JC Pcard JC	061523 112-6956448-650	06/28/2023 06/07/2023	06/28/2023 06/07/2023	400.00 \$779.99	Paper cutter for CPG map work Gift cards for CAC participants	105610.20.322210 - Supplies: CPG - A 105610.10.301200 - Supplies: Local Fu	205
				-	\$779.99			
Arcadis, a California Partnership	ACH.06122318	10016664	06/01/2023	06/13/2023	9,497.63	Central Pointe SAP - April	105340.30.353008 - Consult Serv: SSL	
Avenue Consultante	ACU 06100210	0025	05/00/0000	06/12/2022	\$9,497.63		105240 20 220261 Consult Con // Taul	
Avenue Consultants	ACH.06122318	9035	05/23/2023	06/13/2023 -	1,992.50 \$1,992.50	Taylorsville ACP - April	105340.30.330261 - Consult Serv: Tayl	
Better City LLC	ACH.06122318	1759	05/23/2023	06/13/2023	18,595.00	WFEDD - Apr	105340.50.334201 - Consult Serv: Eco	
Bluehost	Pcard AP	060523	06/05/2023	06/05/2023	\$18,595.00 7.20	website domain	105610.99.999000 - Supplies: Indirect	
Didenost	FCard AF	000323	00/03/2023		\$7.20		103010.33.333000 - Supplies. Indirect	
BYU BYU	ACH.06122318 ACH.06122318	402399#1 402399#1	05/25/2023 05/25/2023	06/13/2023 06/13/2023 _	1,052.61 3,157.82 \$4,210.43		105340.40.322215.3429 - Consult Serv 105340.20.322215.3429 - Consult Serv	
				-	\$4,210.43			
Constant Contact	Pcard RH	060123	06/01/2023	06/01/2023		Monthly billing - June	105670.99.999000 - Software: Indirect	
		00050000	00/05/0000	00/05/0000	\$70.04			
Delta Arilines	Pcard AG	06052023	06/05/2023	06/05/2023 -	\$323.80 \$323.80	TOC Field Trip w/UTA - AG	105580.20.322210 - Travel: CPG - Adm	
Design Workshop, Inc Design Workshop, Inc	ACH.06122318 ACH.06122318	0074471 74231	05/31/2023 05/23/2023	06/13/2023 06/13/2023 _		Midvale Main StApr Midvale Main StMar	105340.30.353004 - Consult Serv: Midv 105340.30.353004 - Consult Serv: Midv	
				-	\$41,590.68			
Downtown Redevelopment Services, Downtown Redevelopment Services,	ACH.06122318 ACH.06122318	654 670	05/24/2023 05/24/2023	06/13/2023 06/13/2023 _	1,720.00 5,498.75 \$7,218.75		105340.30.351037 - Consult Serv: Wes 105340.30.351037 - Consult Serv: Wes	
				-	\$7,218.75			
EMI Health	EFT	060123	06/01/2023	06/01/2023	139.50	Telemed - June	105210.99.998000 - Fringe Benefits: In	
				-	\$139.50			
Fehr & Peers Fehr & Peers Fehr & Peers	ACH.06122318 ACH.06122318 ACH.06122318	164785 164785 164785	05/25/2023 05/25/2023 05/25/2023	06/13/2023 06/13/2023 06/13/2023	185.71	Parking Modernization - Apr MAG Parking Modernization - Apr SLCo Parking Modernization - Apr WFRC	105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv 105340.20.322215.0018 - Consult Serv	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Fehr & Peers	ACH.06122318	164785	05/25/2023	06/13/2023	297.14		105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.06122318	164785	05/25/2023	06/13/2023	<u>297.14</u> \$1,040.00	Parking Modernization - Apr UTA	105340.40.322215.0018 - Consult Serv	
					\$1,040.00			
Fielding Group, LLC	ACH.06122318	506	05/24/2023	06/13/2023		building lease - May	105441.99.999000 - Building Lease Co	
Ficiality Croup, LEO	71011.00122010	000	00/24/2020	00/10/2020	\$37,681.00			
First Digital	Pcard AP	061923	06/25/2022	06/25/2022			105520.00.000000 Tolophono/Doto: In	
First Digital	FCalu AF	001923	06/25/2023	06/25/2023	<u>560.50</u> \$560.50		105530.99.999000 - Telephone/Data: In	
Github Inc.	Pcard AP	061923	06/19/2023	06/19/2023	5.00	monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
					\$5.00			
Google LLC	Pcard RH	06012023	06/01/2023	06/01/2023	-	Cloud Storage	105670.99.999000 - Software: Indirect	
Google LLC	Pcard RH	4735237069	06/01/2023	06/01/2023	960.00	Google workspace - May	105670.99.999000 - Software: Indirect	
Google LLC	Pcard RH	4752465226	06/30/2023	06/30/2023	<u>960.00</u> \$2,000.27	Google workspace - June	105670.99.999000 - Software: Indirect	
					. ,			
	101100100010	0000.00	05/04/0000	00/40/0000	\$2,000.27			
GREENbike	ACH.06122318	2023-03	05/24/2023	06/13/2023	300.00	Annual passes	105580.20.322210 - Travel: CPG - Adm	
			00104/0000		\$300.00			
GSBS PC	ACH.06122318	41971	06/01/2023	06/13/2023		SAP Murray/Millcreek - Apr	105340.50.360203 - Consult Serv: SAP	
					\$24,340.53			
Health Equity	ACH	PR052523-258	05/31/2023	06/02/2023	3,863.59		1022500 - HSA W/H Payable	
Health Equity	eft	PR061023-258	06/15/2023	06/16/2023	3,863.59	HSA	1022500 - HSA W/H Payable	
					\$7,727.18			
Hyatt Hotels	Pcard AG	062223	06/22/2023	06/22/2023	240.60	UAOG Conf St. George	105580.99.999000 - Travel: Indirect Co	
					\$240.60			
Internal Revenue Service	ACH	PR052523-38	05/31/2023	06/02/2023		Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	ACH	PR052523-38	05/31/2023	06/02/2023	<u>12,687.10</u> \$16,171.88	Federal Income Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.061523112	PR061023-38	06/15/2023	06/15/2023	• • • • •	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.061523112		06/15/2023	06/15/2023	14,105.94		1021000 - Federal Tax W/H Payable	
					\$17,780.56			
					\$33,952.44			
JImmy Johns	Pcard JC	18664445487529	06/01/2023	06/01/2023	177.80	CAC meeting snacks	105610.10.301200 - Supplies: Local Fu	203
					\$177.80			
Jordan River Commission	ACH.06122318	2023-06	05/25/2023	06/13/2023	1,000.00	Golden Spoke Event	105610.10.301200 - Supplies: Local Fu	
					\$1,000.00			
Landmark Design	ACH.06122318	22	06/01/2023	06/13/2023	4,875.00		105340.30.330254 - Consult Serv: Cott	
•					\$4,875.00			
Lincoln Financial Life Ins Co	eft 0603	060123	06/01/2023	06/30/2023		Life, LTD, STD - June adjustment	105210.99.998000 - Fringe Benefits: In	
Lincoln Financial Life Ins Co	eft 0603	PR061023-46	06/15/2023	06/30/2023	1,225.12	Life Ins W/H	1022300 - Lincoln Life Insurance W/H	
Lincoln Financial Life Ins Co	eft 0603	PR062523-46	06/30/2023	06/30/2023	1,193.69 \$2,517.82	Life Ins W/H	1022300 - Lincoln Life Insurance W/H	
					ψ2,017.02		7/00/0	

7/20/2023 01:39 PM

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
MHTN Architects	ACH.06122318	29666	05/25/2023	06/13/2023	39,150.00	Midvale SAP - Mar/Apr	105340.50.360202 - Consult Serv: SAP	
				-	\$39,150.00			
Network Solutions	Pcard AP	060923	06/09/2023	06/09/2023	3.98	Web forwarding - wasatchchoice	105670.99.999000 - Software: Indirect	
				-	\$3.98			
NY Times	Pcard RH	060123	06/01/2023	06/01/2023	4.00	NY Times monthly subscription	105610.10.301200 - Supplies: Local Fu	
				-	\$4.00			
ODP	Pcard JC	061923	06/15/2023	06/15/2023		office supplies - advil	105610.10.301200 - Supplies: Local Fu	
	. cara co	001020	00,10,2020	-	\$26.25	chico cappiloo darii		
OpenAl	Pcard AP	061923	06/19/2023	06/19/2023		DALL-E AI Test drive - TK	105610.20.322210 - Supplies: CPG - A	
	1 oard / li	001020	00/10/2020		\$16.16		100010.20.022210 - Oupplied. Of O - A	
Parametrix. Inc	ACH.06122318	44900	05/25/2023	06/13/2023		Herrimon Transit Corridor Ann	105340.30.353002 - Consult Serv: Herr	
	ACH.00122316	44900	03/23/2023			Herriman Transit Corridor - Apr	105540.50.555002 - Consult Serv. Hen	
	101100100010		05/45/0000	0014010000	\$11,841.97			
PEHP FLEX Benefits PEHP FLEX Benefits	ACH.06122318 ACH.06122318	PR051023-54 PR052523-54	05/15/2023 05/31/2023	06/13/2023 06/13/2023	156.66	Flex Spend Acct Flex Spend Acct	1022400 - Flexible Spending Account 1022400 - Flexible Spending Account	
				-	\$313.32			
				-	\$313.32			
Penna Powers Inc	ACH.06122318	026972	05/25/2023	06/13/2023	221.90	UTP Apr - MAG	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc Penna Powers Inc	ACH.06122318 ACH.06122318	026972 026972	05/25/2023 05/25/2023	06/13/2023 06/13/2023		UTP Apr - WFRC UTP Apr - UDOT	105340.20.322215.0027 - Consult Serv 105340.40.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.06122318	026972	05/25/2023	06/13/2023		UTP Apr - UTA	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc Penna Powers Inc	ACH.06122318 ACH.06122318	026973 026973	05/25/2023 05/25/2023	06/13/2023 06/13/2023		Strategic Communication Website Dev and Redesign	105340.20.322224 - Consult Serv: CP 105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.06122318	026973	05/25/2023	06/13/2023		Creative Services	105340.20.322224 - Consult Serv. CP	
Penna Powers Inc	ACH.06122318	026973	05/25/2023	06/13/2023		ATO Video - Apr	105340.20.322215.3431 - Consult Serv	
				-	\$18,393.75			
	5 1 10		00/04/0000		\$18,393.75			
PGI Services	Pcard JC	013293	06/01/2023	06/01/2023		kitchen supplies, coffee, creamer	105610.10.301200 - Supplies: Local Fu	
					\$593.80			
Public Employees Health Program (Public Employees Health Program (eft clear eft clear	05-3123 053023	06/01/2023 05/15/2023	06/15/2023 06/15/2023	-42,303.48 9.94		1013000 - Prepaid Employee Expense 105210.99.998000 - Fringe Benefits: In	
Public Employees Health Program (eft clear	PR051023-59	05/15/2023	06/15/2023		Vision Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (eft clear	PR051023-59	05/15/2023	06/15/2023		Dental Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (Public Employees Health Program (eft clear eft clear	PR051023-59 PR052523-59	05/15/2023 05/31/2023	06/15/2023 06/15/2023	19,629.69 114.78	Health Ins Vision Ins	1022000 - PEHP Insurance W/H Payab 1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (eft clear	PR052523-59	05/31/2023	06/15/2023	1,402.30		1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (eft clear	PR052523-59	05/31/2023	06/15/2023	19,629.69 \$0.00	Health Ins	1022000 - PEHP Insurance W/H Payab	
				-	\$0.00			
Quench USA Inc	Pcard AP	05900224	06/05/2023	06/05/2023		quarterly water service	105610.99.999000 - Supplies: Indirect	
	i Gaiù AF	00000224	00/03/2023	-		quarterry water service	1000 10.33.333000 - Supplies. Indifect	
	ACU 00400040	E1110	05/04/0000	06/42/2022	\$180.00	Degianal Freight Fak		
Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG)	ACH.06122318 ACH.06122318	51112 51138	05/24/2023 05/25/2023	06/13/2023 06/13/2023	2,700.00 260.62	Regional Freight - Feb Modeling Consultants - Feb MAG	105340.20.322215.3426 - Consult Serv 105340.40.322215.3429 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.06122318	51138	05/25/2023	06/13/2023		Modeling Consultants - Feb WFRC	105340.20.322215.3429 - Consult Serv	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG)	ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318 ACH.06122318	51259 51259 51259 51259 51259 51259 51259	05/25/2023 05/25/2023 05/25/2023 05/25/2023 05/25/2023 05/25/2023	06/13/2023 06/13/2023 06/13/2023 06/13/2023 06/13/2023 06/13/2023	4,901.78 6,944.19 11,437.49 24,508.91 32,685.97 61,680.75	Household Travel Survey - Apr UTA Household Travel Survey - Apr MAG Household Travel Survey - Apr UDOT	105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv 105340.50.322215.3423 - Consult Serv	
					\$145,901.55 \$145,901.55			
SLC Parking	Pcard AG	62823	06/25/2023	06/25/2023	35.00 \$35.00	Parking - AZ	105580.99.999000 - Travel: Indirect Co	
Smith's	pcard JC	061523	06/15/2023	06/15/2023	\$35.00 20.56	snacks for ATC meeting (Hugh)	105610.10.301200 - Supplies: Local Fu	
SP Plus Corporation	Pcard JC	1003157186	06/07/2023	06/07/2023	\$20.56 500.00	parking passes for WFRC meeting attendees	105610.20.322210 - Supplies: CPG - A	
		1000107100	00/01/2020	-	\$500.00	parking passes for write meeting attendees	100010.20.022210 - Ouppiles. Of O - A	
Stoel Rives, LLC Stoel Rives, LLC	ACH.06122318 ACH.06122318	7953458 7955757	05/04/2023 05/04/2023	06/13/2023 06/13/2023	24,886.80 15,133.05 \$40,019.85	Legal Services -Feb Legal Services -Mar	105348.20.322210 - Legal Serv: CPG 105348.20.322210 - Legal Serv: CPG	
Swire Coca-Cola	Pcard JC	36292851045	06/28/2022	06/28/2023	\$40,019.85	Soda for meetings and break room	105610.10.301200 - Supplies: Local Fu	
Swile Coca-Cola			06/28/2023	-	21.64 \$21.64	-		
Target	Pcard JC	1081422636366	06/01/2023	06/01/2023	50.00 \$50.00	gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	205
The Store	Pcard RH	061623	06/16/2023	06/16/2023		Snacks for Transcom meeting	105610.10.301200 - Supplies: Local Fu	203
Township + Range LLC Township + Range LLC	ACH.06122318 ACH.06122318	2206-09 2210-04	05/25/2023 05/25/2023	06/13/2023 06/13/2023	\$12.55 2,676.12 3,972.50 \$6,648.62	Draper Town Center SAP - Apr	105340.30.330255 - Consult Serv: Dra 105340.30.353001 - Consult Serv: Cop	
UNUM Life Insurance Co.	ACH.06122318	060123	06/01/2023	06/13/2023	\$6,648.62	LTC - June	105210.99.998000 - Fringe Benefits: In	
	1011.00122010	000120	00/01/2020	-	\$155.25		Top 10.00.000000 Thingo Donoiko. in	
Utah Clean Air Partnership (UCAIR, I	ACH.06122318	2023-019	05/25/2023	06/13/2023	2,500.00 \$2,500.00	Annual Summit sponsorship	105610.10.301200 - Supplies: Local Fu	
Utah Local Governments Trust (ULG	ACH.06122318	1606335	06/01/2023	06/13/2023	496.39	Worker's Comp - June	105210.99.998000 - Fringe Benefits: In	
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	ACH ACH ACH ACH ACH ACH ACH	PR052523-80 PR052523-80 PR052523-80 PR052523-80 PR052523-80 PR052523-80 PR052523-80 PR052523-80	05/31/2023 05/31/2023 05/31/2023 05/31/2023 05/31/2023 05/31/2023 05/31/2023	06/02/2023 06/02/2023 06/02/2023 06/02/2023 06/02/2023 06/02/2023 06/02/2023	1,990.21 5,878.73 5,945.82	Roth IRA URS 401(k) Tier 2 401(k) DC 457(b) 401(k) EE & Match	1023300 - Loan Payment W/H Payable 1023200 - Roth IRA W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable 1023100 - 457(b) W/H Payable 1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable	

Wasatch Front Regional Council Check Register All Bank Accounts - 06/01/2023 to 06/30/2023

Davias Nama	Reference	Invoice	Invoice	Payment	Amount	Description		Activity
Payee Name	Number	Number	Ledger Date	Date	Amount	Description	Ledger Account	Code
Utah Retirement Systems (URS)	eft	PR061023-80	06/15/2023	06/16/2023	335.30		1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	eft	PR061023-80	06/15/2023	06/16/2023		Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	eft	PR061023-80	06/15/2023	06/16/2023		URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	eft	PR061023-80	06/15/2023	06/16/2023		401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	eft	PR061023-80 PR061023-80	06/15/2023	06/16/2023 06/16/2023			1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	eft eft	PR061023-80 PR061023-80	06/15/2023 06/15/2023	06/16/2023		401(k) EE & Match URS State Retirement	1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	en	PR001023-00	00/15/2023	00/10/2023	- /	URS State Retirement	1023000 - 401(K) W/H Payable	
				_	\$47,421.81			
					\$94,061.20			
Utah State Division of Finance	ACH.06122318	23051310751005	05/24/2023	06/13/2023		Pcard - Andrea	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.06122318	23051310751016	05/24/2023	06/13/2023		Pcard - Rosie	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.06122318	23051310751031	05/24/2023	06/13/2023		Pcard - Jordon	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.06122318	23051310751038	05/24/2023	06/13/2023	732.28	Pcard - Andrew	1020190 - P-Card Clearing	
					\$8,349.28			
				-	\$8,349.28			
Utah State Tax Commission	ACH	PR052523-82	05/31/2023	06/02/2023	5,275.28	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.061523112	PR061023-82	06/15/2023	06/15/2023	5,561.72	State Income Tax	1021200 - State Tax W/H Payable	
				-	\$10,837.00			
Utah Transit Authority (UTA)	Pcard AP	062123	06/19/2023	06/19/2023	500.00	Trax Pass Reload	105580.20.322210 - Travel: CPG - Adm	
				-	\$500.00			
Wall Consultant Group (WCG)	ACH.06122318	11982	05/24/2023	06/13/2023	7,955.29	Farmington N Station - Apr	105340.30.351031 - Consult Serv: Far	
				-	\$7,955.29			
Walmart	Pcard JC	200011099-05191	06/01/2023	06/01/2023	50.00	gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	205
				-	\$50.00			
Westin	Pcard AP	1000250325	06/09/2023	06/09/2023	686.55	NARC lodging Comm. Stevenson	105580.20.322210 - Travel: CPG - Adm	
Westin	Pcard AP	1000250325	06/09/2023	06/09/2023	686.55		105580.20.322210 - Travel: CPG - Adm	
Westin	i calu Ai	1000230320	00/03/2023	00/03/2023		NAILE IOUGING AG	105000.20.322210 - Havel. Of O - Adm	
				_	\$1,373.10			
				-	\$1,373.10			
Zions Bank Public Finance	ACH.06122318	6822	05/25/2023	06/13/2023	1,250.00	HTRZ White Paper - Apr	105340.20.322215.3424 - Consult Serv	
				-	\$1,250.00			
Zoom Video Communications Inc.	Pcard RH	204432250	06/01/2023	06/01/2023	1.15	Phone charge from Zoom Room	105530.99.999000 - Telephone/Data: In	
				-	\$1.15			
				=	\$622,044.61			

Bank Statement Balance:	\$3,257,391.17
Calculated Book Balance:	\$3,257,391.17
General Ledger Balance:	\$3,257,391.17
Calculated Book Balance vs General Ledger Balance:	\$0.00

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager PO Box 142315 350 N State Street, Suite 180 Salt Lake City, Utah 84114-2315 Local Call (801) 538-1042 Toll Free (800) 395-7665 www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL LOVEIT BAUMGARDNER 41 NO. RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
533				June 01, 2023	through June 30, 2023
Summary					
Beginning Ba	lance	\$ 3,243,592.40	Average Dail	y Balance	\$ 3,243,592.40
Deposits		\$ 13,798.77	Interest Earne	ed	\$ 13,798.77
Withdrawals		\$ 0.00	360 Day Rate		5.1050
Ending Balan	ce	\$ 3,257,391.17	365 Day Rate	2	5.1759
Date	Activity	Ľ	Deposits	Withdrawals	Balance
06/01/2023	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 3,243,592.40
06/30/2023	REINVESTMENT	\$ 13	,798.77	\$ 0.00	\$ 3,257,391.17
06/30/2023	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 3,257,391.17

Bank Statement Balance:	\$1,214,140.77
Calculated Book Balance:	\$1,214,140.77
General Ledger Balance:	\$1,214,140.77
Calculated Book Balance vs General Ledger Balance:	\$0.00

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager PO Box 142315 350 N State Street, Suite 180 Salt Lake City, Utah 84114-2315 Local Call (801) 538-1042 Toll Free (800) 395-7665 www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD LOVEIT BAUMGARDNER 41 NORTH RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
8761				June 01, 2023	through June 30, 2023
Summary					
Beginning Ba	lance	\$ 1,208,997.50	Average Dai	ly Balance	\$ 1,208,997.50
Deposits		\$ 5,143.27	Interest Earn	ied	\$ 5,143.27
Withdrawals		\$ 0.00	360 Day Rat	e	5.1050
Ending Balan	ce	\$ 1,214,140.77	365 Day Rat	e	5.1759
Date	Activity	D	eposits	Withdrawals	Balance
06/01/2023	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 1,208,997.50
06/30/2023	REINVESTMENT	\$ 5	,143.27	\$ 0.00	\$ 1,214,140.77
06/30/2023	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 1,214,140.77

DATE:August 24, 2023AGENDA ITEM:2aSUBJECT:Wasatch Choice Regional Vision 2023 RefreshPREPARED BY:Ted Knowlton, Deputy Director

At the Council meeting, our region will mark a significant milestone - the broad refresh of the shared Wasatch Choice Vision. This refreshed Vision stems from and incorporates both the new Regional Transportation Plan (RTP), and the updated future land use envisioned by cities, towns, and counties. It will feature a comprehensive new package of materials.

The Wasatch Choice Vision is the shared framework to prepare our communities and region to address the challenges of growth and preserve and enhance quality of life for generations to come. The Vision was developed collaboratively with local governments, transportation agencies, and many other partners. Wasatch Choice is regional, long-range, and holistically addresses transportation, land use, economic opportunity, and parks and public spaces.

At Council meeting we will discuss:

- 1. How the Vision was produced and some of the ways it is utilized.
- 2. The new communication materials, website and resources for the refreshed Vision.
- 3. Forecast benefits that would stem from implementing the Vision, and
- 4. Near-term outreach activities that relate to the release of the refreshed Wasatch Choice Vision.

The new Vision poster and website will also be shared.

CONTACT PERSON:

Ted Knowlton, 801-425-3534, ted@wfrc.org

DATE:	August 24, 2023
AGENDA ITEM:	2b
SUBJECT:	WFRC FY23 Activities and Accomplishments Report
PREPARED BY:	Mike Sobczak, Communications Manager

BACKGROUND:

In May 2022, the Wasatch Front Regional Council adopted goals and priorities for FY23 that provided direction for the agency regarding areas of focus for the upcoming year. The FY23 Activities & Accomplishments Report will provide an overview of how WFRC met those goals.

At the WFRC Council meeting, Executive Director Andrew Gruber will report on WFRC's FY23 activities and accomplishments.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, <u>agruber@wfrc.org</u>; 801-824-0055 Mike Sobczak, <u>msobczak@wfrc.org</u>; 312-217-3235

DATE:	August 24, 2023
AGENDA ITEM:	4a
SUBJECT:	ACTION: Certify Roy City Station Area Plan
PREPARED BY:	Meg Townsend, Community and Economic Development Director

At the August 17th Regional Growth Committee (RGC) meeting, WFRC staff and Roy City representatives presented Roy's Frontrunner Station Area Plan (SAP) certification request, in accordance with the Station Area Planning component of HB462 (2022). The RGC unanimously recommended the Roy SAP for certification by the WFRC.

BACKGROUND:

<u>HB462</u>, passed in 2022 and amended in 2023, requires cities with fixed-guideway transit stations to develop a Station Area Plan for the area around the station, within ½ mile for rail and ¼ mile of bus rapid transit. <u>Station Area Plans</u> (SAPs) are intended to promote housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. The SAP requirements are consistent with communities' identification of <u>Wasatch Choice Vision</u> centers.

WFRC has been assisting communities in their implementation of the station area plan provisions of HB462, in partnership with UTA, the Governor's Office of Economic Opportunity, and the Mountainland Association of Governments (MAG), in part by providing technical assistance for SAP development. At the WFRC Council meeting, WFRC staff will provide an update on Station Area Planning to date and, along with representatives from Roy City, discuss the Roy Frontrunner SAP that has been submitted to WFRC for certification, pursuant to HB462.

STATION AREA PLAN CERTIFICATION - ROY FRONTRUNNER:

HB462 establishes that the Metropolitan Planning Organizations (MPOs – WFRC and MAG) have the responsibility to review and, in consultation with UTA, certify each SAP for compliance with statutory requirements. WFRC adopted a <u>policy for the certification review</u> of SAPs in May of 2022, which was updated in March 2023,

Roy City submitted the Roy Frontrunner SAP for certification. In accordance with our policy, WFRC staff has reviewed the City's submission to assess its satisfaction of the requirements of the statute, and made a <u>positive recommendation for certification to the Regional Growth Committee</u>. <u>The RGC</u> <u>unanimously recommended the Roy SAP for certification by the WFRC</u>. All of the documentation related to the Station Area Plan are included within, including:

- 1. Roy Station Area Plan Submission Package including the following:
 - a. Completed Certification Form
 - b. Roy Station Area Plan
- 2. Roy SAP Certification Resolution
- 3. Staff Findings Checklist

RECOMMENDED MOTION:

The Regional Growth Committee and WFRC staff recommend that the Council adopt a "motion to certify the Roy Frontrunner Station Area Plan."

ATTACHMENTS:

- 1. <u>Roy FrontRunner Station Area Plan Submission Package</u>
- 2. Roy FrontRunner SAP Certification Resolution
- 3. Roy FrontRunner Staff Findings Checklist

CONTACT PERSON:

Megan Townsend, 801-404-8925, mtownsend@wfrc.org

DATE:	August 24, 2023
AGENDA ITEM:	4b
SUBJECT:	ACTION: Certify South Jordan City Station Area Plan
PREPARED BY:	Meg Townsend, Community and Economic Development Director

At the August 17th Regional Growth Committee (RGC) meeting, WFRC staff and South Jordan representatives presented South Jordan City 4800 W Old Bingham Hwy TRAX Station Area Plan (SAP) certification request, in accordance with the Station Area Planning component of HB462 (2022). The RGC unanimously recommended the South Jordan SAP for certification by the WFRC.

BACKGROUND:

<u>HB462</u>, passed in 2022 and amended in 2023, requires cities with fixed-guideway transit stations to develop a Station Area Plan for the area around the station, within ½ mile for rail and ¼ mile of bus rapid transit. <u>Station Area Plans</u> (SAPs) are intended to promote housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. The SAP requirements are consistent with communities' identification of <u>Wasatch Choice Vision</u> centers.

WFRC has been assisting communities in their implementation of the station area plan provisions of HB462, in partnership with UTA, the Governor's Office of Economic Opportunity, and the Mountainland Association of Governments (MAG), in part by providing technical assistance for SAP development. At the WFRC Council meeting, WFRC staff will provide an update on Station Area Planning to date and, along with representatives from South Jordan, discuss the South Jordan SAP that has been submitted to WFRC for certification, pursuant to HB462.

STATION AREA PLAN CERTIFICATION – SOUTH JORDAN 4800 W OLD BINGHAM HWY TRAX:

HB462 establishes that the Metropolitan Planning Organizations (MPOs – WFRC and MAG) have the responsibility to review and, in consultation with UTA, certify each SAP for compliance with statutory requirements. WFRC adopted a <u>policy for the certification review</u> of SAPs in May of 2022, which was updated in March 2023.

South Jordan has submitted an adopted resolution finding that prior actions substantially promote the required objectives and/or that describes the conditions that make satisfying the objectives impracticable for the city's portion of the 4800 W Old Bingham Hwy TRAX station area. In accordance with our policy, WFRC staff reviewed the submission to assess its satisfaction of the requirements of the statute, and <u>made a positive recommendation for certification to the Regional Growth Committee</u>. The RGC unanimously recommended the <u>South Jordan SAP for certification by the WFRC</u>. All of the documentation related to the station area resolution are included within, including:

- 1. Station Area Plan Submission Package including the following:
 - a. Completed Certification Forms
 - b. Plans/Resolutions
- 2. SAP Certification Resolution
- 3. Staff Findings Checklist

RECOMMENDED MOTION:

The Regional Growth Committee and WFRC staff recommend that the Council adopt a "motion

to certify the South Jordan 4800 W Old Bingham Hwy TRAX Station Area Plan."

ATTACHMENTS:

- 1. South Jordan 4800 W Old Bingham Hwy TRAX Station Area Plan Submission Package
- 2. South Jordan 4800 W Old Bingham Hwy TRAX SAP Certification Resolution
- 3. South Jordan 4800 W Old Bingham Hwy TRAX Staff Findings Checklist

CONTACT PERSON:

Megan Townsend, 801-404-8925, mtownsend@wfrc.org

DATE:	August 24, 2023
AGENDA ITEM:	5a
SUBJECT:	Report on Board Modifications to the 2023-2028 Transportation
	Improvement Program (TIP)
PREPARED BY:	Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2023-2028 TIP. The board modifications required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission, but neither required a new air quality conformity analysis nor a 30-day public comment period. The modifications are attached to the approved resolutions.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

Resolution adopting Amendment Nine to the 2023-2028 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2023 - 2028 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
- a Transportation Improvement Program is to include all federally funded highway, transit, WHEREAS. and active transportation 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 2023-2028 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 2023-2028 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 15, 2023, and all comments were carefully considered.

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

- Approves Amendment Nine to the 2023-2028 Transportation Improvement Program as (1)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

Finds that the development of the Transportation Improvement Program is based on a (3)currently certified transportation planning process. Mayor Mark Shepherd Chair Trans Com

MANUS

Andrew S. Gruber **Executive Director** Wasatch Front Regional Council

Date: June 15, 2023

					Board N	Modification					
ew Pr	oject										
atewide											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
atewide	UDOT	Var	20391	FY 23-24 Employee Development Funds for Training, Education and Workforce Development	Surface transportation workforce development, training, and education	Statewide_TSP (Statewide Transportation Solutions Program)	\$600,000		New Project	\$600,000	2023-202
n-the Empl	-job trainin oyee Devel	ng, and educ	ation a up with	ctivities, including outreac in UDOT proposes the fol	ch, to develop interest and promo llowing targets for this project: S	ssional development (e.g. training pr te participation in surface transporta trategic Workforce Planning, Recrui nagement, Assessment, and Evaluat	ntion careers. tment, Engage	ement and Sk	ill Developm	ent, Knowledge	•
atewide	UDOT	Statewide Var	New	Weigh-in-motion (WIM)	Install weigh-in-motion (WIM) stations at strategic locations through out the State	NHFP (National Highway Freight Program)	\$4,710,000	\$0	New Project	\$4,710,000	2023-20
intaine ns to ir tners. t Lake/	eight is a c d by the M istall 20 sta West Valle	Var ritical data otor Carrier ations as par y Urban Are	input in • Divisio •t of fut •a	pavement design and has on for the information need ure project scopes of work	strategic locations through out the State historically been collected by we ded in pavement design. Howeve by strategically placing them in	(National Highway Freight Program) eigh-in-motion (WIM) stations. UD0 rr, for UDOT to meet current FHWA project locations that will fulfill the	OT has been r requirements federal requir	elying on nati a, additional V ement and ge	Project onal default VIM sites wil t the best use	weight data and I need to be inst for UDOT and	WIM site alled. UE UDOT
hicle w intaine ns to ir tners.	eight is a c d by the M astall 20 sta	Var eritical data otor Carrier ations as par	input in Division t of fut	pavement design and has	strategic locations through out the State historically been collected by we ded in pavement design. Howeve	(National Highway Freight Program) eigh-in-motion (WIM) stations. UD0 rr, for UDOT to meet current FHWA	OT has been r	elying on nati	<i>Project</i> onal default VIM sites wil	weight data and l need to be inst	alled. UD

to split this funding into smaller projects to better manage the scope (see below). On May 25, 2023 the WFRC Regional Council approved the 2023-2050 Regional Transportation Plan. Among the many important and valuable projects included in the Plan are the projects identified in the preferred alternative of the Little Cottonwood Canyon Environmental Impact Statement. The authorization of funding by the Legislature and the approval of the Plan allows the alternative of the Little Cottonwood Canyon Environmental Impact Statement.

identified in the preferred alternative of the Little Cottonwood Canyon Environmental Impact Statement. The authorization of funding by the Legislature and the approval of the Plan allows the above projects to be amended into the 2023-2028 Transportation Improvement Program.

The Legislature directed \$100,000,000 from one-time General Funding and \$50,000,000 from the Cottonwood Canyons Transportation Investment Fund be spent on these projects. The intent is to use the \$150M directed by the Legislature plus \$42M from the previously authorized Recreational Hot Spots Program to fund the Mobility Hub, the LCC-specific work, and a significant portion of the BCC-specific work. Current cost estimates include: Mobility Hub at the Gravel Pit \$80M; LCC Bus \$60M, LCC Bus Stops \$10M, LCC Tolling Equipment \$5M; BCC Bus \$75M, BCC Bus Stops \$10M, BCC Tolling Equipment \$5M. There is approximately \$53M in additional funding needed to complete the BCC-specific work.

				2023-2028 1		ement Program (TIP) (Amo Modification	endment N	Nine)			
New Pr	oject				Doaru	viounication					
		y Urban Are	a								
Salt Lake	Kearns	4700 South	21130	4700 South; 5400 West to 5600	Reconstruct and Widen Roadway including	Federal Consolidated Appropriations Act, 2023	\$2,145,232	\$2,000,000	New	\$2,000,000	2023
				West	Bike Lanes and Sidewalk	LOCAL_GOVT Local Government Funds	+_,,	\$145,232	Project	\$145,232	
both direc Union Pac	tions of tra cific Railro	vel, and add	d sidew in the n	alk in gap areas. In 2021 accessary agreements. This	this portion of the original proje	ay, widen the roadway to provide two eet 4700 South from 4000 West to 56 2M from the Federal Consolidated A	600 West, (PI	N 11085) was	pulled out to	allow coordina	tion with
Salt Lake	UDOT	Cottonwood Canyon	21097	Cottonwood Canyon Variable Message Signs	Construct 3 Variable Message Signs	Rec HotSpot Funds	\$3,200,000	\$0	New Project	\$3,200,000	2023-2024
and the of	her for Litt	le Cottonwo	ood Car	yon. The third VMS sign		igns (VMS). Two VMS signs will be 209 (9400 S) near 1700 E. The pur nditions					
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-215	21161	I-215 at Indiana Avenue and also at the I-80 Interchange	I-215 Structures Deck Repairs	Regiion Two_TSP (Statewide Transportation Solutions Program)	\$4,000,000	\$0	New Project	\$4,000,000	2023-2024
				we appeared on several str nent repairs are needed int		nue and also at the I-80 Interchange.	UDOT Maint	enance crews	s have been ir	stalling tempor	ary patches
Salt Lake	UDOT	Bridge 035100F 035107F	21148	- 200 South over the Jordan River - 1500 West 650 North over the Jordan River	Replace two locally owned bridges in Salt Lake City	New BFP (Bridge Formula Program)	\$14,400,000	\$0	New Project	\$14,400,000	2023-2024
located on	the Federa	l Aid Highv	way Sys		ct will require a local agency ma	nd 035107F. The existing structures a tructure the BFP. Salt Lake City is					
Ogden/ La	yton Urban	Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis & Weber	UDOT	West Davis	21158	West Davis (SR-177); 1800 North to 5500 S. Environmental Analysis	Environmental study on the West Davis Highway from 1800 North in Clinton to 5500 South in Roy.	ST_TIF (Transportation Investment Funds)	\$5,000,000		New Project	\$5,000,000	2023-2024
					Department to complete an envi Davis Highway north to 5500 So	ironmental analysis on the West Dav uth.	is Corridor fro	om 1800 Nor	th in Clinton	to 5500 South i	n Roy. This

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			_								
dditi	onal Fun	ding & S	Scope	Change							
gden/ La	ayton Urban	Area					-				
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide))		\$654,313			
Davis	UDOT	Legacy Hwy (SR-67)	17429	Legacy Hwy (SR-67); 500 South to I-15	Remove 1.5" Hot Mix Asphalt (HMA) and replace with 2" Stone Matrix Asphalt (SMA)	HSIP (Highway Safety Improvement Program) ST_TIF_PRES	\$15,223,000	\$0	Additional Funding	\$1,223,000	2023
						(TIF Funds Dedicated to Preservation)		\$7,345,687		\$6,000,000	
•											
					Peconfigure and reconstruct the 5600 South						
e scope mplete	d in 2019 a	nd was base	d on a j	preliminary design in the I	Environmental Assessment (EA)	ST_TIF (Transportation Investment Funds) a portion of I-15, and widen 5600 S The work also requires a realignme 25,000,000, Additional Material Ou	ent of the Dav	is and Weber	canal. The p	roposed funding	e was
ne scope omplete eakdow	e of this pro d in 2019 a n is as follo	ject is to red nd was base ows: Constr	configu d on a j	widening of 5600 South re and reconstruct the 560 preliminary design in the I	interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. 00 South interchange, reconstruct Environmental Assessment (EA)	(Transportation Investment Funds)	outh from I-1 ent of the Dav	5 to SR-108. is and Weber	<i>Funding</i> The current canal. The pr	project estimate	e was
he scope omplete reakdow	e of this pro d in 2019 au n is as follo onal Fun	ject is to re nd was base ows: Constr ding	configu cd on a j ruction	widening of 5600 South re and reconstruct the 560 preliminary design in the I	interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. 00 South interchange, reconstruct Environmental Assessment (EA)	(Transportation Investment Funds) a portion of I-15, and widen 5600 S. The work also requires a realignme	outh from I-1 ent of the Dav	5 to SR-108. is and Weber	<i>Funding</i> The current canal. The pr	project estimate	e was
he scope omplete reakdow	e of this pro d in 2019 a n is as follo	ject is to re nd was base ows: Constr ding	configu cd on a j ruction	widening of 5600 South re and reconstruct the 560 preliminary design in the I	interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. 00 South interchange, reconstruct Environmental Assessment (EA)	(Transportation Investment Funds) a portion of I-15, and widen 5600 S. The work also requires a realignme	outh from I-1 ent of the Dav	5 to SR-108. is and Weber	<i>Funding</i> The current canal. The pr	project estimate	
ompleted reakdow	e of this pro d in 2019 au n is as follo onal Fun	ject is to re nd was base ows: Constr ding	configu cd on a j ruction	widening of 5600 South re and reconstruct the 560 preliminary design in the I	interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. 00 South interchange, reconstruct Environmental Assessment (EA)	(Transportation Investment Funds) a portion of I-15, and widen 5600 S. The work also requires a realignme	outh from I-1 ent of the Dav	5 to SR-108. is and Weber	<i>Funding</i> The current canal. The pr	project estimate	e was
ne scopo omplete eakdow dditio	e of this pro d in 2019 au n is as follo onal Fun / West Vallo	ject is to re nd was base ows: Constr ding y Urban Ar	configu d on a j ruction	widening of 5600 South re and reconstruct the 560 preliminary design in the I Inflation (6.1% annual) - 5	interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. 00 South interchange, reconstruct Environmental Assessment (EA) \$78,000,000, ROW Inflation - \$	(Transportation Investment Funds) a portion of I-15, and widen 5600 S . The work also requires a realignme 25,000,000, Additional Material Qu	outh from I-1 ent of the Dav lantities - \$30 Project	5 to SR-108. is and Weber ,000,000, DV	Funding The current canal. The pr WCC Canal -	project estimate roposed funding \$7,000,000	e was request
ne scop mplete eakdow dditie It Lake County alt Lake ne scope	e of this pro d in 2019 au n is as follo onal Fun / West Valle Sponsor UDOT e of the Bar	ject is to re- nd was base ows: Constri ding y Urban Ar Facility Bangerter Hwy gerter Thre	configu d on a j uction ea PIN 14415 e Interc	widening of 5600 South re and reconstruct the 560 preliminary design in the I Inflation (6.1% annual) - S Project Location Bangerter Three Interchanges hanges project was to con	interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. 00 South interchange, reconstruct Environmental Assessment (EA) \$78,000,000, ROW Inflation - \$ Concept/ Type of Improvement Construct Grade Seperated Intersections	(Transportation Investment Funds) t a portion of I-15, and widen 5600 S The work also requires a realignme 25,000,000, Additional Material Qu Funding Source ST_TIF (Transportation Investment Funds) on Bangerter Highway to grade separ	Project Estimated Cost	5 to SR-108. is and Weber ,000,000, DV Currently Funded Amount \$233,041,016	Funding The current canal. The pr WCC Canal - Action Additional Funding	project estimate oposed funding \$7,000,000 Funding Amount \$1,600,000	e was request Year 2024

3

				2023-2028 1	Fransportation Improve	ement Program (TIP) (Am	endment I	Nine)			
					Board 1	Modification					
Additio	onal Fun	ding									
Ogden\ La	yton Urban	Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Farmington	SR-106	16933	Main Street (SR-106); Park Lane	Widen roadway to include curb, gutter, and	STP_URB_O/L (Surface Transportation Program - Urban Area Ogden\ Layton (WFRC))	- \$8,000,000	\$3,905,591	Additional Funding	\$3,000,000	2024
Davis	rannington	3K-100	10935	to Shepard Lane	sidewalk	LOCAL_GOVT Local Government Funds	\$3,000,000	\$368,609	Additional Funding	\$725,800	2024
sufficient properties	to complete , extensive	e the projec complication	t. Cont ons tyin	ributing factors for the co g in driveways due to road	st increase include, additional rig d geometry, complications with e	on both sides. As the design has pro ght of way (ROW) necessary to addre existing drainage required a new stor nal funds necessary beyond the addi	ess grade issu m drain to be	es from the e designed and	xisting asphal	t to the existing d inflation of co	homesfor 51
Project	t Withdr	aw									
Ogden/ La	yton Urban	Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year

Commerce Drive is a major collector road connecting Park Lane to the new WDC interchange at 950 North and the Shepard Lane interchange on I-15. Farmington has found other opportunities and
successfully pursued alternative methods of funding for this portion of Commerce Drive. Farmington is formally requesting to withdraw the project and return the funds to the STP program.

4

New construction of 5-Lane roadway with curb, gutter, sidewalk, ADA crossings, bike lanes, and utility lines.

Commerce Drive Road; Burke Lane to 950 North

Commerce

Drive

Davis

Farmington

18807

STP_URB_O/L (Surface Transportation Program - Urban Area Ogden\Layton (WFRC))

\$8,122,500

\$3,000,000

Return

Funds to

Program

\$3,000,000

2024

DATE:	August 24, 2023
AGENDA ITEM:	5b
SUBJECT:	ACTION: Board Modifications to the 2023-2028 TIP
PREPARED BY:	Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2023-2028 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Utah Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

The modifications were presented to Trans Com on August 17, 2023, and unanimously recommended to the Regional Council for approval.

RECOMMENDATIONS:

Trans Com and the WFRC staff recommend that the Regional Council make a motion "to approve the attached resolution to modify the 2023-2028 TIP as requested."

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution adopting Amendment Ten to the 2023-2028 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2023 - 2028 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, transit, and active transportation 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 2023-2028 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 2023-2028 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 24, 2023, and all comments were carefully considered,

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

- (1) Approves Amendment Ten to the 2023-2028 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Dawn Ramsey Chair Wasatch Front Regional Council Andrew S. Gruber Executive Director Wasatch Front Regional Council

Date: August 24, 2023

2023-2028 Transportation Improvement Program (TIP) (Amendment Ten) **Board Modification**

New Project

Salt Lake	e/ West Vall	ley Urban A	rea				·		·		
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	UDOT	SR-112	19491	Highway 112 (SR-112) at 600 West	Install a new signal and construct right turn lanes	R2_TSP (Region Two Transportation Solutions Program)	\$1,500,000	\$0	New Project	\$1,500,000	2023-2024

The scope of the Highway 112 at 600 W project is to install a new signal and construct right turn lanes on SR-112 in the eastbound and westbound directions. Tooele City will widen the north and south legs of the intersection.

Salt Lake	UDOT	Neff's Canyon	21277	Neffs Canyon Trailhead Improvements	Resurface Trailhead parking lot and install	Federal Consolidated Appropriations Act, 2023	\$959.002	02	New Project	\$800,000	2023-2024
San Lake	UDOI	Trailhead	21277	Nens Canyon Trainead Improvements	new restrooms	Local Matching Funds	\$858,093	\$0	New Frojeci	\$58,093	2023-2024

The scope of the Neffs Canyon Trailhead Improvements project is to resurface the Neff's Canyon Parking Lot and install new restrooms. This project was recently awarded \$800,000 from the Federal Consolidated Appropriations Act, 2023 and Millcreek City will provide the required matching funds.

o ku l	DISCL		N		Construct Pedestrian Overpass over the	Railroad Crossing Elmination (RCE) Program FY 2022 Selections	¢2.070.400	\$0	New Project	\$3,232,000	2022 2024
Salt Lake	Bluffdale	RR Crossing	New	Bluffdale Pedestrian Overpass	Union Pacific's Rail	Local Matching Funds	\$3,878,400	50	New Frojeci	\$646,400	2023-2024

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to close a private at-grade crossing and build a non-motorized, ADAcompliant overpass over the Union Pacific rail corridor. The project will eliminate the need for residents to use a 2.5-mile detour to access schools and neighborhoods. The City of Bluffdale will contribute a 20 percent non-Federal match.

Tooele	UDOT	Midvalley Hwy	21278	Midvalley Highway Right of Way	Purchase right-of-way for the highway	ST_TIF State Transportion Investment Funds (TIF)	\$500,000	\$0	New Project	\$500,000	2023-2024
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The scope of the Midvalley Hwy ROW project is to purchase needed right-of-way from the Tooele Army Depot. The time to work through this acquisition process could take up to three years.

						Federal Consolidated Appropriations Act, 2023				\$3,500,000	
				Ibapah Road Safety and Rehabilitation		Local Matching Funds				\$254,156	
Tooele	UDOT	Ibapah Road	21275	Project	Roadway and Safety Improvments	STP_RURAL Surface Transportation Program Funds for Rural (non	\$18,131,122	\$0	New Project	\$6,030,695	2023-2024
						Nationally Significant Federal Lands and Tribal Projects				\$8,346,271	

The scope of the Ibapah Road Safety and Rehabilitation Project will: Rehabilitate the existing pavement, Install guardrails, Update traffic signs, and Upgrade drainage culverts This project was recently awarded the following grants to help fund the project: \$3,500,000 from the Federal Consolidated Appropriations Act, 2023, \$254,156.39 from Tooele County for the local match, \$6,030,695.20 from the Rural Surface Transportation Grant Program, \$8,346,270.55 from the Nationally Significant Federal Lands and Tribal Projects

2023-2028 Transportation Improvement Program (TIP) (Amendment Ten) Board Modification

Now Project

INCW I	Tojeci						·					
Ogden/ L	ayton Urba	n Area	•				1					
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
Weber	UDOT	US-89	21318	US-89; Wall Avenue (SR-204) to 2700 North (SR-134)	Pavement Rehabilitation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$5,500,000	\$0	New Project	\$5,500,000	2023-2024	
	he section of pavement on US-89 between SR-204 & SR-134 has begun to deteriorate quicker than the pavement lifecycle anticipated. Because of the severe winter and increasingly high daily traffic olume, the decline of the pavement has accelerated. This project will remove and replace 1.5" of pavement, reducing the rutting and restoring the pavement surface.											
Davis	UDOT	US-89	21319	US-89; SR-193 to Weber River	Pavement Rehabilitation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$5,400,000	\$0	New Project	\$5,400,000	2023-2024	
					6 6	rate quicker than the pavement lifecycle replace 1.5" of pavement, reducing the					reasingly	
Additi	onal Fu	nding	ł						Į			
Ogden/ L	ayton Urba	n Area		Г								
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
Weber	UDOT	SR-204	17427	Wall Ave (SR-204); 23rd Street to US-89	Pavement Preservation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$5,100,000	\$3,600,000	Additional Funding	\$5,100,000	2023	
originall	y estimated	l and place	d on th	e STIP in 2020. Funds were ad	vanced in May to begin the desi	cation. The scope includes placing 1" o ign of this project, which will be constr ied scope of work. Region One is reque	ructed in 202	4. The proje	ct team has u	pdated the e		
Davis	UDOT	SR-108	15680	2000 West (SR-108); 300 North to 1800 North	Reconstruct and Widen to 5 lanes	ST_TIF State Transportion Investment Funds (TIF)	\$86,072,078	\$78,072,078	Additional Funding	\$8,000,000	2023 - 2024	
-						project was advertised in June of 2023 termined it is unlikely readvertising wo	-		ed 3 bids, wit	h the appare	nt low	

Major bid differences from the engineer's estimate include increased project expenses in: traffic control cost, survey, untreated base course, and granular borrow. Region One recommends adding funds to the project in order to award the project to the apparent low bidder.

2023-2028 Transportation Improvement Program (TIP) (Amendment Ten) Board Modification

New Programs

	Programs										
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UTA	Various	New	5337 Rail Vehicle Replacement	To purchase 20 new light rail vehicles to replace older vehicles	Federal Transit Administration section 5337 Rail Vehicle Replacement Program competitive grant UTA - Non Federal Funds	\$120,000,000	\$0	New Project	\$60,000,000 \$60,000,000	2023-2024

UTA was selected in May 2023 to receive funding to buy 20 new light rail vehicles to replace older vehicles. The project will improve service reliability, safety and significantly improve the accessibility for riders by allowing direct low-floor access to the vehicles. UTA had budgeted \$60,000,000 to overhaul these vehicles over the next several years, but analysis has shown that replacing the vehicles costs less in dollars per year of useful life gained when compared with overhauling the existing vehicles. There are 20 more vehicles beyond these that were funded that will need to be replaced as well. UTA will continue to seek funding for those additional replacements.

Various UTA Various New Low-No Grant funding to buy 25 low- emission compressed natural gas buses To purchase 25 low-emission natural gas buses to repl buses on routes that serv communitie	ace older diesel Emission competitive grant \$20,128,454 \$0 New Project \$3,073,101 20	2023-2024
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In June of 2023 UTA was selected to receive Low-No Grant funding to buy 25 low-emission compressed natural gas buses to replace older diesel buses on routes that serve disadvantaged communities, and to install one additional CNG fuel pump at the Depot District bus facility. The project will help reduce the agency's carbon footprint and improve air quality. The local match comes from bus replacement funds UTA had already budgeted, and this award leverages those funds to purchase more buses than would have otherwise been possible with only the local funds.

New Bridge Projects

Salt Lake	e/ West Val	ley Urban A	rea								
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	Highland Drive	20593	Structure 035066D - Highland Drive over Big	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$7,100,000	\$0	New Project	\$6,619,330	2023

This proposed project (PIN 20593) would perform a full bridge replacement of structure 035066D. The existing structure is currently in low-fair or poor condition. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). Holladay City is in support of the project and is able to provide the necessary match.

Salt Lake	UDOT	8000 South	21293	Structure 035035F - 8000 South over Jordan	Eall Deides Davies and	BFP_BR_MAIN (Bridge Formula Program - Main)	\$3,000,000	\$0	New Project	\$2,796,900	2022
San Lake	ODOT	8000 South	21293	and Salt Lake Canals	Full Bridge Replacement	LOCAL_GOVT Local Government Funds (Matching Funds)	\$3,000,000	\$U	New Frojeci	\$203,100	2023

This proposed project (PIN 21293) would perform a full bridge replacement of structure 035035F. The existing structure is currently in low-fair or poor condition. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). Midvale City is in support of the project and is able to provide the necessary match.

2023-2028 Transportation Improvement Program (TIP) (Amendment Ten)

New Bridge Projects

Salt Lake	e/ West Vall	ey Urban A	rea				··		·		
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
0.4.1.1	LIDOT	12400 5 4	21205	Structure 035003D - 13400 South over Utah		BFP_BR_MAIN (Bridge Formula Program - Main)	¢2 400 000	¢0	New President	\$2,237,520	2022
Salt Lake	UDOT	13400 South	21295	and Salt Lake Canals	Full Bridge Replacement	LOCAL_GOVT Local Government Funds (Matching Funds)	\$2,400,000	\$0	New Project	\$162,480	2023

This proposed project (PIN 21295) would perform a full bridge replacement of structure 035003D. The existing structure is currently in low-fair or poor condition. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). Riverton City is in support of the project and is able to provide the necessary match.

Salt Lake	UDOT	500 South Bridge	21309	Structure 035097F - 500 South over the Jordan River	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$7,400,000	\$0	New Project	\$7,400,000	2023
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This proposed project (PIN 21309) would perform a full bridge replacement of structure 035097F. The existing structure is currently in a low-fair or poor condition. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). Salt Lake City has been contacted and is in support of the project.

Ogden/ l	Layton Urba	an Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	Country Road	21311	Structure 057038C - Country Road over South Fork of Ogden River	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$1,900,000	\$0	New Project	\$1,900,000	2023

This proposed project (PIN 21311) would perform a full bridge replacement of structure 057038C. The existing structure is currently in a low-fair or poor condition. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). Weber County has been contacted and is in support of the project.

Box Elde	r County									·	
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
		Malad River		Structure 003001F - Malad River Bridge, east of Portage							
		5600 West		Structure 003024C - 5600 West 17600 North near Garland		BFP_BR_MAIN	** *** ***	A 0	N D C	\$2,000,000	
Box Elder	ler UDOT	West Canal		Structure 003026F - West Canal Bridge, 2.5 miles east of Fielding	Full Bridge Replacement	(Bridge Formula Program - Main)	\$8,900,000	\$0	New Project	\$8,900,000	2023
		Corine Canal		Structure 003028C - Corinne Canal Bridge, SE of Fielding							

This proposed project (PIN 20308) would perform a full bridge replacement of four structures **003001F**, **003024C**, **003026F**, **003028C**. The existing structures are currently in a low-fair or poor conditions. These structures are not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). Box Elder County has been contacted and is in support of all four projects.

DATE:August 24, 2023AGENDA ITEM:5cSUBJECT:ACTION: Approve 2024-2029 TIPPREPARED BY:Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt the 2024-2029 Transportation Improvement Program (TIP) at its August meeting. Developed in close coordination with UDOT, UTA, and local communities, the TIP includes hundreds of priority transportation projects totaling billions of dollars to enhance mobility, strengthen the economy, connect communities, increase access to opportunities, and improve health along the Wasatch Front.

A draft 2024-2029 TIP was reviewed by Trans Com in June (as delegated by the Regional Council) and approved to release for public review and comment. The public comment period extended from June 24 through July 29, 2023. The extensive outreach included distribution to thousands of stakeholders about opportunities to provide public comment, <u>an interactive map</u> on WFRC's website, a news release, two open houses, coordination with UDOT and UTA, and social media posts. A <u>summary of the public comments</u> with respective responses is included with this memo, along with the <u>list of individual comments</u> received. Trans Com had the opportunity to review the public comments at their August 17 meeting. WFRC staff will work with local governments, UDOT, and UTA to address individual comments as appropriate. An analysis of the TIP completed by the WFRC staff shows that the 2024-2029 TIP conforms to the state air quality plans.

The TIP was presented to Trans Com on August 17, 2023, and unanimously recommended to the Regional Council for approval.

RECOMMENDATION:

Trans Com and the WFRC staff recommend that the Regional Council make a motion "to adopt the resolution approving the 2024-2029 Transportation Improvement Program (TIP) and the air quality conformity analysis".

CONTACT PERSON:

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

EXHIBITS:

- Resolution approving the 2024-2029 TIP
- Project Listing for the Draft 2024-2029 TIP
 - WFRC Programs Section
 - Glossary of Funding Types
 - Other Federal and State Funded Projects Section
 - Transit Projects Section
- Draft 2024-2029 TIP Conformity Finding (Memorandum 41a)
- Summary of Public Comments and Respective Responses
- List of Individual Comments Received

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL APPROVING THE 2024 - 2029 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 2024-2029 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 2024-2029 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.

Mayor Dawn Ramsey Chair Wasatch Front Regional Council Andrew S. Gruber Executive Director Wasatch Front Regional Council

Date: August 24, 2023

DRAFT

2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

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

Additional attachments include;

- Glossary of Federal Funding Types
- Other Federal-Aid Funded and State Funded Projects
- Transit Funded Projects
- Air Quality Memo 41a

DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)

Surface Transportation Program (STP) Funded Projects

DRAFT - 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **DRAFT** 2024 – 2029 Transportation Improvement Program (TIP)

										Print Date:	6-Jun-23			Amount Obligated Current Federal I Year	iscal New Project/ Additional Funds
County	Sponsor	Route	Project Sequence	Project Identification	F	Project Information	Year Added	Estimated Total	Current Programmed	Total Amount	Current Year	Alloc	ition of Programmed F	unds per Federal Fiscal Year	Concept Development
County	Sponsor	Koute	Toject Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated	Current rear	2024	2025	2026 2027	2028 2029
Salt Lak	e/ West Valley	y Urban Are	ea												
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	\$ 17,158	\$	- \$ -	\$ - \$	- \$ - \$
Salt Lake	Cottonwood Heights	3		8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,144,401	\$ 1,140,469	\$ 3,932	\$			
Salt Lake	Cottonwood Heights	2	Newproject- 001(2020)	18816	New Title - Bengal Blvd; Highland Dr to 2160 E Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	\$ 1,657,000	\$ 1,544,821	\$ 9,323	\$ 1,980,392	\$	- \$ -	\$ - \$	- \$ - \$
Salt Lake	Cottonwood Heights	Bengal Blvd	Newproject- S_STP- 014(2021)	18816	Bengal Boulevard - Bike and Pedestrian Walkway	Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	\$ 487,200	\$ 444,894	\$ -	\$-	\$	- \$ -	\$ - \$	- \$ - \$
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	\$ 4,400,000	\$ 3,770,000	\$ 3,770,000	\$-	\$	- \$ -	\$ - \$	- \$ - \$
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	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	Holladay		NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 3,346,233	\$ 2,243,673	\$ 2,243,111	\$ 561	\$	- \$ -	\$ - \$	- \$ - \$
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	Holladay/ Millcreek	Murray- Holladay Road	Newproject- S_STP- 010(2021)	19677	Murray-Holladay Road Full Stop Pedestraian Crossing	Construct T-intersection and add a new full traffic stop pedestraian crossing	2021	\$ 417,200	\$ 388,956	\$ -	\$ 350,060	\$	- \$ -	\$ - \$	- \$ - \$
Salt Lake	Kearns	Cougar Lane	Newproject- S_STP- 012(2021)	19679	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	2021	\$ 2,804,000	\$ 2,114,169	\$ -	\$ 400,000	\$	\$ 1,714,169	\$ - \$	- \$ - \$
Salt Lake	Magna	Var	NEWPROJ()	15912	2700 South/ 2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	\$ 3,667,280	\$ 3,419,005	\$ -	\$ 1,203,189	\$	- \$ -	\$ - \$	- \$ 2,215,816 \$
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	\$ 9,323	\$ 500,000	\$ 755,528	s	s - s	- \$ - \$

										Print Date:	6-Jun-23			Amount Obligated Current Federal Fisc Year	al New Project/ Additional Funds
County	Sponsor	Route	Project Sequence	Project Identification	р	Project Information	Year Added	Estimated Total	Current Programmed		Current Year	Alloca	tion of Programmed Fu	ınds per Federal Fiscal Year	Concept Development
County	Sponsor	Koute	Toject Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated	Current rear	2024	2025	2026 2027	2028 2029
Salt Lake	Magna	8000 West	Newproject- 011(2020)	16928	8000 West; SR-201 to 3100 South (Original PIN 18826)	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 2,679,000	\$ 2,497,632		\$-	\$-	\$ 2,497,632 \$; - \$	· \$ - \$ -
Salt Lake	Midvale	Tuscany	Newproject- S_STP- 06(2022)	20314	Tuscany View Road Extension;800 West to Holden Street	New Roadway Construction including curb & gutter, sidewalk, ADA ramps, and storm drain	2022	\$ 6,109,100	\$ 3,565,816	\$ -	\$-	\$-	\$ - \$	5 - \$	\$ 3,565,816 \$ -
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	\$-	\$ -	\$ - \$	s - \$	\$
Salt Lake	Millcreek	1	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	\$ 6,770,136	\$ 6,311,798	\$ 2,039,861	\$ 1,271,936	\$ -	\$ - \$	s - \$	· \$ - \$ -
Salt Lake	Millcreek	2	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	\$ -	\$ 3,000,000	\$ 3,000,000	\$-	\$ -	\$ - \$	s - \$	· \$ - \$ -
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	\$ 4,000,000	\$-	\$ -	\$ - \$	5 - \$	· \$ - \$ -
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	\$-	\$ -	\$ - \$	5 - \$	· \$ - \$ -
Salt Lake	Millcreek	1300 East	Newproject- S_STP- 003(2021)	19631	1300 East; 4220 South to 4500 South	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 3,485,800	\$ 3,000,000	\$ 284,352	\$ 2,715,649	\$ -	\$ - \$	5 - \$	· \$ - \$ -
Salt Lake	Millcreek	1300 East	Newproject- S_STP- 02(2022)	20310	1300 East: 3300 South to 3600 South	Roadway Reconstruction including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	\$ 6,965,120	\$ 3,715,816	s -	\$-	\$ -	\$ - \$	5 - \$	\$ 3,715,816 \$ -
Salt Lake	Murray	1	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,209,850	\$ 4,500,000	\$ 2,641,799	\$-	\$ -	\$ - \$	s - \$	\$ - \$ -
Salt Lake	Murray	2	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ -	\$ 2,508,199	\$ 2,508,199	\$-	\$ -	\$ - \$	s - \$	· \$ - \$ -
Salt Lake	Murray	Var	New Project - 007()	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	\$ 2,753,900	\$ 2,567,461	s -	\$ 50,000	\$ -	\$ 2,517,461 \$	s - \$	\$ - \$ -
Salt Lake	Murray	5600 South	Newproject- S_STP- 05(2022)	20313	5600 South; 900 East to 1300 East	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, and installation of new storm drain		\$ 8,578,800	\$ 5,065,816	s -	\$-	\$ -	\$ - \$	5 - \$	\$ 5,065,816 \$ -
Salt Lake	Riverton	Var	NEWPROJ()	15913	4150 West; 12600 South to 13400 South	Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	2017	\$ 17,712,800	\$ 5,500,000	\$ 6,199,225	\$ -	\$ -	\$ - \$	5 - \$	\$ - \$ -
Salt Lake	Salt Lake City	700 North	Newproject- S_STP- 005(2021)	19633	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 4,680,600	\$ 3,000,000	s -	\$-	\$ -	\$ - \$	5 - \$ 3,000,000	s - s -

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County	Sponsor	Route	Project Sequence	Project Identification	P	Project Information	Year Added		Current Programmed		Current Year	Alloca	ion of Programmed F	unds per Federal Fisca	ıl Year	Concept l	Development
County	Sponsor	Route	i roject sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated		2024	2025	2026	2027	2028	2029
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	\$ 6,774,915	\$ 7,106,709	\$ -	\$-	\$ - ;	\$ - \$	-	\$ -	· \$ -
Salt Lake	Salt Lake City		Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,900,000	\$ 2,900,000	\$-	\$-	\$ - :	\$ - \$		\$ -	· \$ -
Salt Lake	Salt Lake City	Combine Pins 16924 into PIN 15908	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrain improvements	2017	\$ 3,901,300	\$ 3,548,613	s -	\$ 1,548,613	\$ 2,000,000	\$ -	\$ - \$	-	\$-	· \$ -
Salt Lake	Salt Lake City		NEWPROJ()	15908	1300 East/ Richmond; 2100 South to Southern City Boundary (PIN was 16924)	Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder	2018	\$ 4,975,600	\$ 4,300,000	\$-	\$ -	\$ 2,000,000	\$ 2,300,000	\$ - \$		\$ -	· \$ -
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 \$	-	\$-	· \$ -
Salt Lake	Salt Lake City	900 West	Newproject- S_STP- 01(2022)	20309	900 West; North Temple to 600 North	Roadway Reconstruction including improvements to enhance transit, pedestrian, bicycle, and access to opportunities for residents	2022	\$ 7,688,865	\$ 3,215,816	s -	\$ -	\$ -	\$ -	\$ - \$	-	\$ 3,215,816	\$ 3,000,000
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade Suggest (ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 2,072,076	\$ 1,887,948	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -
Salt Lake	Salt Lake County	Var	NEWPROJ()	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,409,794	\$ 978,915	\$ 542,931	\$-	\$ - :	\$ - \$		\$ -	· \$ -
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	\$ 23,675,426	\$ 14,175,040	\$ 10,875,040	\$ 3,300,000	\$-	\$ - :	\$ - \$	-	\$-	· \$ -
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 7,332,000	\$ 7,232,000	\$ 6,652,003	\$ 90,390	\$ -	\$ - :	\$ - \$	-	\$-	· \$ -
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	\$ 4,450,000	\$ 4,200,000	\$ 250,000	\$ -	\$ - :	\$ - \$	-	\$-	· \$ -
Salt Lake	Sandy & Draper Cities		NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	s 2015	\$ 4,680,000	\$ 4,300,000	\$ -	\$ -	\$-	\$ - :	\$ 4,300,000 \$	-	\$-	· \$ -
Salt Lake	Sandy, Midvale	9000 South	Newproject- S_STP- 002(2021)	19630	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	2021	\$ 6,831,560	\$ 1,529,729	\$ -	\$ -	\$ -	\$ 1,529,729	\$ - \$	-	\$ -	\$ -
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	\$ 6,531,601	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -
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	\$ 258,247	\$ 519,541	\$ -	\$ -	\$ - \$	-	\$ -	\$ -

										Print Date:	6-Jun-23			Amount Obligated	rrent Federal Fiscal Year	New Project/ Additional Funds	
County	Sponsor	Route	Project Sequence	Project Identification	I	Project Information	Year Added	Estimated Total	Current Programme	d Total Amount	Current Year	Alloca	tion of Programmed F	Funds per Federal Fiscal	l Year	Concept De	velopment
County	Sponsor	Koute	Troject Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated		2024	2025	2026	2027	2028	2029
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	\$ 1,632,27	1 \$ 186,544	\$ 1,445,727	\$ -	\$-	\$ - \$	-	\$-	\$.
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	\$ 2,145,50	2 \$ -	\$ 1,930,952	\$ -	\$-	\$ - \$	-	\$-	\$
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	\$ 429,60	4 \$ 60,585	\$ 369,019	\$-	\$-	\$ - \$	-	\$-	\$
Salt Lake	South Jordan	1300 West	Newproject- S_STP- 009(2021)	19676	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes	2021	\$ 3,775,900	\$ 3,020,27	2 \$ -	\$-	\$ -	\$-	\$ - \$	3,020,272	\$-	\$
Salt Lake	South Jordan	South Jordan Parkway	Newproject- S_STP- 03(2022)	20311	4000 W / South Jordan Parkway Intersection Improvements	Improves include an additional through lane in all approaches -Additioanl Left turn lanes on East & West approach - Additional Right turn lanes on North & South approach	2022	\$ 5,152,400	\$ 3,215,81	5\$-	\$-	\$ -	\$-	\$ - \$	-	\$ 3,215,816	\$ 1,500,000
Salt Lake	South Salt Lake	1	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	\$ 5,000,00) \$ 1,556,941	\$ 2,943,059	\$ -	\$ -	\$ - \$		\$ -	\$
Salt Lake	South Salt Lake	2	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015		\$ 2,500,00)\$-	\$ 2,500,000	\$ -	\$-	\$ - \$	-	\$-	\$
Salt Lake	South Salt Lake	700 West	NEWPROJ() Possibly Combine PINs	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	\$ 4,000,00) \$ 9,323	\$-	\$ 1,990,677	\$ 2,000,000	\$ - \$	-	\$ -	\$-
Salt Lake	South Salt Lake	700 West	Newproject- 005(2020) Original PIN 18820	16925	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	\$ 4,200,00)	\$-	\$ -	\$ -	\$ 4,200,000 \$	-	\$-	\$
Salt Lake	South Salt Lake/ UDOT	Var	New Project - 006()	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	\$ 783,13	2 \$ 550,613	\$ 232,519	\$ -	\$-	\$ - \$	-	\$-	\$
Salt Lake	Taylorsville	1	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	\$ 12,159,54	8 \$ 7,338,758	\$-	\$-	\$-	\$ - \$	-	\$-	\$
Salt Lake	Taylorsville	2	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ -	\$ 4,820,79	l \$ 4,820,791	\$ -	\$ -	\$ -	\$ - \$	-	\$-	\$.
Salt Lake	Taylorsville	3	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/ UDOT	Var	New Project - 008()	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500	\$ 364,99	5 \$ 364,995	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -
Salt Lake	UDOT	SR-68	Newproject- 010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215 (Funding moved to PIN 17627)	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.		\$ 9,858,600	\$ 1,000,00) \$ 1,000,000	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -

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County	Sponsor	Route	Project Sequence	Project Identification	Р	roject Information	Year Added	Estimated Total	Current Programmed	Total Amount	Current Year	Alloca	tion of Program	nmed Fund	ds per Federal Fiscal Y	Year	Concept l	Development
County	Sponsor	Koute	1 Toject Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated		2024	2025		2026	2027	2028	2029
Salt Lake	UDOT	MVC	Newproject- S_STP- 007(2021)	19634	North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor	Construct a right turn acceleration lane from Rosecrest onto NB MVC	2021	\$ 1,599,600	\$ 1,486,646	\$ 121,199	\$ 1,365,447	\$ ·	- \$	- \$	- \$	-	\$ -	\$
Salt Lake	UDOT	700 East	Newproject- S_STP- 09(2022)	20316	700 East (SR-71); 2100 South to 1300 South	Construct a shared use path between Parley's trail (approximately 2000 South) to Liberty Park.	2022	\$ 2,985,500	\$ 1,500,000	\$-	\$ -	\$ 1,500,000	\$	- \$	- \$	-	\$-	\$
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 Hwy 	2020	\$ 690,000	\$ 643,287		\$ -	\$	• \$	- \$	643,287 \$		\$ -	\$
Salt Lake	UDOT TOC	Var	Newproject- S_STP- 001(2021)	19629	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	 (1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd 	2021	\$ 790,000	\$ 736,517	\$ -	\$ -	\$	• \$	- \$	- \$	736,517	\$ -	\$
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	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	UTA	SLC /So Davis Connector	Newproject- O_STP- 013(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$-	\$	- \$	- \$	- \$	750,000	\$-	\$
Salt Lake	UTA	Midvalley Connector	Newproject- S_STP- 07(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.	2022	\$ 29,035,040	\$ 2,215,816	s -	\$ -	\$ 2,215,816	5 \$	- \$	- \$		\$ -	\$
Salt Lake	UTA/ Draper	Point of the Mountain		19678	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	2021	\$ 8,000,000	\$ 2,000,000	\$ -	\$ 2,000,000	\$	· \$	- \$	- \$	-	\$-	\$
Salt Lake	West Jordan		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	#REF!	\$ 2,331,611	\$ 10,168,388	\$	• \$	- \$	- \$	-	\$ 2,000,000	\$
Salt Lake	West Jordan		Newproject- S_STP- 006(2021)	14830	7800 South; Mountain View Corridor to SR- 111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,234,500	\$ 4,400,000	\$ 489,691	\$ 3,910,309	\$	- \$	- \$	- \$	-	\$-	\$
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	\$ 300,000	\$ -	\$ 1,199,977	7 \$	- \$	- \$	-	\$ -	\$

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County	Sponsor	Route	Project Sequence	Project Identification	F	Project Information	Year Added	Estimated Total	Current Programmed		Current Year	Alloca	tion of Programmed	Funds per Federal Fiscal	Year	Concept De	velopment
				Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated		2024	2025	2026	2027	2028	2029
Salt Lake	West Jordan	9000 South	Newproject- 009(2020)	18824	9000 South; New Bingham Highway Intersection	Project will realign and construct full intersection	2020	\$ 10,355,800	\$ 3,000,000		\$ -	\$-	\$-	\$ 1,500,000 \$	1,500,000	\$ -	\$ 2,500,000
Salt Lake	West Valley City	1	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	\$ 7,942,288	\$ 7,806,221	\$ 136,067	\$-	\$ -	\$ - \$	-	\$-	\$
Salt Lake	West Valley City	2	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	\$ 11,200,000	\$ 7,071,370	\$ 2,130,306	\$ 638,744	\$ 4,302,321	\$-	\$ - \$	-	\$ -	\$
Salt Lake	West Valley City	3650 South	Newproject- 008(2021)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 7,965,600	\$ 5,771,489	\$ 9,323	\$ 500,000	\$ 5,262,166	\$ -	\$ - \$	-	\$-	\$
Salt Lake	West Valley City & Magna	7200 West	Newproject- S_STP- 04(2022)	20312	7200 West; 3500 South to Copper Hill Drive	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	\$ 7,081,900	\$ 4,715,816	\$-	\$-	\$-	\$-	\$ - \$	-	\$ 4,715,816	\$ 2,400,000
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 260,000	\$ 4,329,016	\$ 781,122	\$ 804,556	\$ 828,693	\$ 853,553 \$	879,160	\$-	\$
Salt Lake	WFRC	Var	F-R299(50)	16849	Project Planning Support - Salt Lake County WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 7,944,255	\$ 802,446	\$ 826,520	\$ 851,315	\$ 876,855 \$	903,160	\$ -	\$
Salt Lake	WFRC	Var	F-R299(50)	16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$-	\$ 490,750	\$-	\$-	\$ - \$	-	\$-	\$
Salt Lake	Cottonwood Heights	Var	Newproject- S_STP- 01(2023)		Fort Union Blvd; Pippen Drive to 3160 East	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 5,692,100	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,500,000
Salt Lake	Draper	Var	Newproject- S_STP- 02(2023)		Pioneer Road; 1300 East to 1650 East	Reconstruct with Minor Widening to include 2 travel lanes, paved shoulders, curb & gutter, park strips, and sidewalks	2024	\$ 4,954,300	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$0	\$ 0	\$ 3,000,000
Salt Lake	Millcreek	Var	Newproject- S_STP- 03(2023)		2000 East; 3300 South to Atkin Ave	Reconstruct curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping existing ditch	2024	\$ 8,347,800	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$0	\$ 0	\$ 3,000,000
Salt Lake	Herriman	Var	Newproject- S_STP- 04(2023)		13400 South; 6000 West to 6400 West	Reconstruct, Widen to include additional travel lanes, shoulders, curb & gutter, bike and pedestrian facilities	2024	\$ 8,910,700	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000
Salt Lake	Magna	Var	Newproject- S_STP- 05(2023)		2700 South; 8054 West to 8000 West	Construct curb, gutter, and sidewalk on north side of 2700 South	2024	\$ 3,521,100	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000
Salt Lake	Emigration Metro Township	Var	Newproject- S_STP- 06(2023)		Emigration Canyon; 5655 Emigration Canyon Rd to 9698 Emigration Canyon Rd	Strategic Minor widening and Safety Improvements	2024	\$ 6,518,900	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$0	\$0	\$ 3,000,000

										Print Date:	6-Jun-23			Amount Obligated Curr	rent Federal Fiscal Year	New Project/ Additional Funds	
County	Sponsor	Route	Project Sequence	Project Identification	Pro	oject Information	Year Added		Current Programmed		Current Year	Alloca	tion of Programmed Fu	unds per Federal Fiscal `	Year	Concept D	Development
County	Sponsor	Koute	Tiojeet Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated		2024	2025	2026	2027	2028	2029
OGDEN	V/ LAYTON UI	RBAN ARE	ŻA							\$ -							
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	Centerville	400 East	Newproject- O_STP- 007(2021)	19624	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	2021	\$ 2,425,300	\$ 1,697,710	\$ -	\$-	\$	\$ - \$	§ - \$	1,697,710	\$ -	\$-
Davis	Clearfield/ Syracuse	1	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	\$ 5,362,630	\$ 4,062,630	\$-	\$	\$ - \$	§ - \$	755,000	\$-	\$-
Davis	Clearfield/ Syracuse	2	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		\$ 1,300,000	\$ 1,300,000	\$-	\$	\$ - \$	§ - \$	-	\$-	\$-
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	\$ 2,784,649	\$-	\$	\$ - \$	5 - \$	-	\$-	\$-
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	\$ 3,905,591	\$ 1,851,920	\$	\$ - \$	i - \$	-	\$ -	\$ -
Davis	Farmington	SR-106	New Project - 011()	16933	Main Street (SR-106); Park Lane to Shepard Lane (Old PIN 17793 - Combined with PIN 16933)	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,053,670	\$ 368,609	\$ -	\$ 2,053,670	\$ - \$	\$ - \$	-	\$ -	\$ -
Davis	Farmington	Commerce Drive	Newproject- 017(2020)	18807	Commerce Drive Road; Burke Lane to 950 North	New construction of 5-Lane roadway with curb, gutter, sidewalk, ADA crossings, bike lanes, and utility lines.	2020	\$ 8,122,500	\$ 3,000,000		\$-	\$ 1,000,000	\$ 1,000,000 \$	\$ 1,000,000 \$	-	\$ -	\$-
Weber	Farr West City	4000 North	Newproject- 023(2020)	18814	4000 North; SR-126 to 2800 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 7,100,600	\$ 2,700,000		\$ -	\$	\$ - \$	\$ 2,700,000 \$	-	\$ -	\$ -
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	\$ 9,323	\$ -	\$ 599,407	\$ 2,500,000 \$	\$ - \$	-	\$ -	\$ -
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	\$ 2,446,057	\$-	\$	\$ - \$	\$ - \$	-	\$ -	\$ -
Weber	Hooper	5500 West	Newproject- 020(2020)	18811	5500 West; 5500 South (SR-97) to Weber/ Davis County Line	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 2,471,100	\$ 1,846,980		\$ -	\$.	\$ - \$	\$ 1,846,980 \$	-	\$ -	\$ -
Davis	Kaysville	Mutton Hollow	Newproject- O_STP- 008(2021)	19625	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St./Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	2021	\$ 5,050,400	\$ 2,000,000	\$ -	\$ -	\$.	\$ - \$	5 - \$	2,000,000	\$ -	\$ -
Weber	Kaysville/ Farmington		NEWPROJ()	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 4,300,000	\$ 262,000	\$ 3,608,000	\$.	\$ - \$; - \$	-	\$-	\$-

						6-Jun-23			Amou	unt Obligated	rent Federal Fiscal Year	New Project/ Additional Funds						
County	Sponsor	Route	Project Sequence	Project Identification	Project Information		Year Added	Estimated Total	Current Programme		Current Year	Allocation of Programmed			Funds per Federal Fiscal Year		Concept Development	
County	Sponsor	Koute	Froject Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated	Current Tear	2024	2025		2026	2027	2028	2029
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	\$ 2,500,00	0 \$ 1,000,000	\$ 1,500,000	\$	- \$	- \$	- \$	-	\$	- \$ -
Davis	Layton	Gentile Street	Newproject- O_STP- 010(2021)	19627	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	2021	\$ 174,800	\$ 162,55	D \$ -	\$ 152,550	\$	- \$	- \$	- \$	_	\$	- \$ -
Weber	Marriott- Slaterville		NEWPROJ()	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvement to Drainage, Curb, Gutter and Sidewalk	s 2017	\$ 5,605,300	\$ 3,762,11	0 \$ 3,385,899	\$-	\$	- \$	- \$	- \$	-	\$	- \$ -
Weber	Marriott- Slaterville	1700 South	Newproject- O_STP- 004(2021)	19620	1700 South; 12th Street to Marriott- Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	2021	\$ 5,075,200	\$ 2,307,53	6\$-	\$ 2,076,782	\$	· \$	- \$	- \$	-	\$	- \$ -
Weber	North Ogden	1	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!	\$ 4,140,000	\$-	\$	- \$	- \$	- \$	-	\$	- \$ -
Weber	North Ogden	2	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	\$ 1,829,34	6\$-	\$-	\$	- \$	- \$	- \$	-	\$	- \$ -
Weber	North Salt Lake	1	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,440,914	\$ 1,343,36	4 \$ 593,364	\$-	\$	• \$	- \$	- \$	-	\$	- \$ -
Weber	North Salt Lake	2	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ -	\$ 750,00	0 \$ 750,000	\$-	\$	- \$	- \$	- \$	_	\$	- \$ -
Davis	North Salt Lake	Main Str	Newproject- 022(2020)	18813	Main Street Sidewalk; I-15 Overpass to Pacific Avenue	Construct Missing Sidewalk	2020	\$ 366,200	\$ 274,65	D	\$-	\$	• \$	- \$	274,650 \$	-	\$	- \$ -
Davis	North Salt Lake	Main Street	Newproject- O_STP- 006(2021)	19623	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	2021	\$ 3,604,000	\$ 2,536,70	2 \$ -	\$-	\$	- \$	- \$	- \$	2,536,702	\$	- \$ -
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvement to Drainage, Curb, Gutter and Sidewalk	^s 2016	\$ 6,477,200	\$ 3,000,00	0 \$ 2,850,961	\$-	\$	· \$	- \$	- \$	-	\$	- \$ -
Weber	Ogden	20th Street	Newproject- O_STP- 005(2021)	19621	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	2021	\$ 5,300,000	\$ 2,000,00	0 \$ -	\$ 1,800,000	\$	• \$	- \$	- \$	_	\$	- \$ -
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	\$ 1,500,00	0 \$ 1,500,000	\$-	\$	· \$	- \$	- \$	-	\$	- \$ -
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	\$ 1,750,00	0 \$ 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	\$ 2,717,84	1 \$ 2,446,057	\$-	\$	• \$	- \$	- \$	-	\$	- \$ -

DRAFT 2024-2029 Transportation Improvement Program (TIP) Surface Transportation Program (STP)

										Print Date:	6-Jun-23			Amount Obligated Current Federal Year		New Project/ Additional Funds	
6 (C.	D (D : 46	Project	Р	Project Information	Year Added	Estimated Total	Current Programmed	Total Amount	C (V	Alloca	tion of Programmed Fu	nds per Federal Fiscal Year		Concept Devel	opment
County	Sponsor	Route	Project Sequence	Identification Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated	Current Year	2024	2025	2026 2027		2028	2029
Weber	Plain City	1	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	s -	\$-	\$	\$ - \$	- \$	- \$	- \$	-
Weber	Plain City	2	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ -	\$ 2,231,728	\$-	\$-	\$.	\$ - \$	- \$	- \$	- \$	-
Weber	Plain City	North Plain City Road	Newproject- 018(2020)	18809	North Plain City Road; 2917 West to 3350 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,988,900	\$ 3,500,000		\$ -	\$	\$ - 5	3,500,000 \$	- \$	- \$	-
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	Roy	4800 South	Newproject- 021(2020)	18812	4800 South & Layton Canal	Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians.	2020	\$ 471,500	\$ 439,579		\$ 439,579	\$.	\$ - 5	- \$	- \$	- \$	-
Weber	Roy	4000 South	Newproject- O_STP- 011(2021)	19628	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	2021	\$ 250,000	\$ 225,000	\$ 9,323	\$ 215,677	\$.	5	- \$	- \$	- \$	-
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	\$ 9,323	\$ 990,677	\$ 1,500,000	\$ 1,500,000	- \$	- \$	- \$	-
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	\$ 2,032,200	\$ -	\$	\$ - 5	- \$	- \$	- \$	-
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	\$ 3,010,000	\$-	\$	\$ - \$	- \$	- \$	- \$	-
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	\$-	\$-	\$ 1,000,000	\$ 2,720,623	- \$	- \$	- \$	-
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	\$ 1,866,661	\$ 333,340	\$	\$ - \$	- \$	- \$	- \$	-
Var	UDOT TOC	Var	Newproject- 015(2020)	18803	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	 US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton) 	2020	\$ 500,000	\$ 466,150		\$ -	\$	\$ - \$	466,150 \$	- \$	- \$	-
Weber+L 155:AB1 55	UDOT TOC	Var	Newproject- O_STP-001(2021)	19569	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St	2021	\$ 670,000	\$ 624,641	\$ -	\$-	\$	\$ - \$	- \$ 624	l,641 \$	- \$	
Weber	UDOT TOC	Var	Newproject- O_STP- 003(2021)	19606	Ogden/ Layton Metro Area Signal Timing and Optimization	Wall Street (SR-204); 1200 S to Riverdale Rd	2021	\$ 400,000	\$ 372,920	\$ -	\$-	\$	\$ - \$	- \$ 372	2,920 \$	- \$	
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$-	\$ 500,000	\$ 1,500,000 \$; - \$	- \$	- \$	-

DRAFT 2024-2029 Transportation Improvement Program (TIP) Surface Transportation Program (STP)

										Print Date:	6-Jun-23			Amount Obligated	urrent Federal Fiscal Year	New Project/ Additional Funds	
	0	D. (D	Project	F	Project Information	Year Added	Estimated Total	Current Programmed	Total Amount		Alloca	tion of Programm	d Funds per Federal Fisc	al Year	Concep	t Development
County	Sponsor	Route	Project Sequence	Identification Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated	Current Year	2024	2025	2026	2027	2028	2029
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		\$-	\$	· \$	- \$ - 5	; -	\$	- \$ -
Var	UTA	Var	Newproject- 016(2020)	18806	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	 (1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton) 	2020	\$ 85,000	\$ 79,245		\$-	\$	\$	- \$ 79,245 \$	š -	\$	- \$ -
Davis	UTA	So Davis Connector	Newproject- O_STP- 009(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$-	\$-	\$	· \$	- \$ - 5	5 750,000	\$	- \$ -
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	\$ 9,323	\$ 1,693,508	\$ 1,000,000	\$	- \$ - 5	· -	\$	- \$ -
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	\$ 2,324,857	\$-	\$	\$	- \$ - 5	· -	\$	- \$ -
Davis	West Point	300 North	Newproject- 019(2020)	18810	300 North; 2000 West to 3000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,312,700	\$ 2,981,216		\$-	\$	\$	- \$ 2,981,216	6 -	\$	- \$ -
Davis	West Point	300 North	Newproject- O_STP- 002(2021)	19605	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2021	\$ 3,907,800	\$ 2,643,242	\$-	\$-	\$	\$	- \$ - 5	5 2,643,242	\$	- \$ -
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	\$ 2,250,000	\$-	\$	· \$	- \$ - 5		\$	- \$ -
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	\$ 4,890,332	\$ 4,559,256	\$ 4,559,256	\$ 432,086	\$ 445,049	\$ 458,40	0 \$ 472,152 \$	6 486,317	\$	- \$ -
Var	WFRC	Var	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 3,438,610	\$ 420,604	\$ 433,222	\$ 446,21	8 \$ 459,605	6 473,393	\$	- \$ -
Davis	Woods Cross	800 West	New Project - 015()	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ 164,085	\$ 820,890	\$	\$	- \$ - 5	з -	\$	- \$ -
Davis	Woods Cross	800 West	New Project - 015()	17796	Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ 264,250	\$	\$	- \$ - 5		\$	- \$ -
Davis	Clinton	1300 North	Newproject- O_STP- 01(2022)	20300	1300 North and 1500 West Improvements	This project will reconstruct & widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, including curb and gutter, and sidewalk.	2022	\$ 3,876,500	\$ 2,000,000	\$ -	\$-	\$	\$	- \$ - 5	; -	\$ 2,000,00	0 \$ 1,000,000
Davis	West Bountiful	1100 West	Newproject- O_STP- 02(2022)	20301	1100 West; 200 North to 400 North	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	\$ 1,048,300	\$ 657,218	\$ -	\$-	\$	\$	- \$ - 5		\$ 657,21	8 \$ 150,000
Davis	Woods Cross	1100 West	Newproject- O_STP- 03(2022)	20302	1100 West; 2185 South to 1100 North (2600 South)	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	\$ 3,942,600	\$ 2,000,000	\$-	\$ -	\$	\$	- \$ - 5) -	\$ 2,000,00	10

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										Print Date	e: 6-Jun-23			Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	
County	Spancar	Route	Project Seguence	Project Identification]	Project Information	Year Added	Estimated Total	Current Programmed	Total Amount	Current Year	Alloca	tion of Programm	ed Funds per Federal Fi	scal Year	Concept D	evelopment
County	Sponsor	Koute	Project Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Funds	Obligated	Current Tear	2024	2025	2026	2027	2028	2029
Weber	Plain City	1975 North	Newproject- O_STP- 04(2022)	20303	1900/1975 North; 2700 West to 3600 West (Phase 1)	Roadway widening to include, sidewalk, curb and gutter, and bike lanes	2022	\$ 2,661,973	\$ 2,311,973	\$	- \$ -	\$-	\$	- \$ -	\$ -	\$ 2,311,973	
Davis	Centerville	400 East	Newproject- O_STP- 05(2022)	20304	400 East - 100 South to Porter Lane (400 South)	Reconstruct Roadway with improvements to bike and pedestrian facilities	2022	\$ 1,415,100	\$ 1,061,325	\$	- \$ -	\$-	\$	- \$ -	\$ -	\$ 1,061,325	
Weber	West Haven	1800 South	Newproject- O_STP- 06(2022)	20305	1800 South; 2050 West to 1900 West	Intersection Realignment for a Future Signal Installation	2022	\$ 1,957,300	\$ 1,107,300	\$	- \$ -	\$-	\$	- \$ -	\$-	\$ 1,107,300	
Box Elder	Perry	1200 West	Newproject- O_STP- 07(2022)	20306	1200\ 1100 West; 1100 South to 1600 South	New Construction to extend 1100/ 1200 West to 1100 South	2022	\$ 5,002,100	\$ 2,763,803	\$	- \$ -	\$ -	\$	- \$ -	\$-	\$ 2,763,803	
Weber	Ogden	25th Street & 4400 South		20307	25th Street; Jefferson Ave to Harrison Blvd also 4400 South; Mckay Dee Hospital to Harrison Blvd	Roadway Reconstruction including Safety, Lighting, Drainage and Landscaping	, 2022	\$ 9,086,100	\$ 3,371,579	\$	- \$ -	\$ -	\$	- \$ -	\$-	\$ 3,371,579	
Weber	UTA	FrontRunner	Newproject- O_STP- 09(2022)	20308	Frontrunner Right of Way; 12th Street to the Weber County Border	Right of Way for the 400 North Bridge/ North Street Expansion and Commuter Rail Station/ Maintenance Facility	2022	\$ 11,306,464	\$ 1,500,000	\$	- \$ 1,500,000	\$ -	\$	- \$ -	\$-	\$-	\$ -
Davis	Centerville	Var	Newproject- O_STP- 01(2023)		1250 West; Parrish Lane to 200 North	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 752,100	\$ 500,000	\$ O	\$ 0	\$ 0	\$ 0	\$ 0	\$0	\$ 0	\$ 500,000
Weber	Ogden	Var	Newproject- O_STP- 02(2023)		2nd Street; Washington Blvd to Monroe Blvd	Reconstruct with Minor Widening with improvements to curb gutter, sidewalk, and bikelanes	, 2024	\$ 7,549,500	\$ 3,000,000	\$ O	\$ O	\$ 0	\$0	\$0	\$ O	\$ O	\$ 3,000,000
Davis	Farmington	Var	Newproject- O_STP- 03(2023)		200 East (SR-106); Glovers Lane to Lund Lane	Minor widening, storm drain, curb, gutter, and sidewalk	2024	\$ 3,916,100	\$ 2,000,000	\$ O	\$ O	\$ O	\$ O	\$0	\$ O	\$ O	\$ 2,000,000
Weber	Farr West	Var	Newproject- O_STP- 04(2023)		3300 North; 2700 West to 2575 West	Reconstruct with Minor Widening & Construct Round-about Intersection	2024	\$ 3,453,400	\$ 2,400,000	\$ O	\$ O	\$ 0	\$ O	\$ 0	\$ O	\$ O	\$ 2,400,000
Box Elder	Brigham City	Var	Newproject- O_STP- 05(2023)		1200 West; 600 North to Industrial Way	Reconstruct with Minor Widening with improvements to curb gutter, sidewalk, and bikelanes	, 2024	\$ 8,895,400	\$ 2,000,000	\$ O	\$ 0	\$ 0	\$ 0	\$ 0	\$ O	\$ O	\$ 2,000,000

DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)

Wasatch Front Regional Council | Public Review and Comment Period – June 24 to July 29, 2023

Congestion Mitigation / Air Quality Program CMAQ Funded Projects

DRAFT 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **Draft** - 2024 – 2029 Transportation Improvement Program (TIP)

											Date	6/6/2023					Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects
		<u>6</u>	CMAQ	D. I. (N. J.	DIN	Project In	formation	Year	Estin	nated Total	Original Funds	Local Matching Funds	Total Amount	Current Year	Allocat	ion of Programmed H	`unds per Federal Fisc	al Year	Concept	Development
County Pr	roject Type	Sponsor	Source	Project Number	PIN	Location/ Limits	Concept/ Type of Improvement	Added to TIP	Pro		Programmed	Due	Obligated	2023	2024	2025	2026	2027	2028	2029
SALT LA	AKE/ W	EST VALLEY UF	RBAN AI	REA																
CMAQ - PM _{2.}	.5																			
Salt Lake	Bike	Bluffdale	Regular	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	\$	669,700 \$	624,361	\$ 45,339	\$ 623,825	\$ 535	\$-	\$ -	\$-	\$	\$	- \$ -
Salt Lake	Trans	Cottonwood Heights	PM _{2.5}	Newproject-0028()	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$	1,357,503 \$	1,265,600	\$ 8,801	\$ 121,199	\$-	\$-	\$-	\$-	\$	\$	- \$ -
Salt Lake	Inter	Cottonwood Heights	Regular	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$	3,772,918 \$	2,655,000	\$ 255,427	\$ 3,517,492	\$-	\$ -	\$-	\$ -	\$	\$	- \$ -
Salt Lake	Trans	Cottonwood Heights	Regular	New	13128	Park and Ride Smart Boards	Construct "Live Parking Availability" Signs for Select Canyon Park-n-Ride Lots	2014	\$	706,900 \$	659,043	\$ 47,857	\$-	\$ 300,000	\$ 359,043	\$ -	\$ -	\$	\$	- \$ -
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$	2,438,000 \$	2,174,000	\$ 157,867	\$ 2,174,000	\$-	\$-	\$-	\$-	\$	\$	- \$ -
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & 2300 East Intersection Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	\$	- \$	-	\$-	\$ -	\$-	\$-	\$ -	\$ -	\$	\$	- \$ -
Salt Lake	Trans	Holladay	PM _{2.5}	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$	2,597,900 \$	1,200,000	\$ 87,139	\$ -	\$-	\$ 1,200,000			\$	\$	- \$ -
Salt Lake	Trans	Murray	PM _{2.5}	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$	2,075,400 \$	1,694,362	\$ 123,038	\$ 729,991	\$ 964,371	\$-	\$ -	\$-	\$	\$	- \$ -
Salt Lake	Trans	Riverton	Regular	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$	490,900 \$	280,000	\$ 20,333	s -	\$ 280,000	\$ -	\$ -	\$ -	\$	\$	- \$ -
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion #1	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$	1,700,000 \$	250,000	\$ 44,571	\$ 23,308	\$ 590,482	\$ -	\$-	\$-	\$	\$	- \$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	14939	SLC Emigration Creek Trail; Connor Street to Wasatch Drive	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$	479,700 \$	447,000	\$ 32,459	\$ -	\$-	\$-	\$ 447,000	\$-	\$	\$	- \$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$	1,000,000 \$	930,000	\$ 67,533	\$-	\$ 930,000	\$ -	\$ -	\$ -	\$	\$	- \$ -
Salt Lake	Bike	Salt Lake City	Regular	New Project	16940	Salt Lake Green Bike Share Expansion #5	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$	637,027 \$	400,000	\$ 29,046	\$ -	\$-	\$ -	\$ 400,000		\$	\$	- \$ -
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion #2	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$	1,700,000 \$	324,000	\$ 16,266	s -	\$ 224,000	\$ -	\$-	\$ -	\$	\$	- \$ -
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion #3	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$	1,700,000 \$	300,530	\$ 29,085	s -	\$-	\$ 400,530	\$-	\$-	\$	\$	- \$ -
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion #4	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$	1,700,000 \$	300,000	\$ 29,046	s -	\$-	\$ -	\$-	\$ 400,000	\$	\$	- \$ -
Salt Lake	Bike	Salt Lake City	Regular	New Project - 020()	17849	Salt Lake Green Bike Share Expansion #6	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$	643,570 \$	200,000	\$ 29,046	\$ -	\$-	\$ -	\$ -	\$ -	\$ 400,000	\$	- \$ -
Salt Lake	Trans	Salt Lake City/ UTA	Regular	Newproject-S_CMAQ 002(2021)	19684	East Downtown 200 South Transit Hub (400 East to 300 East)	Construct Bus Parking/ Layover infrastructure	2021	\$	1,991,300 \$	1,000,000	\$ 139,727	\$ -	\$-	\$ -	\$-	\$-	\$ 1,000,000	\$ 924,189	» \$ -

											Date	6/6/2023				Ап	nount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects
6	DeletT	6	CMAQ	Deter	DIN	Project In	formation	Year	Estima	ted Total	Original Funds	Local Matching Funds	Total Amount	Current Year	Allocat	ion of Programmed Funds	s per Federal Fiscal	Year	Concept I	Development
County	Project Type	Sponsor	Source	Project Number	PIN	Location/ Limits	Concept/ Type of Improvement	- Added to TIP		et Cost	Programmed	Due	Obligated	2023	2024	2025	2026	2027	2028	2029
Salt Lake	Trans	UDOT	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$	1,608,600 \$	5 900,000	\$ 65,354	\$-	\$ 900,000	\$-	\$-\$	- 5	i -	\$ -	\$-
Salt Lake	Trans	Salt Lake County & UTA	Regular	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	\$	1,784,700 \$	6 1,663,876	\$ 120,824	\$-	\$-	\$ 831,938	\$ 831,938 \$	- 5		\$-	\$-
Salt Lake	Inter	Sandy	PM _{2.5}	New Project - 022()	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$	3,446,300 \$	5 2,600,000	\$ 188,802	\$ 9,323	\$ 932,977	\$ -	\$ 1,657,700 \$	- 5		\$-	\$ -
Salt Lake	Inter	Sandy	PM _{2.5}	Newproject-024(2020)	18831	9000 South and 450 W & Parkland Dr Intersection Improvements	Thru-U turn at 450 West and 9000 South.	2020	\$	2,185,000 \$	5 1,984,867	\$ 144,133	s -	\$-	\$-	\$ - \$	1,984,867	· -	\$-	\$ -
Salt Lake	Inter	Sandy/ Midvale	Regular	Newproject-S_CMAQ 004(2021)	19630	9000 South 700 West Intersection	Construct dual left turn lanes on SB 700 West & Widen and Improve NB Leg 700 West	2021	\$	6,831,560 \$	5 2,200,000	\$ 159,755	s -	\$-	\$-	\$ - \$	- 5	2,200,000	\$-	\$-
Salt Lake	Trans	Taylorsville	PM _{2.5}	New Project - 010()	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	\$	40,400,000 \$	5 2,000,000	\$ 145,232	s -	\$-	\$ 2,000,000	\$ - \$	- 5	· -	\$-	\$-
Salt Lake	ATMS	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$	30,684,350 \$; -	\$ 726,063	\$ 9,998,649	\$-	\$-	\$ - \$	- 5	· -	\$-	\$-
Salt Lake	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$	2,400,000 \$	5 746,077	\$ 44,301	\$ 610,077	\$-	\$ -	\$ - \$	- 5		\$-	\$-
Salt Lake	ATMS	UDOT	Regular	F-LC35(258)	13129	10400 South & Bangerter Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$	915,200 \$	863,124	\$ 62,677	\$ 795,227	\$ 67,897	\$-	\$ - \$	- 5	· -	\$-	\$-
Salt Lake	ATMS	UDOT	Regular	F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$	462,900 \$	431,562	\$ 31,338	\$ 431,562	\$-	\$-	\$ - \$	- 5		\$-	\$ -
Salt Lake	ATMS	UDOT	Regular	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangerter Hwy	2015	\$	1,072,800 \$	5 1,000,171	\$ 72,629	s -	\$ 1,000,171	\$-	s - s	- 5	-	\$ -	\$ -
Salt Lake	Bike	UDOT	Regular	Newproject-026(2020)	18833	3500 South (SR-171) Sidewalk Improvements	Construct missing sidewalk from 6000 West to 8400 West	2020	\$	2,054,100 \$	5 500,000	\$ 36,308	s -	\$ 500,000	\$ -	\$ - \$	- 5		\$-	\$-
Salt Lake	Trans	UDOT, Murray, Midvale, Sandy	Regular	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South (Lyndy Drive is the new South terminus)	Construct Bike lanes along roadway	2016	\$	3,510,100 \$	5 1,400,000	\$ 101,663	s -	\$-	\$ 500,000	\$ 900,000 \$	- 5	-	\$ -	\$ -
Salt Lake	Trans	UTA	PM _{2.5}	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 East to 600 East Now project limits 300 E to 500 E	Construct a Double Track	2014	\$	3,016,100 \$	5 900,000	\$ 65,354	\$ 900,000	\$-	\$-	\$ - \$	- 5		\$-	\$-
Salt Lake	Trans	UTA	PM _{2.5}	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$	3,016,100 \$	5 1,000,000	\$ 72,616	\$ 1,000,000	\$-	\$-	\$ - \$	- 5	· -	\$-	\$-
Salt Lake	Trans	UTA	Regular	F-LC35(256)	13127	Depot District Service Center (DDSC); 669 West 200 South	Construct the CNG Facilities of the DDSC	2014	\$	57,000,000 \$	5 950,000	\$ 68,985	\$ 950,000	\$-	\$-	\$ - \$	- 5		\$-	\$ -
Salt Lake	Bike	UTA	PM _{2.5}	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$	3,003,325 \$	5 2,800,000	\$ 203,325	\$ 2,800,000	\$-	\$ -	s - s	- 5		\$-	\$ -
Salt Lake	Bike	UTA	Regular	New Project	14049	Bus Route Service Expansion Subsidy	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	2015	\$	1,400,000 \$	5 1,280,048	\$ 92,952	\$ 1,280,048	\$-	\$-	s - s	- 5		\$-	\$ -
Salt Lake	Trans	UTA	PM _{2.5}	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$	4,073,900 \$	5 2,500,000	\$ 181,540	s -	\$-	\$ 2,500,000	s - s	- 5		\$-	\$ -
Salt Lake	Trans	UTA	PM _{2.5}	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$	3,516,000 \$	5 2,105,134	\$ 152,867	\$ 2,105,134	\$ 325,000	s -	\$-\$	- 5		\$-	\$-

											Date	6/6/2023					Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects
County	Project Type	Spancon	СМАQ	Project Number	PIN	Project In	formation	Year Added to	Estimated	l Total	Original Funds	Local Matching Funds	Total Amount	Current Year	Allocat	ion of Programmed Fu	nds per Federal Fisca	Year	Concept I	Development
County	Project Type	Sponsor	Source	Project Number	FIN	Location/ Limits	Concept/ Type of Improvement	TIP	Project	Cost	Programmed	Due	Obligated	2023	2024	2025	2026	2027	2028	2029
Salt Lake	Trans	UTA	Regular	New Project - 021()	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	\$ 4,	200,300	\$ 1,400,000	\$ 101,663	s -	\$-	\$ -	\$ 1,400,000 \$	-	\$	\$ -	- \$ -
Salt Lake	Trans	UTA	PM _{2.5}	Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	\$ 3,	.000,000	\$ 2,500,000	\$ 127,078	\$ 1,750,000	\$-	\$ -	\$-\$	-	\$	\$-	- \$ -
Salt Lake	Trans	UTA	Regular	СМ-9999()	Tran SEC.	ITS/APTS Deployment in S L	Air Quality - FTA Fund Transfer	1999	\$ 12,	,000,000	\$-	\$ 60,998	\$ 840,000	\$-	\$-	\$ - \$	-	\$	\$ -	- \$ -
Salt Lake	Trans	UTA	Regular	СМ-9999()	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	\$ 1,	855,411	\$ 1,104,800	\$ 163,125	\$ 1,141,600	\$ 276,200	\$ 276,200	\$ 276,200 \$	276,200	\$	\$ -	- \$ -
Salt Lake	Trans	UTA\ UDOT	Regular	F-0172(18)	7650	5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South	ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)	2010	\$5,	,000,000	\$ 2,000,000	\$ 145,232	s -	\$-	\$-	\$ 1,000,000 \$	1,000,000	\$	\$ -	- \$ -
Salt Lake	Bike	West Jordan	PM _{2.5}	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	\$	321,785	\$ 300,000	\$ 21,785	\$ 300,000	\$-	\$-	s - s	-	\$	\$ -	- \$ -
Salt Lake	Inter	West Jordan	PM _{2.5}	Newproject-S_CMAQ 001(2022)	20321	7800 South & 6400 West Roundabout	Replace a Controled Stop Intersection with a Round-about	2022	\$ 1,	,461,300	\$ 1,362,370	\$ 98,930	s -	\$-	\$ 1,362,370	s - s	-	\$	\$ -	- \$ -
Salt Lake	Bike	Riverton	Regular	Newproject-S_CMAQ 002(2022)	20322	Phase I Welby Jacob Canal Ped/ Bike Trail	Construct an active transportation/pedestrian/bicycle trail which will be incorporated into the safe walking routes for School	2022	\$1,	390,450	\$ 1,296,317	\$ 94,133	s -	\$-	\$-	\$ 1,296,317 \$	-	\$	\$ -	- \$ -
Salt Lake	Bike	Salt Lake City	Regular	Newproject-S_CMAQ 003(2022)	20323	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$	643,570	\$ 444,444	\$ 32,274	\$-	\$-	\$-	\$ - \$	-	\$	\$ 444,444	\$ -
Salt Lake	Trans	UTA	Regular	Newproject-S_CMAQ 004(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.	2022	\$ 32,	252,889	\$ 2,300,000	\$ 167,017	\$-	\$-	\$-	\$ 2,300,000 \$	-	\$	\$ -	- \$ -
Salt Lake	Trans	UTA	PM _{2.5}	Newproject-S_CMAQ 001(2023)). 	On Route Electric Bus Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	t 2024	\$3,	,000,000	\$ 1,296,900	\$ 94,176	s -	\$-	\$-	s		\$.	\$-	- \$ 1,296,900
Salt Lake	Inter	Sandy/ Draper	PM _{2.5}	Newproject-S_CMAQ 002(2023)		11400 South & 700 East Intersection	Widen to accommodate dual eastbound and westbound left turn lanes & double storage capacities	2024	\$3,	,603,500	\$ 3,357,119	\$ 243,781	\$ -	\$ -	\$-	\$		\$	\$ -	- \$ 3,357,119
Salt Lake	Bike	Salt Lake City	Regular	Newproject-S_CMAQ 003(2023)		Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2024	\$	690,000	\$ 641,700	\$ 46,598	\$ -	\$-	\$-	\$		\$	\$-	- \$ 641,700
Salt Lake	Trans	Murray, West Valley, Taylorsville, UTA	Regular	Newproject-S_CMAQ 004(2023)		Midvalley Connector Electric Buses	Purchase of 2 electric buses for the Midvalley Connector	2024	\$ 10,	,500,000	\$ 2,000,000	\$ 145,232	\$ -	\$-	\$-	\$		\$	\$ -	- \$ 2,000,000
Salt Lake	Bike	Sandy	Regular	Newproject-S_CMAQ 005(2023)		SR-209 Quarry Bend (90000 South Curve) Pedestrian Bridge; 9050 So & 900 East	Construct pedestrian bridge	2024	\$9,	982,667	\$ 3,721,592	\$ 270,248	\$	\$-	\$-	\$		\$	\$-	- \$ 3,721,592

										Date	6/6/2023					Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects
			CMAQ			Project Inf	formation	Year	Estimated Total	Original Funds	Local Matching Funds	Total Amount	Current Year	Alloca	ion of Programmed Fu	nds per Federal Fisca	ıl Year	Concept I	Development
County	Project Type	Sponsor	Source	Project Number	PIN	Location/ Limits	Concept/ Type of Improvement	Added to TIP	Project Cost	Programmed	Due	Obligated	2023	2024	2025	2026	2027	2028	2029
	N/ LAYT) - PM25	TON URBAN ARE	A																
Box Elder	Trans	Brigham City	Regular	Newproject- O_CMAQ- 001(2021)) 19681	Brigham City Park n Ride Lot approx 1100 W on 1100 S (Hwy. 91)	Construct a park and ride to connect with UTA bus service and support ridesharing to Logan.	2021	\$ 1,696,802	\$ 1,581,929	\$ 114,874	\$ -	\$-	\$ -	\$ - \$	i -	\$ 1,581,929	\$ -	\$ -
Davis	Trans	Centerville	PM _{2.5}	New Project	15917	Parrish Lane (SR-105) 400 West Intersection (Combined with PIN 17845)	Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ 242,398	\$ 1,199,254	\$ 780,040	\$- \$	i -	\$-	\$-	\$-
Davis	Inter	Centerville	PM _{2.5}	New Project - 017()	15917	Marketplace Drive & Parrish Lane (Original PIN 17845 combined with PIN 15917)	Intersection & Pedestrian Improvements	2019	\$ 1,757,800	\$ 1,400,000	\$ 101,663	\$ -	\$ 1,400,000	\$-	\$- \$	· -	\$-	\$-	\$-
Davis	Bike	Clearfield	Regular	New Project	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	New Construction - Pedestrian/Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ 1,650,000	\$ -	\$-	s - s		\$-	\$-	\$ -
Davis	Trans	Clinton	Regular	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 969,577	\$ 70,407	\$ 969,577	\$-	\$-	\$ - \$; -	\$-	\$-	\$ -
Davis	Inter	Clinton	Regular	New Project - 019()	17848	1500 West & 1300 North Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 2,190,100	\$ 850,000	\$ 61,724	\$-	\$-	\$-	\$ 850,000 \$; -	\$-	\$-	\$ -
Weber	Trans	Ogden	PM _{2.5}	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 659,686	\$ 601,873	\$ 43,706	\$ 45,188	\$ 556,686	\$-	\$ - \$	i -	\$-	\$-	\$-
Weber	Trans	Ogden	Regular	New Project	16946	Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$ 595,302	\$ 555,000	\$ 40,302	\$ 555,000	\$-	\$-	\$ - \$	i -	\$-	\$-	\$-
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	\$ -	\$ -	\$ -
Weber	Trans	Ogden/ UDOT	Regular	New Project	16947	Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$ 2,700,000	\$ 563,038	\$ 40,886	\$ 563,038	\$-	\$-	\$ - \$	· -	\$-	\$ -	\$ -
Weber	Trans	Ogden/ UTA	PM _{2.5}	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 3,250,000	\$ 236,002	\$ 1,750,000	\$ 1,500,000	\$-	\$ - \$	-	\$ -	\$ -	\$ -
Box Elder	Trans	Perry	Regular	New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	\$ 695,000	\$ 477,338	\$ 34,662	\$ 10,000	\$ 607,183	\$-	s - s	· -	\$ -	\$-	\$ -
Weber	Trans	Riverdale	Regular	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 576,161	\$ 41,839	\$ 59,201	\$ 516,960	\$-	\$ - \$	-	\$ -	\$ -	\$ -
Weber	Trans	South Ogden/ UDOT	PM _{2.5}	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,400,000	\$ 101,663	\$ 200,000	\$ 14,523	\$ -	s - s	-	\$ -	\$ -	\$ -
Davis	ATMS	UDOT	Regular	СМ-99999()	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$ 750,000	\$ 699,225	\$ 50,775	\$ 7,291,670	\$ -		\$ 699,225 \$	· -	\$ -	\$ -	\$-
Weber	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ -	\$ 14,523	\$ 256,000	\$ -	\$-	s - s	- -	\$ -	\$-	\$-
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	\$ 310,363	\$ -	\$-	\$ - \$	· -	\$ -	\$ -	\$-
Weber	Trans	UDOT	PM _{2.5}	F-R199(160)	14845	ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Install and Integrate Advance Signal Detection in Ogden	2016	\$ 525,000	\$ 489,458	\$ 35,543	\$ 419,535	\$ 69,923	\$-	\$ - \$	-	\$ -	\$-	\$-
Davis	Inter	UDOT/ Kaysville	PM _{2.5}	Newproject- O_CMAQ- 002(2021)	19682	200 North / I-15 Interchange Left Turn Lanes (NB & SB)	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange	2021	\$ 906,118	\$ 845,000	\$ 61,361	\$ -	\$ 845,000	\$-	\$ - \$	i -	\$-	\$ -	\$-

											Date	6/6/2023					Ar	nount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects
County	Project Type	Spancar	CMAQ	Project Number	PIN	Project In	nformation	Year Added to	Estimated To		Original Funds	Local Matching Funds	Total Amount	Current Year	Alloca	ion of Prog	grammed Fund	s per Federal Fiscal	Year	Concept	Development
County	Project Type	Sponsor	Source	Project Number	PIN	Location/ Limits	Concept/ Type of Improvement	TIP	Project Cos	st	Programmed	Due	Obligated	2023	2024	202	25	2026	2027	2028	2029
Davis	Trans	UDOT/ North Salt Lake	Regular	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839	9,300 \$	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	8,000 \$	1,233,000	\$ 89,536	\$ -	\$ -	\$ -	\$	1,233,000 \$	-	\$ -	\$	- \$
Weber	Trans	UTA	PM _{2.5}	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116	5,900 \$	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	9,000 \$	912,830	\$ 66,286	\$ 912,830	\$-	\$-	\$	- \$	-	\$-	\$	- \$ -
Weber	Trans	UTA	PM _{2.5}	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400	9,000 \$	950,000	\$ 68,985	\$-	\$ 1,045,000	\$-	\$	- \$	-	\$-	\$	- \$ -
Weber	Trans	UTA	Regular	CM-99999()	Tran SEC.	ITS/APTS Deployment in Weber Co	Air Quality - FTA Fund Transfer	1999	\$	- \$	-	\$-	\$ 1,101,000	\$-	\$-	\$	- \$	-	\$-	\$	- \$ -
Weber	Trans	UTA	Regular	CM-99999()	Tran SEC.	Lease Vans in Weber Co	Air Quality - FTA Fund Transfer	1994	\$ 509	9,707 \$	475,200	\$ 34,507	\$ 504,400	\$ 118,800	\$ 118,800	\$	118,800 \$	118,800	\$-	\$	- \$ -
Weber	Trans	UTA	Regular	CM-99999()	Tran. SEC.	Ski Bus Service from Downtown Ogden to Ogden Valley	Purchase Canyon Service Buses	2013	\$ 1,027	7,000 \$	2,383,000	\$ 89,536	\$ 2,813,000	\$-	\$-	\$	- \$	-	\$-	\$	- \$ -
Weber	Trans	UTA/ Ogden	Regular	Newproject-027(2020	0) 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	\$-	\$	- \$ -
Davis	Bike	Layton	PM _{2.5}	Newproject- O_CMAQ- 001(2022	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	2022	\$ 6,000	9,000 \$	2,000,000	\$ 145,232	\$-	\$-	\$-	\$	- \$	-	\$-	\$ 2,000,000	• * -
Weber	Bike	Ogden	Regular	Newproject- O_CMAQ- 002(2022	20318	Ogden Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$ 760	9,400 \$	500,000	\$ 36,308	s -	\$-	\$-	\$	- \$	-	\$-	\$ 500,000	- \$
Davis	Inter	West Point	Regular	Newproject- O_CMAQ- 003(2022	20320	4500 West & 300 North Round-about	Construct a Round-about Intersection to Replace an Off-set Intersection	2022	\$ 1,357	7,000 \$	1,265,131	\$ 91,869	\$ -	\$-	\$-	\$	- \$	-	\$	\$ 1,265,131	\$-
Weber	Trans	Ogden/ UTA	Regular	Newproject- O_CMAQ- 001(2023	3)	On Route Electric Bus Charging Infrastructure	Construct an on-route electric charging station at a key location	2024	\$ 1,500),000 \$	1,398,450	\$ 101,550	\$	\$-	\$-	\$	- \$		\$ -	\$	- \$ 1,398,450
Weber	Bike	Ogden	Regular	Newproject- O_CMAQ- 002(2023	3)	Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2024	\$ 678	8,500 \$	632,518	\$ 45,931	\$ -	\$-	\$-	\$	- \$		\$-	\$	- \$ 632,518
Davis	Bike	North Salt Lake	PM2.5	Newproject- O_CMAQ- 003(2023	3)	Center Street Shared Use Trail; Foxboro Drive to Jordan River Trail	Minor Widening and Constructing trail connections to other trail systems and bike lanes, sidewalks	2024	\$ 593	3,400 \$	553,227	\$ 40,173	\$ -	\$-	\$-	\$	- \$	-	\$ -	\$	- \$ 553,227

DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)

Wasatch Front Regional Council | Public Review and Comment Period – June 24 to July 29, 2023

Transportation Alternatives Program (TAP) Funded Projects

DRAFT 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **Draft** - 2024 – 2029 Transportation Improvement Program (TIP)

						-			0 (1						
											6/5/2023					Amount Obligated	Current Fed Fiscal Yea		
a	c.	D (Project Information		Year Added	l Estimate	ed Total	Original Funds	Total Amount Obligated		Allocation of	Programmed	l Funds per Fed	leral Fiscal Yea	r	Concept Develop	oment
County	Sponsor	Route	Project Number	PIN	Location/ Limits	Concept/ Type of Improvement	to TIP	Project		Programmed		2023	2024		2025	2026	2027	2028	2029
SALT L	AKE/ 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	\$ 102,553	\$ 284,352	\$	- \$	- -	\$	- \$	- \$	- \$ -
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	\$ 734,141	\$ 581	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Herriman	Juniper Crest	Newproject-S_TAP- 003(2021)	19688	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	2021	\$	330,000 \$	250,000	\$ 65,261	\$ 184,739	\$	- \$	-	\$	- \$	- \$	- \$ -
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 for bike ways, bus stops, schools, industrial parks, trails, and parks.	2017	\$	80,000 \$	60,000	\$ 60,000	\$-	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Kearns Metro Township		New Project	16949	Northwest Avenue Sidewalk; 5415 South to 5570 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$	259,022 \$	227,903	\$ 227,902	\$ -	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Magna	1	New Project - 026()	17867	2820 South; 7584 West to 7630 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$	423,900 \$	390,234	\$ 149,168	\$ 1,306,890	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Magna	2	Newproject-030(2020)	17867	2820 South; 7563 West to 7440 West - Sidewalk Original PIN 18836 - Combined with PIN 17867	Safe Routes to School - Construct Missing Sidewalk	2020	\$	- \$	-	\$-	\$ -	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Magna	3	Newproject-S_TAP- 002(2021)	17867	2820 South; 7630 West to 7736 West - Sidewalk Original PIN 19687 - Combined with PIN 17867	Safe Routes to School - Construct Missing Sidewalk	2021	\$	514,900 \$	250,000	\$-	\$ -	\$	- \$	-	\$	- \$	- \$	- \$ -
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	\$ 251,255	\$ 82,136	\$	- \$	-	\$	- \$	- \$	- \$ -
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 \$	202,285	\$ 202,285	\$ -	\$	- \$	-	\$	- \$	- \$	- \$ -
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	s -	\$ 324,000	\$	- \$		\$	- \$	- \$	- \$ -
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	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Salt Lake City	Kensington	Newproject-031(2020)	18837	Kensington Avenue; West Temple tp 600 East	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2020	\$	538,600 \$	300,000	\$ -	\$ 300,000	\$	- \$	-	\$	- \$	- \$	- \$ -
Salt Lake	Salt Lake City	Kensington	Newproject-S_TAP- 001(2021)	18837	Kensington East-West Neighborhood Byway (Phase 2) Original PIN 19686 - Combined with PIN 18837	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2021	\$	587,900 \$	350,000	\$ -	\$ 350,000	\$	- \$	-	\$	- \$	- \$	- \$ -

												6/5/2023						mount oligated	Current Federal Fiscal Year	New Project/ Additional Funds	
Country	<u>.</u>	Dente	Desis of Normhan	PIN	Project Information		Year Adde	ed Estin	nated Total	Original Fund		Total Amount Obligated		Allocatio	n of Program	nmed Funds per H	ederal Fis	cal Year		Concept Developm	ent
County	Sponsor	Route	Project Number	FIN	Location/ Limits	Concept/ Type of Improvement	to TIP	Pro	oject Cost	Programmed			2023	2	024	2025		2026	2027	2028	2029
alt 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	\$ 537,9	927 \$	537,927	\$-	\$	- :	\$	- \$	- :	\$ -	\$ -	· \$
alt 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	\$ 200,0	000 \$	194,827	\$ 5,173	\$		\$	- \$	-	\$ ·	\$ -	\$
alt Lake	Salt Lake County	8425 South	n Newproject-032(2020)	18838	8425 South; 1300 East to 1475 East - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$	396,200	\$ 322,8	\$55 \$	322,855	\$ -	\$	- :	\$	- \$	- :	\$ -	\$ -	\$
alt 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	\$ 268,5	502 \$	268,502	\$-	\$	- :	\$	- \$	- :	\$ -	\$ -	\$
alt 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	\$ 33,1	.98 \$	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	\$ 181,6	512 \$	181,612	\$-	\$	- :	\$	- \$	- ;	\$ -	\$ -	\$
alt 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	\$ 324,1	.61 \$	167,814	\$ 156,347	\$	- :	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	West Jordan	TRAX Rai	Newproject-S_TAP- 004(2021)	19689	TRAX Rail Trail Design	Project will design new trail in and near the UTA TRAX Redline.	2021	\$	160,000	\$ 120,0	000 \$	-	\$ 120,000	\$	- :	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	West Valley City	Var	New Project - 028()	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$	600,000	\$ 451,4	158 \$	102,553	\$ 348,905	\$	- :	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	UDOT	700 East	Newproject-S_TAP- 001(2022)	20316	700 East (SR-71); 2100 South to 1300 South Shared Use Path	Construct Shared Use Path along Westside of 700 East	2022	\$	2,985,500	\$ 1,000,0	000 \$	-	\$-	\$	1,000,000	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	West Valley City	Cross Town	e Newproject-S_TAP- 002(2022)	20337	Cross Towne Trail; 2700 West to Bangerter Highway	Construction will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening	2022	\$	1,784,200	\$ 300,0	000 \$	-	\$-	\$	300,000	\$	- \$	- :	\$.	\$ -	\$
Salt Lake	Salt Lake	1300 East	Newproject-S_TAP- 003(2022)	20338	Foothill Drive; 1300 East to Parley's Interchange	Ped/Bike Safety Improvements Design	2022	\$	584,000	\$ 300,0	000 \$		\$-	\$	300,000	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	Salt Lake	Utah Lake Canal Trai		20340	Utah Lake Distribution Canal Trail Southern Segment	Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational familities	2022	\$	167,000	\$ 155,6	594 \$	-	\$-	\$	155,694	\$	- \$	- :	\$.	\$ -	\$
Salt Lake	Taylorsville	5400 South	Newproject-S_TAP- 005(2022)	20343	5400 South;1300 West to Millrace Park	Safe Routes to School - Construct Missing Sidewalk on Northside of 5400 South	2022	\$	600,000	\$ 559,3	80 \$		\$-	\$	559,380	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	Herriman	Anthem Park Blvd	Newproject-S_TAP- 006(2022)	20344	Anthem Park Blvd - Bike Lanes; 11800 South to 13400 South	Construct Bike Lanes	2022	\$	125,000	\$ 97,8	892 \$	-	\$-	\$	97,892	\$	- \$	- :	\$ -	\$ -	\$
Salt Lake	Cottonwood Heights	Fort Unior	Newproject-S_TAP- 007(2022)	20345	Fort Union Blvd Pedestrian Hybrid Beacon	Install a HAWK Pedestrian Crossing System including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk.	2022	\$	487,000	\$ 454,0)30 \$	-	\$ -	\$	454,030	\$	- \$	- :	\$ -	\$ -	\$
alt Lake	Murray	4800 South	Newproject-S_TAP- 008(2022)	20346	I-15 and 4800 South Bike Lanes; Galleria Drive to 325 West	Widen 4800 South under the I-15 overpass to accommodate bike lanes	2022	\$	880,100	\$ 600,0	900 \$	-	\$-	\$	600,000	\$	- \$	- :	\$ -	\$ -	\$
alt Lake	UTA	РОМ	Newproject-S_TAP- 009(2022)	20347	First/ Last Mile Point of the Mountain Active Transportation Design	Planning study/ Design to identify and evaluate the best locations and alignments for pedestrian and bicycle trails	2022	\$	500,000	\$ 300,0	000 \$	-	\$ -	\$	300,000	\$	- \$	- :	\$	\$ -	\$

										6/5/2023					Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	
Gunta	Sa	Deute	During Number	DIN	Project Information		Year Added	Estimated Total	Original Funds	Total Amount Obligated		Allocatio	on of Programmed F	unds per Federa	al Fiscal Year		Concept Developm	ent
County	Sponsor	Route	Project Number	PIN	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Programmed		2023	2	2024	2025	2026	2027	2028	2029
Salt Lake	West Valley City/ Taylorsville	3900 So	Newproject-S_TAP- 001(2023)		3900 South Bike Lanes; Redwood Road to Jordan River	Add Buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2024	\$ 9,913,000	\$ 1,129,817	s .	· \$	- \$	- \$	1,129,817 \$	ş -	\$ -	s -	s
Salt Lake	Kearns Metro Township	4220 W	Newproject-S_TAP- 002(2023)		4220 West Sidewalk; 5415 So to 5500 South	Construct curb, gutter, and sidewalk on both sides of 4220 West	2024	\$ 131,000	\$ 122,131	\$	• \$	- \$	- \$	122,131 \$	6 -	\$ -	\$-	\$
Salt Lake	White City Metro Township	Sego Lily	Newproject-S_TAP- 003(2023)		Sego Lily Crossing at 1300 East	Construct grade appropriate ADA and crosswalk on west leg of intersection	2024	\$ 1,108,200	\$ 1,033,175	\$	· \$	- \$	- \$	1,033,175 \$	\$ -	\$ -	\$ -	\$
Salt Lake	Herraman	Rosecrest	Newproject-S_TAP- 004(2023)		Rosedrest Bike Lane; 13400 Souh to Mountain View Corridor	Install buffered bike lanes on Rosecrest Road	2024	\$ 417,900	\$ 389,608	\$	\$	- \$	- \$	389,608 \$	ş -	\$ -	\$ -	\$
Salt Lake	Millcreek	Birch Dr	Newproject-S_TAP- 005(2023)		S Birch Drive; Upland Drive to 3900 South	Construct curb, gutter, sidewalk, and ADA ramps	2024	\$ 913,400	\$ 758,333	\$.	\$	- \$	- \$	758,333 \$	ş -	\$ -	\$-	\$
OGDE	V/ LAYTON U	RBAN AR	EA															
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	s	- \$ 200,00	0 \$	- \$	- \$	-	\$ -	· \$ -	\$
Davis	Farmington		New Project	16953	State Street and 400 West	Relocate and Signalize Pedestrian Crossing	2018	\$ 250,000	\$ 233,075	\$ 233,02	2 \$ 5	3 \$	- \$	- \$	-	\$ -	· \$ -	· \$
Davis	Farmington		New Project	16954	326 West Park Lane	Construct missing sidewalk	2018	\$ 76,200	\$ 71,041	\$ 71,04	L \$	- \$	- \$	- \$	-	\$	· \$ -	- \$
Davis	North Salt Lake	Var	New Project - 023()	17864	Redwood Road West side path connections	Construct Missing Sidewalk	2019	\$ 284,600	\$ 200,600	\$ 200,60	\$	- \$	- \$	- \$	-	\$ -	· \$ -	- \$
Weber	Ogden	Var	New Project - 024()	17865	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	\$ 407,100	\$ 239,000	\$ 162,220	\$ 76,78	0 \$	- \$	- \$	-	\$	\$ -	· \$
Weber	Plain City		New Project	16952	1975 North; 3600 West to 3525 West Project and Funds tied to PIN 15905	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 360,000	\$ 300,000	\$	- \$ 300,00	0 \$	- \$	- \$	-	\$	\$	\$
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	\$ 69,200	\$ 65,000	\$	- \$ 65,00	0 \$	- \$	- \$	-	\$	\$	· \$
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	\$ 1,86	5 \$ 269,66	5 \$	- \$	- \$	-	\$	\$ -	\$
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	\$ 90,00	\$	- \$	- \$	- \$	-	\$	\$ -	\$
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	\$ 95,00	5	- \$	- \$	- \$	-	\$ -	\$	· \$

											6/5/2023			Amount Obligated	Current Fee Fiscal Ye		
Gausta	Sama	Darita	Dening Marshar	PIN	Project Information		Year Addeo	d Estimat	ted Total	Original Funds	Total Amount Obligated		Allocation of Programme	d Funds per Federal Fiscal Year		Concept Developn	nent
County	Sponsor	Route	Project Number	FIN	Location/ Limits	Concept/ Type of Improvement	to TIP	Projec	ct Cost	Programmed		2023	2024	2025 2026	2027	2028	2029
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	\$ 48,000	\$ 432,000	\$ - \$	- \$	- \$	- \$	- \$ -
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	\$ 73,698	\$ 321,552	\$ - \$	- \$	- \$	- \$	- \$ -
Davis	South Weber	Weber River	Newproject-O_TAP- 001(2021)	19690	Weber River Parkway Trailhead Connection Phase 1 Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	2021	\$	383,700	\$ 241,186	s -	\$ 241,186	\$ - \$	- \$	- \$	- \$	- \$ -
Davis	Clearfield	Canal Trail	Newproject-O_TAP- 002(2021)	19691	Clearfield Canal Trail; 200 So to 300 No (Clearfield)	Complete a Section of the Trail, Completing a 3 mile bike/ ped facility	2021	\$	145,500	\$ 135,650	\$-	\$ 135,650	\$ - \$	- \$	- \$	- \$	- \$ -
Davis	Layton	3200 West	Newproject-O_TAP- 001(2022)	20326	3200 West Safe Route to School	Safe Routes to School - Construct Missing Sidewalk	2022	\$	166,200	\$ 81,200	\$-	\$-	\$ 81,200 \$	- \$	- \$	- \$	- \$ -
Davis	South Weber	Weber River	Newproject-O_TAP- 002(2022)	20327	Weber River Parkway Trailhead Connection Phase III	Construct Phase 3 of Trail from Cottonwood Drive to US- 89 Crossing (Weber River & US-89)	2022	\$	499,200	\$ 318,101	\$-	\$-	\$ 318,101 \$	- \$	- \$	- \$	- \$ -
Davis	North Salt Lake	Redwood Road	Newproject-O_TAP- 003(2022)	20328	Redwood Road Sidewalk Connections; 75 North to 965 North	Construct Missing Pedestrian/ Bicyclist Pathway along westside	2022	\$	283,300	\$ 226,640	\$-	\$-	\$ 226,640 \$	- \$	- \$	- \$	- \$ -
Davis	South Weber	Weber River	Newproject-O_TAP- 004(2022)	20332	Weber River Parkway Trailhead Connection Phase II	Construct Phase 2 of Trail from US-89 Crossing (Weber River & US-89) to Weber Canyon Trailhead (Weber River & Cornia Dr.)	2022	\$	474,300	\$ 325,652	\$-	\$-	\$ 325,652 \$	- \$	- \$	- \$	- \$ -
Weber	Plain City	1500 North	Newproject-O_TAP- 005(2022)	20334	1500 North Sidewallk Project	Safe Routes to School - Construct Missing Sidewalk	2022	\$	128,500	\$ 102,800	\$-	\$-	\$ 102,800 \$	- \$	- \$	- \$	- \$ -
Davis	Centerville	Parrish Lane	Newproject-O_TAP- 006(2022)	20335	Parrish Lane/ Legacy Trail Connection from1250 West to Legacy Trail	Construct Missing Pedestrian/ Bicyclist Pathway	2022	\$	500,000	\$ 250,000	\$-	\$-	\$ 250,000 \$	- \$	- \$	- \$	- \$ -
Box Elder	UTA	UIC Rail Corridor	Newproject-O_TAP- 007(2022)	20336	Utah Idaho Central (UIC) Railroad Cooridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary	Design Rail/ Trail Along the UIC Railroad Corridor	2022	\$	200,000	\$ 186,460	\$-	\$ -	\$ 186,460 \$	- \$	- \$	- \$	- \$ -
Davis	Layton	Davis Weber Canal	Newproject-O_TAP- 001(2023)		Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W	Extend the Davis Weber Canal Trail into Layton City	2024	\$	654,600	\$ 327,300	\$-	\$ -	\$-\$	327,300 \$	- \$	- \$	- \$ -
Davis	Centerville	Porter Lane	Newproject-O_TAP- 002(2023)		Porter Lane Mult-Use Trail; 400 West to Frontage Road	Construct a Multi-Use Trail on top of the enclosed channel	2024	\$	302,500	\$ 151,250	\$ -	\$-	s - s	151,250 \$	- \$	- \$	- \$ -
Weber	South Ogden	Adams Ave	Newproject-O_TAP- 003(2023)		Adams Avenue Sidewalk; 40th Street to 42nd Street	Construct missing curb, gutter, and sidewalk	2024	\$	2,063,000	\$ 1,691,600	\$ -	\$-	\$ - \$	1,691,600 \$	- \$	- \$	- \$ -
Davis	South Weber	Weber River	Newproject-O_TAP- 004(2023)		Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4	Construct Phase 5 of trail. This will complete the trail and fill the gap between Phase 3 and Phase 4	2024	\$	732,400	\$ 682,817	\$ -	\$-	\$ - \$	682,817 \$	- \$	- \$	- s -

Carbon Reduction Program (CRP) Funded Projects

DRAFT 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **Draft** - 2024 – 2029 Transportation Improvement Program (TIP)

DRAFT 2024-2029 Transportation Improvement Program (TIP) Carbon Reduction Program (CRP)

]	Print Date:	6-Jun-23						
	G	Route	Project	Project Identificatio	Project In	nformation	Year	Estimated	Current	Total	Current	Allocation	of Programmed I	Funds per Federal	Fiscal Year	Concept D	Development
County	Sponsor	AQ +	Sequence	n Number (PIN)	Location/ Limits	Concept/ Type of Improvement	Added to TIP	Total Project Cost	Programmed Funds	Amount Obligated	Year 2023	2024	2025	2026	2027	2028	2029
Salt La	ke/ West `	Valley U	rban Area														
Salt Lake	UTA	PM2.5	Newproject- 025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	\$ 3,000,000	\$ 2,500,000	\$ 1,750,000	\$ 580,000	\$-	\$-	\$ -	\$-	\$-	\$-
Salt Lake	Salt Lake/ Utah Inland Port Authority	PM2.5	Newproject- S_CMAQ- 001(2021)	19683	Electrified Truck Parking Facility (700 North John Glenn Road)	Construct Secure Truck Parking Electrification Facility	2021	\$ 9,681,992	\$ 2,412,792	\$ -	\$ 1,000,000	\$ 1,412,792	\$ -	\$ -	\$-	\$-	\$ -
Salt Lake	UTA	Regular	CM-99999()	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	#REF!	\$ 963,771	\$ 3,464,264	\$ 637,466	\$ 326,305	\$-	\$-	\$-	\$-	\$-
Salt Lake	Var	Regular	Newproject- S_STP- 004(2021)	19632	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals		\$ 2,021	\$ 600,000	\$ 559,380	\$ -	\$-	\$ 559,380	\$ -	\$ -	\$ -	\$-	\$ -
Salt Lake	Bluffdale	Regular	New Project	16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$-	\$ 532,344	\$ 532,344	\$-	\$-	\$-	\$-	\$-
Salt Lake	West Jordan	Regular	Newproject- S_CMAQ- 003(2021)	19685	5490 West 7800 South Roundabout	Construct the south side, center and sides of a roundabout. Access control is strict with midblock access provided with RCUT islands.	2021	\$ 1,500,000	\$ 745,000	\$ -	\$-	\$ 245,000	\$ 500,000	\$ -	\$ -	\$-	\$ -
Salt Lake	Salt Lake City/ West Valley City	Var	Newproject- S_CRP- 001(2023)		On-Route Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,500,000	\$-	\$-	\$-	\$ 1,500,000	\$-	\$-	\$-	\$ -
Salt Lake	Holladay	Var	Newproject- S_CRP- 002(2023)		Signal Optimization Enhancements (Multiple Intersections)	Signal Optimization, improving travel time and signal timing (19 Intersections)	2024	\$ 1,152,800	\$ 1,074,755	\$-	\$-	\$-	\$ 1,074,755	\$ -	\$-	\$-	\$ -
Salt Lake	Cottonwood Heights	Highland Dr	Newproject- S_CRP- 003(2023)		Highland Drive Protected Trail; Fort Union Blvd to Villaire Ave	Construct 8-ft asphalt trail on east side of Highland Drive	2024	\$ 2,094,300	\$ 1,952,516	\$ -	\$-	\$ -	\$ 1,952,516	\$ -	\$-	\$-	\$ -
											0						

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DRAFT 2024-2029 Transportation Improvement Program (TIP) Carbon Reduction Program (CRP)

Ogden	/ Layton U	rbanize	Area													
Weber	UTA	Regular	CM-9999 ()	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	#REF!	\$ 476,014	\$ 1,608,700	\$ 314,260	\$ 161,754	\$-	\$ - \$	- \$	- \$ -
Weber	Roy	Regular	New Project - 018()	17847	6000 South & 3100 West Round-a- bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$ -	\$ 110,000	\$ 563,470	\$-	\$ - \$	- \$	- \$ -
Weber	UTA	PM2.5	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	\$-	\$ 1,398,450	\$-	\$-	\$ - \$	- \$	- \$ -
Weber	South Ogden/ UDOT	PM2.5	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,185,47	\$-	\$ 285,477	\$ 900,000	\$ -	\$ - \$	- \$	- \$ -
Weber	Roy	Var	Newproject- O_CRP- 001(2023)		Roy Municipal Bldg, Electric Vehicle Charging Stations 5051 South 1900 West	Installation of four (4) electric vehicle charging stations	2024	\$ 100,500	\$ 93,69	i\$-	\$ -	\$-	\$ 93,696	\$ - \$	- \$ -	- \$ -
Davis	West Point	1800 North	Newproject- O_CRP- 002(2023)		1800 North & 4500 West Intersection	Improve Intersection Functionality Construct Round-about	2024	\$ 2,087,300	\$ 1,013,69)\$-	\$-	\$-	\$ 1,013,690	\$ - \$	- \$ -	\$ -
Davis	Syracuse	Antelope Drive	Newproject- O_CRP- 003(2023)		Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive	Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island	2024	\$ 2,246,700	\$ 349,90(5 \$ -	\$-	\$ -	\$ 349,906	\$ - \$	- \$ -	- \$ -

Glossary of Federal Funding Types

Draft 2024-2029

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

Draft 2024 – 2029 Transportation Improvement Program (TIP)





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Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BFP_BR_MAIN	BRIDGE FORMULA PROGRAM - MAIN	BRIDGE	93.23	Υ	F
SFP_BR_MN/OF	BRIDGE FORMULA PROGMAIN/OFF SYS.	BRIDGE	100.00	Υ	F
FP_BR_MN_L	BRIDGE FORMULA PROG MAIN W LOCAL MATCH	BRIDGE	93.23	Υ	F
FP_BR_OFF	BRIDGE FORMULA PROGRAM - OFF SYSTEM	BRIDGE	100.00	Υ	F
RD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Υ	F
R_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Υ	F
R_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Υ	F
SYWAYS	SCENIC BYWAYS	FLH	80.00	Υ	F
ARBON_CMPO	CARBON REDUCTION FOR LOGAN AREA	STP	93.23	Υ	F
ARBON_DMPO	CARBON REDUCTION FOR DIXIE AREA	STP	93.23	Υ	F
ARBON_FLEX	CARBON REDUCTION PROG. FLEX	STP	93.23	Υ	F
ARBON_JHC	CARBON REDUCTION FOR JHC AREAS	STP	93.23	Υ	F
ARBON_0/L	CARBON REDUCTION FOR O/L	STP	93.23	Y	F
ARBON_P/O	CARBON REDUCTION FOR P/O	STP	93.23	Y	F
ARBON_SL	CARBON REDUCTION FOR SL AREA	STP	93.23	Υ	F
MAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	Υ	F
	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
	CONGESTION MITIGATION/AIR QUALITY (CACHE	CMAQ	93.23	Y	F
	CMAQ CACHE @ 100%	CMAQ	100.00		F
MAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
MAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
	CONGESTION MITIGATION/AIR QUALITY (TOOEL	CMAQ	93.23	Y	F
	CMAQ TOOELE @ 100 %	CMAQ	100.00	Y	F
MAQWFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
_	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	100.00		F
	CRRSAA FUNDS FOR UTA	STP	100.00		F
M_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
M_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00		F
M 2006 112	EARMARK - SECTION 112 (2006)	EARMARK	100.00		F
M_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
M_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
M_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00		F
M_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00		F
M_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00		F
M_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00		F
M_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00		F
M_2011_TPFP	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00		F
M_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00		F
M_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00		F
M_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00		F
M_2012_TCSP		EARMARK	80.00		F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00		F





Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
M_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
M_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
M_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
M_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Y	F
M_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Y	F
M_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Y	F
M_2021_FBD	FERRY BOAT DISC FOR 2020	EARMARK	80.00	Y	F
M_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
M_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
M_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F
M_RNZ9	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F
M_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F
M_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	Y	F
M_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
M_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
M_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F
M_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F
M_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
M_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
M_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
NH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F
Q_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
R_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
R_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
R_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
R_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23	Y	F
R_2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23	Y	F
R_2020_100%	EMERGENCY RELIEF - 100%	ER	100.00	Y	F
R_2022	EMERGENCY RELIEF 2022	ER	93.23		F
R_2022@100	EMERGENCY RELIEF - 2022 - 100%	ER	100.00	Y	F
R_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
A_ATCMTD	ADVANCED TECH DEPLOY GRANT	MISC	100.00	Y	F
A_INFRA@100	INFRA GRANT	MISC	100.00	Y	F
A_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
A_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
A_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
	PUBLIC LANDS HIGHWAYS	FLH	100.00		F
A_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00		F
A_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00		F
A_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00		F
A_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00		F
A_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00		F
A_STIC_2021	2021 STIC TECH INNOVATIION	MISC	100.00	Y	F
LHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F





Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
TA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
TA _5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Υ	F
TASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
TASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
TASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
TASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
TASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
TASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
TASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
TASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
TA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
TA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
TA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
TA_5307_100	FTA FUNDS @ 100 % PRO RATA	FTA	100.00	Y	F
TA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F
TA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	Y	F
TA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
TA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Υ	F
TA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Υ	F
TA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Υ	F
TA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
TA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
TA_5312_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48	Y	F
TA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
TA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
TA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
TA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
TA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Υ	F
TA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Υ	F
TA_5338	FTA SECTION 5338	FTA	80.00	Υ	F
TA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Υ	F
TA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Υ	F
TA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Υ	F
TA_5339_80C	LO/NO DISCRETIONARY FUNDS	FTA	80.00	Υ	F
TA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Υ	F
TA_ARPA_100	FTA ARPA FUNDS @ 100%	FTA	100.00	Υ	F
TA_CARE_100	FEDERAL CARES ACT @ 100%	FTA	100.00	Υ	F
TA_CRRSAA_1	FTA CRRSAA FUNDS @ 100%	FTA	100.00	Υ	F
TA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Υ	F
IIF_O/L_80%	HIF WITH PRO-RATA OF 80%	STP	80.00	Y	F
	HIGHWAY IMPROVEMENT PROG. EARMARK	EARMARK	93.23	Υ	F
IPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
ISIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Υ	F
ISIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
ISIP_FLEX	10% THAT MAY BE USED ON SPECFIC	SAFETY	93.23	Y	F





Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
ISIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
ISIP_HRRR@1	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00	Y	F
ISIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Υ	F
ISIP_VRU	VULNERABLE ROAD USER SAFETY	SAFETY	93.23	Υ	F
Μ	INTERSTATE MAINTENANCE	IM	94.18	Υ	F
FS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Υ	F
HIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Υ	F
OCAL_BOND	LOCAL BOND FUNDING	LOCAL	0.00	Υ	L
OCAL_CMPO	LOCAL FUNDS FROM CMPO	LOCAL	0.00	Υ	Ο
OCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Υ	L
OCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Υ	Ο
OCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Υ	L
OCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Υ	L
OCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Υ	0
OCAL_WFRC	LOCAL FUNDS FROM WFRC	LOCAL	0.00	Υ	L
_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Υ	0
_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Υ	0
_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Υ	0
_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Υ	0
_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Υ	0
_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Υ	L
_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Υ	0
AG_EXCHANGE	STATE/ FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Υ	L
IEVI	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	MISC	80.00	Υ	F
IEVI@100%	NAT'L ELECTRIC VEHICLE INFRASTRUCTURE	NHPP	100.00	Υ	F
IHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Υ	F
IHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Υ	F
IHPP_EXEMPT	NAT'L PERFORM PROG - EXEMPT	NHPP	93.23	Υ	F
IHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Υ	F
IHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Υ	F
IHS	NATIONAL HIGHWAY SYSTEM	NH	93.23		F
IRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
ISFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
ISTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
THER	PRIVATE FUNDS	MISC	0.00	Y	0
THER STATE	OTHER STATE AGENCY	STATE	0.00		S
L CMPO	PLANNING MPO (CACHE)	STP	93.23		F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00		F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23		F
PL_MAG	PLANNING MPO (MAG)	STP	93.23		F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23		F
PL_WFRC_100		STP	100.00		F
	PROTECT FUNDING ANY AREA	MISC	80.00		F
_	PROTECT FLEX ANY AREA @ 100%PRO	MISC	100.00		F
	PROTECT PANNING FUNDS	MISC	100.00		F





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Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
/H_DEVICS90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	Y	F
/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
AFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
EC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
EC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
PR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
PR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
PR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Υ	F
PR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Υ	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
R2S_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
TP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Y	F
	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Y	F
	CRRSAA BILL - 2021 SALT LAKE	STP	100.00		F
	CRRSAA FUNDS FOR STATEWIDE	STP	100.00		F
TP ENH EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00		F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00		F
	STP FUNDS EXCHANGE WITH MPO	STP	93.23		F
—	STP_FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00		F
	STP - FLEXIBLE CACHE (CMPO)	STP	93.23		F
	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23		F
	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23		F
STP FLX ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23		F
	STP - FLEXIBLE (WFRC)	STP	93.23		F
STP_HIF_BR	HIF BRIDGE REPLACE & REHAB	STP	93.23		F
STP_HIF_O/L	HIGHWAY INFRATRUCTURE - OGDEN/LAYTON	STP	93.23		F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23		F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23		F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23		F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23		F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23		F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23		F
	STP - SMALL URBAN (CACHE)	STP	93.23		F
STP_SU_DMPO	. ,	STP	93.23		F



UDOT electronic Program Management



STIP Planning Fund Table

Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Υ	F
TP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Υ	F
TP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
TP_SU_UDOT	STP SMALL URBAN FUNDS - UDOT	STP	93.23	Y	F
TP_SU_WFRC	STP - SMALL URBAN (WFRC)	STP	93.23	Y	F
TP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
TP_UB_O/L_U	STP URBAN EXCHANGE O/L WITH WFRC	STP	93.23	Y	F
TP_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	93.23	Y	F
TP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
TP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
TP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
TP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
TP_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	Y	F
TP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
TP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
T_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
T_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
T_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
T_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00	Y	S
T_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S
T_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
T_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
T_CAV	CONNECTED AUTONOMOUS VEHICLE	STATE	0.00	Y	S
T_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
T_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
T_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	Ν	S
T_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
T_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
T_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
T_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S
T_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
T_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
T_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S
T_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
T_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
T_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
T_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
T_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
T_CORR_CEVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
T_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
T_EMERGING	EMERGING AREA PLAN - SB2	STATE	0.00	Y	S
T_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	Y	S
T_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Y	S





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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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	Υ	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00		S
	STATE CONSTRUCTION PER HB 173	STATE	0.00		S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00		S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00		S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00		S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00		S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00		S
ST_GF_SB3	GENERAL FUNDS - SB3 (2021)	STATE	0.00		S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00		S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00		S S
ST_GF_TPA ST_HB377/TF	TECHNICAL PLANNING ASSISTANCE - HB3 TRANSPORTATION FUNDING FROM HB377	STATE STATE	0.00 0.00		S
—	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00		S
ST_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00		S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00		S
	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00		S
ST_ITS	STATE ITS FUNDS	STATE	0.00		S
	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00		S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00		S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00		S
ST_MOTOR_CAR	R STATE MOTOR CARRIER FUNDS	STATE	0.00	Υ	S
ST_PARK_LEG	STATE PARK LEGISLATIVE FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Υ	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Υ	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Υ	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00		S
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00		S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
	STATE RESEARCH MATCH FUNDS	STATE	0.00		S
ST_RET_ROW		STATE	0.00		S
	STATE RETAINED ROW FUNDS	STATE	0.00		S
	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00		S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00		S
ST_SB115	COUNTY OF 1ST CLASS FUNDS	STATE	0.00	Y	S
ST_SB215		STATE	0.00	Y	S
ST_SIB_LG ST_SIGNALS	SIB FUNDS FOR LOCAL GOVERNMENT STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y V	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM STATE CONST - SIGNING	STATE STATE	0.00 0.00		S S
	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00		S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00		S
	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Ŷ	S
			0.00	•	~





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Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
T_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
T_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00	Y	S
T_T&S_ FUND	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00	Y	S
T_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
T_TIF	STATE TIF FUNDS	STATE	0.00		S
T_TIFEX_CPO	STATE TIF EXCHANGE WITH CMPO	STATE	0.00		S
	STATE TIF EXCHANGE WITH MAG	STATE	0.00		S
T_TIF_ ACT	STATE TIF ACTIVE FUNDS	STATE	0.00		S
T_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00		S
T_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00		S
T_TIF_FMLM	STATE TIF FIRST MILE LAST MILE	STATE	0.00	Y	S
	GENERAL FUND - HB 377 (2013)	STATE	0.00		S
T_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00		S
	STATE TIF MATCH FUNDS	STATE	0.00		S
T_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
	TIF FUNDS FOR BRIDGE PRESRVATION	STATE	0.00		S
	TIF FUNDS - SB229 (2012)	STATE	0.00		S
T_TOLL_CR	STATE TOLL CREDIT	STATE	0.00		S
T_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
T_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00		S
T_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00		S
T_TTIF_FMLM	STATE TTIF FIRST MILE LASTE MILE FUNDING	STATE	0.00		S
T_UNITMATCH	STATE FUNDS FROM UNIT CODE	STATE	0.00	Y	S
AP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
AP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
AP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
AP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
	TRANS ALT PROGRAM - DMPO	TAP	93.23		F
AP_SU_JHC	TRANS ALT PROGRAM - JHC	TAP	93.23		F
AP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
	TRANS ALT PROGRAM - WFRC	TAP	93.23	Y	F
	TRANS ALT PROGRAM - MAG	TAP	93.23		F
	TAP MAG AT 100% PRO RATA	TAP	100.00		F
	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23		F
	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23		F
	TAP WFRC AT 100% PRO RATA	TAP	100.00		F
FER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23		F
IGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00		F
IGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00		F
	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00		F
	TIGER FIRST MILE/LAST MILE TOOELE CO	MISC	100.00		F
IGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00		F
IGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00		F
IGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F





Fed Aid Reg Fed/St

 epm381_plan_fund (Rev 448)
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 Plan Fund
 Description
 Category

TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F	
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Υ	0	
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Υ	0	
UTA_HB322	UTA FUNDS FROM HB 322	STATE	0.00	Υ	S	
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Υ	0	
UTCO_TRAN_TX	UTAH COUNTY TRANS TAX	LOCAL	0.00	Υ	Ο	

DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)

State & 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

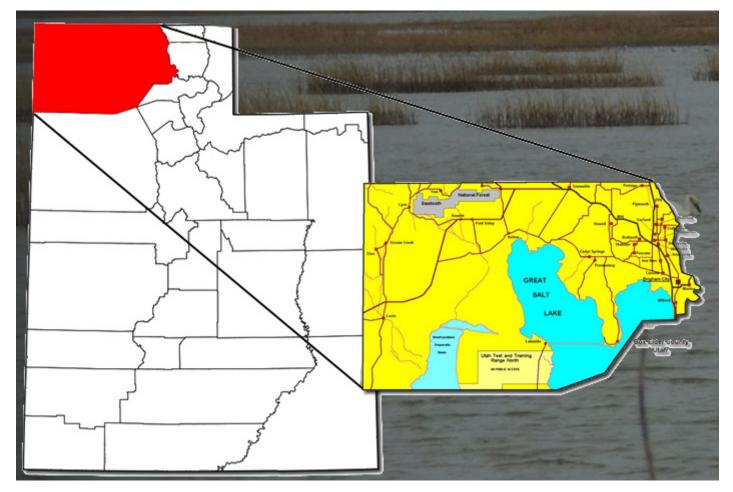
National Highway Performance Program (NHPP) Interstate Maintenance (NHPP-IM) _ - National Highway System (NHPP-NHS) - Bridge On - State System (NHPP-BR) Any Area Statewide Bridge Replacement Off System - Local Off System – Optional Highway Safety Improvement Program (HSIP) Safety Any Area Rail/ Highway Crossing – Hazard Elimination **Recreational Trails Program** Safe Routes to School Economic Recovery Surface Transportation Program Flexible Funding Other Federal Funds State Transportation Investment Funds Statewide Pavement Program

2022 – 2027 Transportation Improvement Program (TIP)

Box Elder County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

Only the projects within the urbanized boundaries of the Ogden/ Layton area (Brigham City, Perry, and Willard) are actually part of the WFRC 2023-2028 Transportation Improvement Program (TIP). All other projects in the Box Elder County section of this table are listed for reference only.





DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN Statu	s Proie	ect No.	Rt. Bea Len	PIN Descripti	on / Proiect	Location	С	oncept Desc	ription		
- J -	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
lox Eld	er County Pro	ects						_				
BOX EL		F-R199(320))6	30 6	Grouse Creek Bridg SR-30; MP 6.04 - 6.2		IC 459)	Ne	w Bridge/Bridge R	eplacement		
	NHPP_BR		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$3,729,200	\$270,800	\$0
	NHPP_NH		\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$
	STP_COV	D_ST	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0
		Total	\$750,000	\$4,250,000	\$0	\$0	\$0	\$0	\$5,000,000	\$4,712,275	\$287,725	\$0
BOX EL	15677 Scopin To Be Adv Dt:	•)423	89 423	7 US-89; SR-126 to P US-89; MP 423.22 -	•		Hi	gh Volume			
	NHPP_NH	5	\$9,220,000	\$44,780,000	\$0	\$0	\$0	\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$0
	ST_TRAN	S_SOL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$9,220,000	\$44,780,000	\$0	\$0	\$0	\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$0
BOX EL	16938 STIP To Be Adv Dt:	F-1098(2)1		1098 1	1200 West Box Eld Cnty:FA-1098; MP .	-	600 North	Ne	w Bridge/Bridge R	eplacement		
	LOCAL_G	тус	\$0	\$53,000	\$0	\$0	\$0	\$0	\$53,000	\$0	\$0	\$53,00
	STP_URB	_O/L	\$0	\$1,697,000	\$0	\$0	\$0	\$0	\$1,697,000	\$1,582,113	\$0	\$114,88
		Total	\$0	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000	\$1,582,113	\$0	\$167,887
BOX EL	21197 Fundin To Be Adv Dt:	NEWPROJ	(21197)	1098	1 1200 West; 600 Nor Cnty:FA-1098; MP		ay	Re	construct & Wide	ning		
NEW	LOCAL_G		\$0	\$0	\$0	\$0	\$0	\$6,750,168	\$6,750,168	\$0	\$0	\$6,750,168
	STP_URB		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$0	\$0	\$0	\$0	\$0	\$8,895,400	\$8,895,400	\$2,000,000	\$0	\$6,895,400
BOX EL	18257 Scopin To Be Adv Dt:	• • • •		MULT	Bridge Replacemer POCATELLO/VALL				•	habilitation - Struct		
	NHPP_BR		\$2,009,000	\$16,491,000	\$0	\$0	\$0	\$0	\$18,500,000	\$17,247,550	\$1,252,450	\$0
BOX EL	20773 Fundin To Be Adv Dt:) NEWPROJ	(20773)	MULT	I-84 Bridge Replace I-84; MP 20.17 - 20.3	•		Re	habilitation or Rep	placement		
NEW	NHPP_BR		\$0	\$0	\$0	\$24,500,000	\$0	\$0	\$24,500,000	\$22,841,350	\$1,658,650	\$0
	ST_BRIDG		\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		Total	\$0	\$0	\$3,000,000	\$24,500,000	\$0	\$0	\$27,500,000	\$22,841,350	\$4,658,650	\$0
BOX EL	13932 Scopin Will Not Adv	F-LC03(22))	OTHER	750 North 200 West 750 North 200 West	· •	h	Int	ersection Modifica	ation		
	CMAQ_BC	X_ELD	\$0	\$91,172	\$0	\$0	\$0	\$0	\$91,172	\$85,000	\$0	\$6,172
BOX EL	20552 Scopin Will Not Adv	•	3)	OTHER	Historic Orchard Pa Historic Orchard D			Lo	cal/MPO/Other Ag	ency Pass-Through		
	LOCAL_M	АТСН	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
	ST_TIF_ A	ст	\$0	\$4,800,000	\$0	\$0	\$0	\$0	\$4,800,000	\$0	\$4,800,000	\$0
		Total	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$0		\$1,200,000



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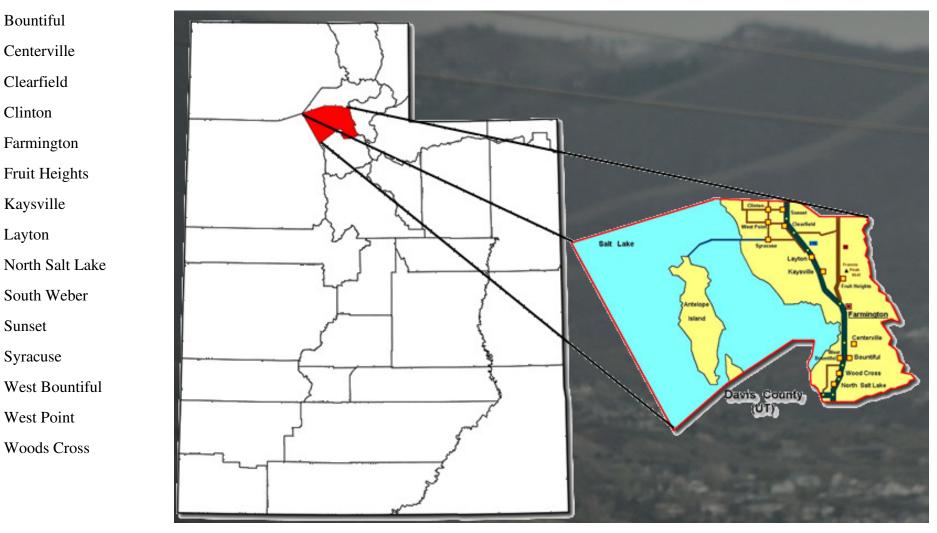


Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Descriptio	n / Project	Location	Co	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
		unty Projects	5										
BOX EL	20553	Scoping Will Not Adv	S-R199(359))	OTHER	1200 W. Trail from 22 1200 West Trail from			Loc	cal/MPO/Other Ag	ency Pass-Through		
		LOCAL_MATCH	I	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATC	н	\$0	\$480,000	\$0	\$0	\$0	\$0	\$480,000	\$0	\$0	\$480,000
		ST_TIF_ ACT		\$1,493	\$1,918,507	\$0	\$0	\$0	\$0	\$1,920,000	\$0	\$1,920,000	\$0
			Total	\$1,493	\$2,398,507	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$1,920,000	\$480,000
BOX EL	14841	Scoping Will Not Adv	S-LC03(25)		OTHER	1200 West; 3600 S. to 1200 West; 3600 Sou	•	•	TIF	- Transportation	Investment Fund		
		LOCAL_MATCH	I	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATC	н	\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,91
		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	\$
		ST_TIF_EXCH		\$1,875,028	\$204,121	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	\$0
			Total	\$1,875,028	\$412,035	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,91
BOX EL	14848 To 1	Scoping Be Adv Dt: 02/	F-LC03(26)		OTHER	1200 W; 2250 S. to 77 1200 West, 2250 Sou		Perry	Peo	destrian/Bike facil	ity		
		CMAQ_BOX_EL	.D	\$10,726	\$651,274	\$0	\$0	\$0	\$0	\$662,000	\$617,183	\$0	\$44,81
		LOCAL_GOVT		\$0	\$33,000	\$0	\$0	\$0	\$0	\$33,000	\$0	\$0	\$33,000
			Total	\$10,726	\$684,274	\$0	\$0	\$0	\$0	\$695,000	\$617,183	\$0	\$77,817
BOX EL	19681 To 1	STIP Be Adv Dt:	F-R199(328)		OTHER	Brigham City Park n Brigham City Park n		· ·		A/Transit)			
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,581,929	\$1,581,929	\$1,474,832	\$0	\$107,097
BOX EL	20306	STIP Be Adv Dt:	F-R199(348)		OTHER	1200\ 1100 West; 110 Project will extend 11		· •		ersection Modifica	tion		
		LOCAL GOVT		\$0	\$0	\$0	\$0	\$0	\$2,037,600	\$2,037,600	\$0	\$0	\$2,037,600
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,964,500	\$2,964,500	\$2,763,803	\$0	\$200,697
			Total	\$0	\$0	\$0	\$0	\$0	\$5,002,100	\$5,002,100	\$2,763,803	\$0	\$2,238,297
BOX EL	20336 To 1	STIP Be Adv Dt:	F-R199(354))	OTHER	Utha Idaho Central R Utah Idaho Central (L		•		destrian/Bike facil South (Box Elder	•	City Boundary	
		TAP_URB_O/L		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$0	\$13,54
BOX EL	19557 To 1	STIP Be Adv Dt:	UT-FTBR-P/	A-WIBA(1)		WILLARD BAY WES WILLARD BAY WES				deral Lands Acces	s Program		
		FLHP		\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$100	\$0	\$
BOX EL	19563 To 1	STIP Be Adv Dt:	UT-FTFW-B	ERI(10)1		Auto Tour Route - UI Auto Tour Route - Re		• •	Fee	deral Lands Acces	s Program		
		FLHP			\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000			\$

Davis County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Davis County include;





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Region	PIN Status	Project No.	Rt. Beg Len	PIN Description	on / Project Lo	ocation	C	oncept Desc	ription		
	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty Projects										
DAVIS	17812 Scoping Will Not Adv	S-I15-7(361)313	15 313	24 I-15 Ramp Destinati I-15; MP 313.00 - 33		s County	Lo	ocal/MPO/Other Ag	ency Pass-Throug	h	
	LOCAL_GOVT	\$(\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
DAVIS	15022 Undr Const Will Not Adv	S-0037(13)	37	2 SR-37; Corridor Pre SR-37; MP .00 - 2.00			Co	orridor Preservatio	n		
	ST_CORR_PR	ES \$5,396,982	2 \$1,044,645	\$0	\$0	\$0	\$0	\$6,441,627	\$0	\$6,441,627	\$0
DAVIS	20465 STIP To Be Adv Dt:	S-0037(21)0	37	2 SR-37; SR-108 to 25 SR-37; MP .00 - 2.00		Widening	w	iden Existing Facil	ity		
	ST_TIF	\$0	D \$0	,	110,000,000	\$0	\$0	\$110,000,000	\$0	\$110,000,000	\$0
DAVIS	21237 Funding To Be Adv Dt:	NEWPROJ(21237)	37 5	1800 North & 4500 \ SR-37; MP 4.51 - 4.5			In	tersection Modifica	ation		
NEW	CARBON_O/L	\$(D \$0	\$1,087,300	\$0	\$0	\$0	\$1,087,300	\$1,013,690	\$0	\$73,610
	LOCAL_GOVT	\$0	D \$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
		Total \$0) \$0	\$2,087,300	\$0	\$0	\$0	\$2,087,300	\$1,013,690	\$0	\$1,073,610
DAVIS	13363 Undr Const Will Not Adv	S-R199(190)	68 66	FY2015 Region One SR-68; MP 65.62 - 6	•	ke	Tr	ails			
	LOCAL_GOVT	•		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MAT			\$0	\$0	\$0	\$0	\$34,250	\$0	\$0	\$34,250
	ST_PVMT	\$98,750 Total \$98,750	· ·	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$98,750 \$133,000	\$0 \$0	\$98,750	\$0
		10tai \$98,750	J \$34,250	\$0	\$U	\$0	\$0	\$133,000	\$U	\$98,750	\$34,250
DAVIS	20328 STIP To Be Adv Dt:	F-0068(139)64	68 65	1 Redwood Road Mis SR-68; MP 64.64 - 6	•	No to 965 No	Pe	edestrian/Bike facil	ity		
	LOCAL_GOVT			\$0	\$0	\$0	\$0	\$40,202	\$0	\$0	\$40,202
	TAP_URB_O/L			\$0	\$0	\$0	\$0	\$243,098	\$226,640	\$0	\$16,458
		Total \$0) \$283,300	\$0	\$0	\$0	\$0	\$283,300	\$226,640	\$0	\$56,660
DAVIS	13480 Scoping Will Not Adv	S-R199(198)	89 399	US-89; Nicholls Rd US-89; MP 398.60 -	Grade Separation, I 398.80 & US-89; Mu	-		ew Capacity d West side Fronta	ge Roads		
	ST_CONCPT_I			\$0	\$0	\$0	\$0	\$52,128	\$0	\$52,128	\$0
	ST_TIF	\$953,277		\$0	\$0	\$0	\$0	\$953,277	\$0	\$953,277	\$0
		Total \$987,945	5 \$17,460	\$0	\$0	\$0	\$0	\$1,005,405	\$0	\$1,005,405	\$0
DAVIS	10021 Scoping Will Not Adv	F-LC11(48)	89 400	Fruit Heights / Kays US-89; MP 399.70 -			U	ſA/Transit			
	CMAQ_WFRC	\$(0 \$0	\$0	\$0	\$0	\$1,322,536	\$1,322,536	\$1,233,000	\$0	\$89,536
DAVIS	13120 STIP To Be Adv Dt: 09	F-LC11(59)	89 399	Nicholls Road / US- US-89; MP 398.50 -			PI	E			
	TO BE Adv DE: 0	//00/10		03-09, IMP 390.30 -	396.90						



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Region	PIN Status	Projec		Rt. Beg Len	PIN Descripti	ion / Project l			oncept Desc	-		
	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty Projects											
DAVIS	18835 Active To Be Adv Dt: 10	F-0089(537)4	02	89 402	East/ West Kay's C US-89; MP 401.91 -		ions	Tr	ansportation Alter	natives		
	LOCAL_GOVT		\$0	\$366,549	\$0	\$0	\$0	\$0	\$366,549	\$0	\$0	\$366,549
	TAP_URB_O/L		\$125,000	\$298,951	\$0	\$0	\$0	\$0	\$423,952	\$395,250	\$0	\$28,702
		Total	\$125,000	\$665,500	\$0	\$0	\$0	\$0	\$790,500	\$395,250	\$0	\$395,250
DAVIS	15917 Active To Be Adv Dt: 03	F-0105(8)1 3/18/24		105 1	PARRISH LN (SR1) SR-105; MP .668		RSEC CENTERV	ILLE Int	ersection Improve	ements		
	CMAQ_PM2.5		\$321,785	\$1,113,794	\$0	\$0	\$0	\$0	\$1,435,579	\$1,338,390	\$0	\$97,189
	CMAQ_WFRC		\$1,433,215	\$68,447	\$0	\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$0	\$101,663
	LOCAL_GOVT		\$0	\$0	\$288,208	\$0	\$0	\$0	\$288,208	\$0	\$0	\$288,208
	STP_COVID_C		\$441,652	\$0	\$0	\$0	\$0	\$0	\$441,652	\$441,652	\$0	\$0
		Total	\$2,196,652	\$1,182,241	\$288,208	\$0	\$0	\$0	\$3,667,102	\$3,180,042	\$0	\$487,060
DAVIS	16933 Scoping To Be Adv Dt: 02	F-0106(21)8 2/03/25		106 8	1 Main Street (SR-10 SR-106; MP 8.30 - 9		epard Lane	Re	construct & Wide	ning		
	LOCAL_GOVT		\$0	\$84,200	\$0	\$0	\$0	\$0	\$84,200	\$0	\$0	\$84,200
	STP_URB_O/L		\$930,000	\$2,186,583	\$0	\$0	\$0	\$0	\$3,116,583	\$2,905,591	\$0	\$210,993
	TAP_FLEX		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		Total	\$930,000	\$3,343,400	\$0	\$0	\$0	\$0	\$4,273,400	\$3,905,591	\$72,616	\$295,193
DAVIS	21194 Funding To Be Adv Dt:	NEWPROJ(2 ⁻	1194)	106 5	1 200 East (SR-106); SR-106; MP 5.19 - 0		und Lane	Pe	destrian/Bicycle S	Safety		
NEW	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,770,868	\$1,770,868	\$0	\$0	\$1,770,868
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$0	\$0	\$0	\$0	\$0	\$3,916,100	\$3,916,100	\$2,000,000	\$0	\$1,916,100
DAVIS	19605 STIP To Be Adv Dt:	F-0107(16)0		107	1 300 North; 3000 W SR-107; MP .49 - 1.		Reconstruction	Re	construct & Wide	ning		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$0	\$0	\$1,072,616
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,835,184	\$2,835,184	\$2,643,242	\$0	\$191,942
		Total	\$0	\$0	\$0	\$0	\$0	\$3,907,800	\$3,907,800	\$2,643,242	\$0	\$1,264,558
DAVIS	15680 Advertised Adv Dt: 0	S-0108(36)6)6/03/23		108 6	2 SR-108; 300 North SR-108; MP 6.00 - 3			Wi	den Existing Facil	ity		
	L_BETTERME	т	\$348,430	\$6,723,648	\$0	\$0	\$0	\$0	\$7,072,078	\$0	\$0	\$7,072,078
	ST_APPROP		\$0	\$214,022	\$0	\$0	\$0	\$0	\$214,022	\$0	\$214,022	\$0
	ST_TIF	\$	17,564,051	\$53,221,927	\$0	\$0	\$0	\$0	\$70,785,978	\$0	\$70,785,978	\$0
		Total \$	17,912,481	\$60,159,596	\$0	\$0	\$0	\$0	\$78,072,078	\$0	\$71,000,000	\$7,072,078
DAVIS	21218 Funding To Be Adv Dt:	NEWPROJ(2 ⁻	1218)	108 8	2050 North Pedest SR-108; MP 7.75 - 3	-	2000 West	Pe	destrian/Bike facil	lity		
NEW	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$2,949,694	\$2,949,694	\$2,750,000	\$0	\$199,694
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,550,306	\$2,550,306	\$0	\$0	\$2,550,306
		Total	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$2,750,000	\$0	\$2,750,000



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Region	PIN	Status	Projec		Rt. B	-	PIN Descript	-			oncept Desc	•		
		Fund		Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects												
DAVIS	19855	Undr Const Adv Dt: 03			193		SR-193 Extension; SR-193; MP .001			Ne	w Capacity			
		ST_TIF		\$48,520	\$9,	951,480	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
DAVIS	19682	Awarded Adv Dt: 02	F-0273(12)3 2/25/23		273	3	200 No/ I-15 Intercl SR-273; MP 2.82 - 3	-	nes (NB & SB)	Int	ersection Modifica	ation		
		CMAQ_WFRC		\$906,360		\$0	\$0	\$0	\$0	\$0	\$906,360	\$844,999	\$61,361	\$0
		STP_URB_O/L		\$78,940		\$1	\$0	\$0	\$0	\$0	\$78,941	\$73,597	\$5,344	\$0
			Total	\$985,300		\$1	\$0	\$0	\$0	\$0	\$985,301	\$918,596	\$66,705	\$0
DAVIS	18813 To E	STIP se Adv Dt:	F-1384(1)1		1384	1	1 Main St Sidewalk; Cnty:FA-1384; MP		iue	Tr	ansportation Alter	natives		
		LOCAL_GOVT		\$0		\$0	\$0	\$71,606	\$0	\$0	\$71,606	\$0	\$0	\$71,606
		STP_URB_O/L		\$0		\$0	\$0	\$294,594	\$0	\$0	\$294,594	\$274,650	\$0	\$19,944
			Total	\$0		\$0	\$0	\$366,200	\$0	\$0	\$366,200	\$274,650	\$0	\$91,550
DAVIS	19623 то в	STIP a Adv Dt:	F-1384(2)1		1384	1	NSL - Main Street; Cnty:FA-1384; MP		1001 North	Re	construct & Wider	ning		
		LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$883,093	\$883,093	\$0	\$0	\$883,093
		STP_URB_O/L		\$0		\$0	\$0	\$0	\$0	\$2,720,907	\$2,720,907	\$2,536,702	\$0	\$184,205
			Total	\$0		\$0	\$0	\$0	\$0	\$3,604,000	\$3,604,000	\$2,536,702	\$0	\$1,067,298
DAVIS	20302 To E	STIP Se Adv Dt:	F-1384(3)1		1384	2	1100 West; 2185 S Cnty:FA-1384; MP		(2600 South)	Re	construct no wide	ning		
		LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$1,797,368	\$1,797,368	\$0	\$0	\$1,797,368
		STP_URB_O/L		\$0		\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
			Total	\$0		\$0	\$0	\$0	\$0	\$3,942,600	\$3,942,600	\$2,000,000	\$0	\$1,942,600
DAVIS	19624 To E	STIP Me Adv Dt:	F-1388(1)4		1388	4	Centerville - 400 E Cnty:FA-1388; MP		Porter Lane	Re	construct no wide	ning		
		LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$604,309	\$604,309	\$0	\$0	\$604,309
		STP_URB_O/L		\$0		\$0	\$0	\$0	\$0	\$1,820,991	\$1,820,991	\$1,697,710	\$0	\$123,281
			Total	\$0		\$0	\$0	\$0	\$0	\$2,425,300	\$2,425,300	\$1,697,710	\$0	\$727,590
DAVIS	20304 To E	STIP Me Adv Dt:	F-1388(2)4		1388	4	400 East - 100 Sou Cnty:FA-1388; MP		100 South)	Re	construct no wide	ning		
		LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$276,706	\$276,706	\$0	\$0	\$276,706
		STP_URB_O/L		\$0		\$0	\$0	\$0	\$0	\$1,138,394	\$1,138,394	\$1,061,325	\$0	\$77,069
			Total	\$0		\$0	\$0	\$0	\$0	\$1,415,100	\$1,415,100	\$1,061,325	\$0	\$353,775
DAVIS	20544	Scoping Vill Not Adv	S-1395(3)2		1392	2	Town Center I-15 T Cnty:FA-1392; MP			Lo	cal/MPO/Other Ag	ency Pass-Through	1	
		LOCAL_MATCH	1	\$0	\$	250,800	\$0	\$0	\$0	\$0	\$250,800	\$0	\$0	\$250,800
		ST_TIF_ ACT		\$0		376,200	\$0	\$0	\$0	\$0	\$376,200	\$0	\$376,200	\$0
			Total	\$0	\$	627,000	\$0	\$0	\$0	\$0	\$627,000	\$0	\$376,200	\$250,800



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Region	PIN Status	Project No.	Rt. Beg	Len PIN De	scription / Proje	ct Location	C	Concept Desc	ription		
	Fund	Prio	r 202	24 202	25 2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty Projects										
DAVIS	20549 Scoping Will Not Adv	S-1392(2)2	1392 2		eet Sidewalk; US-89 to 392; MP 2.35 - 2.60	Orchard Drive NSL	L	ocal/MPO/Other Ag	gency Pass-Through		
	LOCAL_MATCH	l	\$0 \$253,6	20	\$0 \$0	\$0	\$0	\$253,620	\$0	\$0	\$253,620
	ST_TTIF_FMLM		\$0 \$322,3	80	\$0 \$0	\$0	\$0	\$322,380	\$0	\$322,380	\$0
		Total	\$0 \$576,0	00	\$0 \$0	\$0	\$0	\$576,000	\$0	\$322,380	\$253,620
DAVIS	20548 Scoping Will Not Adv	S-1431(2)1	1431 1		se trail along 1250 W i 431; MP 1.04 - 1.69	n Centerville	L	ocal/MPO/Other Ag	gency Pass-Through		
	LOCAL_MATCH	l	\$0 \$280,2	200	\$0 \$0	\$0	\$0	\$280,200	\$0	\$0	\$280,200
	ST_TIF_ ACT		\$0 \$420,3	00	\$0 \$0	\$0	\$0	\$420,300	\$0	\$420,300	\$0
		Total	\$0 \$700,5	600	\$0 \$0	\$0	\$0	\$700,500	\$0	\$420,300	\$280,200
DAVIS	21192 Funding To Be Adv Dt:	NEWPROJ(21192)	1431 1		; Parrish Lane to 200 N 431; MP .87 - 1.04	lorth	R	econstruct no wide	ening		
NEW	LOCAL_GOVT		\$0	-	\$0 \$0	\$0	\$215,792	\$215,792	\$0	\$0	\$215,792
	STP_URB_O/L		\$0	\$0	\$0 \$0	\$0	\$536,308	\$536,308	\$500,000	\$0	\$36,308
		Total	\$0	\$0	\$0 \$0	\$0	\$752,100	\$752,100	\$500,000	\$0	\$252,100
DAVIS	20547 Scoping Will Not Adv	S-1448(1)0	1448 1		& Bike lanes on Crestw 448; MP .74 - 1.84	ood Rd Kaysville	L	ocal/MPO/Other Ag	gency Pass-Through		
	LOCAL_MATCH	l	\$0 \$920,0	00	\$0 \$0	\$0	\$0	\$920,000	\$0	\$0	\$920,000
	ST_TIF_ ACT		\$0 \$1,380,0	000	\$0 \$0	\$0	\$0	\$1,380,000	\$0	\$1,380,000	\$0
		Total	\$0 \$2,300,0	000	\$0 \$0	\$0	\$0	\$2,300,000	\$0	\$1,380,000	\$920,000
DAVIS	19625 STIP To Be Adv Dt:	F-1450(0)0	1450		llow; Main Street to Fa 450; MP .0078	irfield Road	In	tersection Modific	ation		
	LOCAL_GOVT		\$0	\$0	\$0 \$0	\$0	\$2,905,168	\$2,905,168	\$0	\$0	\$2,905,168
	STP_URB_O/L		\$0	· · · · · · · · · · · · · · · · · · ·	\$0 \$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$0	\$0	\$0 \$0	\$0	\$5,050,400	\$5,050,400	\$2,000,000	\$0	\$3,050,400
DAVIS	19627 Scoping To Be Adv Dt: 01/	F-1458(1)0 /12/24	1458		reet SRTS; 3475 W - 32 458; MP .4876	00 W	Ρ	edestrian/Bicycle S	Safety		
	LOCAL_GOVT		\$0	\$0	\$0 \$0	\$0	\$500	\$500	\$0	\$0	\$500
	STP_URB_O/L	\$10,0	00	\$0	\$0 \$0	\$0	\$164,300	\$174,300	\$162,500	\$0	\$11,800
		Total \$10,0	00	\$0	\$0 \$0	\$0	\$164,800	\$174,800	\$162,500	\$0	\$12,300
DAVIS	20326 STIP To Be Adv Dt:	F-1466(2)0	1466 1		Safe Route to School 466; MP .5066		Ρ	edestrian/Bike faci	lity		
	LOCAL_GOVT		\$0 \$79,1		\$0 \$0	\$0	\$0	\$79,104	\$0	\$0	\$79,104
	TAP_URB_O/L		\$0 \$87,0	96	\$0 \$0	\$0	\$0	\$87,096	\$81,200	\$0	\$5,896
		Total	\$0 \$166,2	200	\$0 \$0	\$0	\$0	\$166,200	\$81,200	\$0	\$85,000



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UDOT electronic Program Management

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Region	PIN	Status	Proj	ect No.	Rt. Beg Len	PIN Descrip	otion / Project Lo	cation	C	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	18810 To F	STIP Be Adv Dt:	F-1489(1)0)	1489	1 300 North; 2000 Cnty:FA-1489; M	West to 3000 West IP .00 - 1.01		R	econstruct & Wider	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$115,000	\$0	\$0	\$115,000	\$0	\$0	\$115,000
		STP_URB_O/L		\$0	\$0	\$0	\$3,197,700	\$0	\$0	\$3,197,700	\$2,981,216	\$0	\$216,484
			Total	\$0	\$0	\$0	\$3,312,700	\$0	\$0	\$3,312,700	\$2,981,216	\$0	\$331,484
DAVIS	17848 To E	STIP Be Adv Dt:	F-1504(1)3	3	1504 3	1500 West & 130 Cnty:FA-1504; M	0 North Round-a-bout IP 3.01 - 3.01		In	tersection Modifica	ation		
		CMAQ_WFRC		\$0	\$0	\$911,724	\$0	\$0	\$0	\$911,724	\$850,000	\$0	\$61,72
		LOCAL_GOVT		\$0	\$0	\$1,278,376	\$0	\$0	\$0	\$1,278,376	\$0	\$0	\$1,278,376
			Total	\$0	\$0	\$2,190,100	\$0	\$0	\$0	\$2,190,100	\$850,000	\$0	\$1,340,100
DAVIS	17365	Undr Const Adv Dt: 0	F-184-5(50) 2/25/23)1	1508 1	Adams Ave over Cnty:FA-1508; M	· I-84 Deck Replacemen IP .6082	t (0C 644)	D	eck Repair/Replace	ement		
		STP_BRIDGE		\$6,100,000	\$0	\$0	\$0	\$0	\$0	\$6,100,000	\$5,687,030	\$412,970	\$0
		ST_BRIDGE		\$0	\$499,000	\$0	\$0	\$0	\$0	\$499,000	\$0	\$499,000	\$0
			Total	\$6,100,000	\$499,000	\$0	\$0	\$0	\$0	\$6,599,000	\$5,687,030	\$911,970	\$0
DAVIS	11268	Undr Const Adv Dt: 0	•	:9)	MULT	SR-177, West Da SR-177; MP 0.00	avis Hwy; I-15 & SR-67 to to 15.54	o SR-193	N	ew Capacity			
		L_BETTERMEN	IT	\$3,114,851	\$433,812	\$0	\$0	\$0	\$0	\$3,548,663	\$0	\$0	\$3,548,663
		ST_CONST		\$40,000,000	\$0	\$0	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$
		ST_TIF		\$607,194,303	\$130,275,698	\$119,000,000	\$0	\$0	\$0	\$856,470,000	\$0	\$856,470,000	\$
			Total	\$650,309,154	\$130,709,509	\$119,000,000	\$0	\$0	\$0	\$900,018,663	\$0	\$896,470,000	\$3,548,663
DAVIS	15682 To E	Be Adv Dt: 01	S-I15-8(15 /07/25	7)336	MULT		337.40 & I-15; MP 336.4		R-37; MP .00 - 2.0	-	• •	-	
		ST_TIF		\$69,600,000	\$0	\$0	\$0	\$0	\$0	\$69,600,000	\$0	\$69,600,000	\$0
DAVIS	15684		S-I15-7(34 6/17/23	0)325	MULT	•	Intchg & Ped Overpass 328.00 & I-15; MP 323.0		N	ew Interchange on	Existing Freeway		
		L_BETTERMEN	IT	\$162,000	\$5,316,894	\$0	\$0	\$0	\$0	\$5,478,894	\$0	\$0	\$5,478,894
		ST_APPROP		\$213,760	\$0	\$0	\$0	\$0	\$0	\$213,760	\$0	\$213,760	\$0
		ST_TIF		\$18,683,666	\$88,102,573	\$17,000,000	\$0	\$0	\$0	\$123,786,240	\$0	\$123,786,240	\$0
			Total	\$19,059,427	\$93,419,468	\$17,000,000	\$0	\$0	\$0	\$129,478,894	\$0	\$124,000,000	\$5,478,894
DAVIS	20300 To F	STIP Be Adv Dt:	F-R199(34	6)	MULT		1500 West Improvement 1285 W to 1500 W, and			econstruct & Wide N	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,731,268	\$1,731,268	\$0	\$0	\$1,731,26
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
			Total	\$0	\$0	\$0	\$0	\$0	\$3,876,500	\$3,876,500	\$2,000,000	\$0	\$1,876,500
DAVIS	20320 To F	STIP Be Adv Dt:	F-0107(17))0	MULT		North Round-about .00 & SR-107; MP .00 -	.00	In	tersection Modifica	ation		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,357,000	\$1,357,000	\$1,265,131	\$0	\$91,869



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Region	PIN Status	Project No.	. Rt. Beg L	en PIN Descr	iption / Project	Location	C	oncept Desc	ription		
	Fund	Pri	or 202	4 2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty Projects										
DAVIS	20335 STIP To Be Adv Dt:	F-0105(11)0	MULT	Parrish Lane/ I SR-105; MP .00	Legacy Trail Connectio	on	Pe	destrian/Bike faci	lity		
	LOCAL_GOVT		\$0 \$231,84		\$0	\$0	\$0	\$231,846	\$0	\$0	\$231,846
	TAP_URB_O/L		\$0 \$268,15	4 \$0	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$18,154
		Total	\$0 \$500,00	0 \$0	\$0	\$0	\$0	\$500,000	\$250,000	\$0	\$250,000
DAVIS	21238 Funding To Be Adv Dt:	NEWPROJ(21238)	MULT	•	e Shared Use Trail- Pha 391 & Antelope Drive			destrian/Bike facil vay Gatehouse to	•		
NEW	CARBON_O/L		\$0 \$	50 \$375,315	\$0	\$0	\$0	\$375,315	\$349,906	\$0	\$25,409
	LOCAL_GOVT		\$0 \$	50 \$1,871,385	\$0	\$0	\$0	\$1,871,385	\$0	\$0	\$1,871,385
		Total	\$0 \$	\$0 \$2,246,700	\$0	\$0	\$0	\$2,246,700	\$349,906	\$0	\$1,896,794
DAVIS	16935 Scoping Will Not Adv	S-LC11(74)	OTHER		or; West Davis to Shep nnecting the proposed			w Capacity to the West Davis	Corridor and Suns	et Drive	
	LOCAL_GOVT		\$0 \$365,50		\$0	\$0	\$0	\$365,500	\$0	\$0	\$365,500
	STP_URB_O/L		\$0 \$	io \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_PVMT		\$0 \$3,289,50	0 \$0	\$0	\$0	\$0	\$3,289,500	\$0	\$3,289,500	\$0
		Total	\$0 \$3,655,00	0 \$0	\$0	\$0	\$0	\$3,655,000	\$0	\$3,289,500	\$365,500
DAVIS	19740 Scoping Will Not Adv	S-R199(340)	OTHER		rkway Shared Use Pat rkway Shared Use Pat		Pe	destrian/Bike facil	lity		
	L_PASS_MATC	н	\$0 \$78,80		\$0	\$0	\$0	\$78,800	\$0	\$0	\$78,800
	ST_TIF_ ACT		\$0 \$315,20		\$0	\$0	\$0	\$315,200	\$0	\$315,200	\$0
		Total	\$0 \$394,00	0 \$0	\$0	\$0	\$0	\$394,000	\$0	\$315,200	\$78,800
DAVIS	21158 STIP To Be Adv Dt:	S-0177(5)0	OTHER	SR-177; 1800 N SR-177	I to 5600 S SES		Do	cument EA/EIS			
	ST_TIF		\$0 \$5,000,00	00 \$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
DAVIS	7176 Scoping Will Not Adv	S-0067(14)0	OTHER	West Davis Co West Davis Co			Do	cument EA/EIS			
	ST_APPROP	\$753	,073 \$	50 \$0	\$0	\$0	\$0	\$753,073	\$0	\$753,073	\$0
	ST_GF_CHN	\$9,453		60 \$0	\$0	\$0	\$0	\$9,453,585	\$0	\$9,453,585	\$0
	ST_TIF	\$1,413			\$0	\$0	\$0	\$1,796,927	\$0	\$1,796,927	\$0
	ST_TIF_SB229			i0 \$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
		Total \$16,620),058 \$383,52	.7 \$ 0	\$0	\$0	\$0	\$17,003,585	\$0	\$17,003,585	\$0
DAVIS	7318 Active Will Not Adv	S-R199(50)	OTHER	West Davis Co West Davis Co	rridor Preservation rridor						
	L_CORR_DAVI				\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$15,615,452
	L_CORR_MAT			i0 \$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$2,844,501
		Total \$15,706	5,388 \$2,753,56	\$5 \$0	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$18,459,953



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Region	PIN	Status	Projec	t No.	Rt. Beg Len	PIN Descrip	tion / Project	Location	C	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	1199	0 Active Will Not Adv	F-LC11(50)		OTHER		nd Land Use Conne Support -Weber & D	-	Lo	cal/MPO/Other Ag	ency Pass-Through		
		L_PASS_MATC	н	\$63,902	\$141,601	\$0	\$0	\$0	\$0	\$205,503	\$0	\$0	\$205,503
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		STP_UR_O/L@1	l	\$3,278,610	\$420,604	\$433,222	\$446,218	\$0	\$932,998	\$5,511,652	\$5,511,652	\$0	\$
		ST_STUDIES		\$0	\$466,850	\$0	\$0	\$0	\$0	\$466,850	\$0	\$466,850	\$
		ST_TRANS_SOL		\$150,000	\$190,182	\$0	\$0	\$0	\$0	\$340,182	\$0	\$340,182	\$(
			Total	\$3,492,512	\$1,219,237	\$433,222	\$446,218	\$0	\$932,998	\$6,524,187	\$5,511,652	\$807,032	\$205,503
DAVIS	1485	5 Undr Const Will Not Adv	S-LC11(72)		OTHER	Pages Lane; 800 Pages Lane; 800	W. to SR-67, Bike La West to SR-67	ane, W. Btfl.	Pe	destrian/Bike facil	ity		
		L_PASS_MATCH	н	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
		ST_PVMT_TAP		\$375,103	\$0	\$0	\$0	\$0	\$0	\$375,103	\$0	\$375,103	\$0
		TAP_URB_WFR	С	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(
			Total	\$375,103	\$75,000	\$0	\$0	\$0	\$0	\$450,103	\$0	\$375,103	\$75,000
DAVIS	1591	5 STIP Will Not Adv	F-R199(238)		OTHER		i Bus, Layton to Sno ayton Station to Sno	•		Insportation Alteri Hotels and Park ar			
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOVT		\$0	\$40,884	\$0	\$0	\$0	\$0	\$40,884	\$0	\$0	\$40,884
		TFER_2_UTA		\$0	\$979,116	\$0	\$0	\$0	\$0	\$979,116	\$912,830	\$66,286	\$0
			Total	\$0	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000	\$912,830	\$66,286	\$40,884
DAVIS	1592 To	4 Scoping Be Adv Dt: 07/	F-R199(237) 25/24		OTHER	Davis/ Weber Bic 'Davis/Weber Co	cycle Counters unty Bicycle Counte	rs	Tra	Insportation Altern	natives		
		LOCAL_GOVT		\$0	\$285,477	\$0	\$0	\$0	\$0	\$285,477	\$0	\$0	\$285,477
		TAP_URB_WFR	с	\$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	1779 To	4 Scoping Be Adv Dt: 01/	F-R199(9) '04/24		OTHER		ll; 2010 South to 280 ll; 2010 South to 280			construct & Wider	ning		
		STP_URB_O/L		\$399,080	\$3,591,720	\$0	\$0	\$0	\$0	\$3,990,800	\$3,720,623	\$0	\$270,177
DAVIS	1779 To	6 Scoping Be Adv Dt: 09/	F-R199(8) 21/23		OTHER		South Intersection South Intersection,	Woods Cross, Utal		ersection Modifica	ition		
		STP_URB_O/L		\$176,000	\$880,500	\$0	\$0	\$0	\$0	\$1,056,500	\$984,975	\$0	\$71,525
DAVIS	1880 To	7 STIP Be Adv Dt:	F-LC11(75)0		OTHER		Road; Burke Lane t 0 North, Farmingtor		Ne	w Capacity			
		LOCAL_GOVT		\$0	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652
		STP_URB_O/L		\$0	\$1,072,616	\$1,072,616	\$1,072,616	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total	\$0	\$1,072,616	\$1,072,616	\$5,977,268	\$0	\$0	\$8,122,500	\$3,000,000	\$0	\$5,122,500



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	PIN Status	Project No.		Rt. Beg Len	PIN Description	on / Project l	ocation	Co	oncept Descr	ription		
	Fund	Pri	or	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty Projects											
DAVIS	19690 Scoping To Be Adv Dt: 10	F-R199(331) /02/24	0	THER	Weber River Parkwa Weber River Parkwa 89)	•			lestrian/Bike facili ead (Weber River		Crossing (Weber R	iver and US-
	LOCAL_GOVT		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
	TAP_URB_O/L		\$0	\$258,700	\$0	\$0	\$0	\$0	\$258,700	\$241,186	\$0	\$17,514
		Total	\$0	\$383,700	\$0	\$0	\$0	\$0	\$383,700	\$241,186	\$0	\$142,514
DAVIS	19691 STIP To Be Adv Dt:	F-R199(332)	0	THER	Clearfield Canal Tra Clearfield Canal Tra				lestrian/Bike facili	ty		
	TAP_URB_O/L		\$0	\$145,500	\$0	\$0	\$0	\$0	\$145,500	\$135,650	\$0	\$9,850
DAVIS	20317 Scoping To Be Adv Dt: 01	F-R199(350) /31/24	0	THER	Kay's Creek Trail Ov Construct a Pedestr to the FrontRunner	ian Overpass Bri			v Bridge/Bridge R Pacific/FrontRunne	•	and touch down im	mediately nex
	CMAQ_WFRC		\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
	LOCAL_GOVT		\$0	\$2,505,000	\$0	\$0	\$0	\$0	\$2,505,000	\$0	\$0	\$2,505,000
	ST_TIF_ ACT		\$0	\$3,600,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000	\$0
		Total	\$0	\$8,250,232	\$0	\$0	\$0	\$0	\$8,250,232	\$2,000,000	\$3,600,000	\$2,650,232
DAVIS	20327 STIP To Be Adv Dt:	F-R199(351)	0	THER	Weber River Parkwa Construct Phase 3 of				lestrian/Bike facili ber River & US-8		ment just off of Cot	tonwood
						sing (Weber Rive						
	LOCAL_GOVT		\$ 0	\$158,000	\$0	\$0	\$0	\$0	\$158,000	\$0	\$0	\$158,000
	LOCAL_GOVT TAP_URB_O/L		\$0	\$341,200	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$158,000 \$341,200	\$0 \$318,101	\$0 \$0	\$158,000 \$23,099
		Total			\$0	\$0	\$0	\$0	\$158,000	\$0	\$0	\$158,000
DAVIS		Total F-R199(352)	\$0 \$0	\$341,200	\$0 \$0	\$0 \$0 \$0 y Trailhead Conr	\$0 \$0 \$0 ection Phase 2	\$0 \$0 \$0 Pec	\$158,000 \$341,200 \$499,200 lestrian/Bike facili	\$0 \$318,101 \$318,101 ty	\$0 \$0 \$0	\$158,000 \$23,099
DAVIS	TAP_URB_O/L 20332 STIP		\$0 \$0	\$341,200 \$499,200	\$0 \$0 \$0 Weber River Parkwa	\$0 \$0 \$0 y Trailhead Conr	\$0 \$0 \$0 ection Phase 2	\$0 \$0 \$0 Pec	\$158,000 \$341,200 \$499,200 lestrian/Bike facili	\$0 \$318,101 \$318,101 ty	\$0 \$0 \$0	\$158,000 \$23,099
DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt:		\$0 \$0 0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300	\$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0	\$0 \$0 \$0 by Trailhead Conr of Trail from US-8 \$0 \$0	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0	\$0 \$0 \$0 Pec River & US-89) to \$0 \$0	\$158,000 \$341,200 \$499,200 lestrian/Bike facili 9 Weber Canyon T \$125,000 \$349,300	\$0 \$318,101 \$318,101 ty railhead (Weber Rin \$0 \$325,652	\$0 \$0 \$0 ver & Cornia Dr.) \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648
DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT		\$0 \$0 0' \$0	\$341,200 \$499,200 THER \$125,000	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0	\$0 \$0 \$0 by Trailhead Conr of Trail from US-8 \$0	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0	\$0 \$0 \$0 River & US-89) to \$0	\$158,000 \$341,200 \$499,200 lestrian/Bike facili o Weber Canyon T \$125,000	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0	\$0 \$0 \$0 ver & Cornia Dr.) \$0	\$158,000 \$23,099 \$181,099 \$125,000
DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT	F-R199(352)	\$0 \$0 \$0 \$0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300	\$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0	\$0 \$0 \$0 by Trailhead Conr of Trail from US-8 \$0 \$0 \$0 Trail Phase I	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 Peo	\$158,000 \$341,200 \$499,200 lestrian/Bike facili o Weber Canyon T \$125,000 \$349,300 \$474,300 lestrian/Bike facili	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652	\$0 \$0 \$0 ver & Cornia Dr.) \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648
	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21227 Funding	F-R199(352) 	\$0 \$0 \$0 \$0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300 \$474,300	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0 \$0 Davis Weber Canal	\$0 \$0 \$0 by Trailhead Conr of Trail from US-8 \$0 \$0 \$0 Trail Phase I	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 Peo	\$158,000 \$341,200 \$499,200 lestrian/Bike facili o Weber Canyon T \$125,000 \$349,300 \$474,300 lestrian/Bike facili	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652	\$0 \$0 \$0 ver & Cornia Dr.) \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648
DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21227 Funding To Be Adv Dt:	F-R199(352) 	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300 \$474,300 THER	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0 \$0 Davis Weber Canal Davis Weber Canal	\$0 \$0 \$0 by Trailhead Conr of Trail from US-8 \$0 \$0 \$0 Trail Phase I Trail Phase I; Uni	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0 \$0	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 1300 So to 2225	\$158,000 \$341,200 \$499,200 lestrian/Bike facili o Weber Canyon T \$125,000 \$349,300 \$474,300 lestrian/Bike facili N & 525 W	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652 ty	\$0 \$0 ver & Cornia Dr.) \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648 \$148,648
DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21227 Funding To Be Adv Dt: LOCAL_GOVT	F-R199(352) 	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300 \$474,300 THER \$0	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0 \$0 Davis Weber Canal Davis Weber Canal \$303,533	\$0 \$0 \$0 by Trailhead Conr of Trail from US-8 \$0 \$0 \$0 Trail Phase I Trail Phase I; Uni \$0	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 1300 So to 2225 \$0	\$158,000 \$341,200 \$499,200 lestrian/Bike facili 9 Weber Canyon T \$125,000 \$349,300 \$474,300 \$474,300 lestrian/Bike facili N & 525 W \$303,533	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652 ty \$0	\$0 \$0 ver & Cornia Dr.) \$0 \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648 \$148,648 \$303,533
DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21227 Funding To Be Adv Dt: LOCAL_GOVT	F-R199(352) Total NEWPROJ(21227)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300 \$474,300 THER \$0 \$0 \$0	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0 \$0 Davis Weber Canal \$303,533 \$351,067	\$0 \$0 \$0 by Trailhead Conro of Trail from US-8 \$0 \$0 Trail Phase I Trail Phase I Trail Phase I; Uni \$0 \$0 \$0 \$0	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0 versity Park Blvd & 5 \$0 \$0 \$0 \$0	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 1300 So to 2225 \$0 \$0 \$0 \$0	\$158,000 \$341,200 \$499,200 lestrian/Bike facili o Weber Canyon T \$125,000 \$349,300 \$474,300 lestrian/Bike facili N & 525 W \$303,533 \$351,067	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652 ty \$0 \$327,300 \$327,300	\$0 \$0 ver & Cornia Dr.) \$0 \$0 \$0 \$0 \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648 \$148,648 \$303,533 \$23,767
DAVIS NEW	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21227 Funding To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21228 Funding	F-R199(352) Total NEWPROJ(21227) Total	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$341,200 \$499,200 THER \$125,000 \$349,300 \$474,300 THER \$0 \$0 \$0	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0 \$0 Davis Weber Canal \$303,533 \$351,067 \$654,600 Porter Lane Mult-Us	\$0 \$0 \$0 by Trailhead Conro of Trail from US-8 \$0 \$0 Trail Phase I Trail Phase I Trail Phase I; Uni \$0 \$0 \$0 \$0	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0 versity Park Blvd & 5 \$0 \$0 \$0 \$0	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 1300 So to 2225 \$0 \$0 \$0 \$0	\$158,000 \$341,200 \$499,200 lestrian/Bike facili o Weber Canyon T \$125,000 \$349,300 \$474,300 \$474,300 lestrian/Bike facili N & 525 W \$303,533 \$351,067 \$654,600	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652 ty \$0 \$327,300 \$327,300	\$0 \$0 ver & Cornia Dr.) \$0 \$0 \$0 \$0 \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648 \$148,648 \$303,533 \$23,767
DAVIS NEW DAVIS	TAP_URB_O/L 20332 STIP To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21227 Funding To Be Adv Dt: LOCAL_GOVT TAP_URB_O/L 21228 Funding To Be Adv Dt:	F-R199(352) Total NEWPROJ(21227) Total	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$341,200 \$499,200 THER \$125,000 \$349,300 \$474,300 THER \$0 \$0 \$0 THER	\$0 \$0 \$0 Weber River Parkwa Construct Phase 2 o \$0 \$0 \$0 Davis Weber Canal \$303,533 \$351,067 \$654,600 Porter Lane Mult-Us Porter Lane Mult-Us	\$0 \$0 \$0 by Trailhead Conro of Trail from US-8 \$0 \$0 Trail Phase I Trail Phase I Trail Phase I; Uni \$0 \$0 \$0 \$0 e Trail 400 West	\$0 \$0 \$0 ection Phase 2 9 Crossing (Weber F \$0 \$0 \$0 versity Park Blvd & \$0 \$0 \$0 to Frontage Road	\$0 \$0 \$0 River & US-89) to \$0 \$0 \$0 1300 So to 2225 \$0 \$0 \$0 \$0 Peo	\$158,000 \$341,200 \$499,200 lestrian/Bike facili v Weber Canyon T \$125,000 \$349,300 \$474,300 lestrian/Bike facili N & 525 W \$303,533 \$351,067 \$654,600 lestrian/Bike facili	\$0 \$318,101 \$318,101 ty railhead (Weber Riv \$0 \$325,652 \$325,652 ty \$325,652 ty \$327,300 \$327,300	\$0 \$0 \$0 ver & Cornia Dr.) \$0 \$0 \$0 \$0 \$0 \$0	\$158,000 \$23,099 \$181,099 \$125,000 \$23,648 \$148,648 \$148,648 \$303,533 \$23,767 \$327,300



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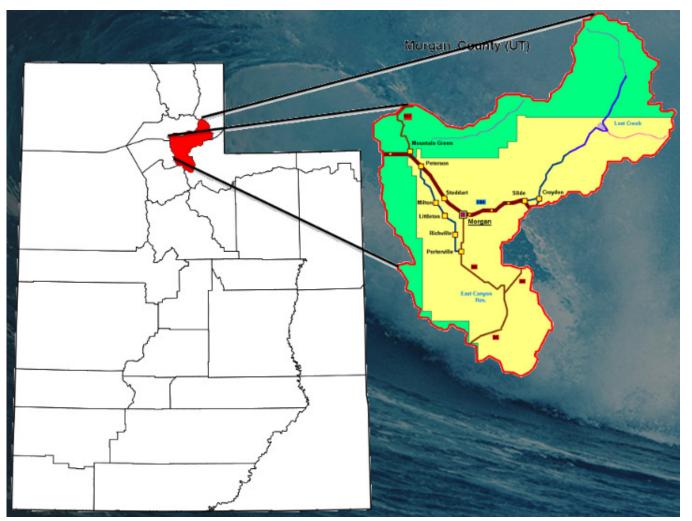


		(1(0) 2110)			Пероп		020, 00.407.101.					
Region	PIN	Status	Project No.	Rt. Beg Len	PIN Descripti	on / Project	Location	C	oncept Desc	ription		
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects										
DAVIS	21230 To I	Funding Be Adv Dt:	NEWPROJ(21230)	OTHER	Weber River Parkw Weber River Parkw				destrian/Bike facil End of Phase 4	ity		
NEW		TAP_URB_O/L	\$0) \$0	\$732,401	\$0	\$0	\$0	\$732,401	\$682,817	\$0	\$49,58
DAVIS	4955	Active Will Not Adv	SP-9999(807)		West Davis Corrido North Legacy Corri	·						
		ST_CORR_PRE	ES \$8,240,821	\$32,064,741	\$0	\$0	\$0	\$0	\$40,305,561	\$0	\$40,305,561	\$
DAVIS	14044 To I	STIP Be Adv Dt: 12	F-LC11(64) 2/16/24		Layton FrontRunne Layton FrontRunne	-		UT	A/Transit			
		CMAQ_WFRC	\$0) \$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,23
		STP_URB_O/L	\$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
DAVIS	14053	STIP Will Not Adv	F-LC11(67)		TOD Ped/ Bike; Fro Clearfield City TOD		•		destrian/Bicycle S enter	afety		
		CMAQ_WFRC	\$0) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		TFER_2_UTA	\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	\$
			Total \$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	\$(

Morgan County

Morgan County and its lone municipality joined the Regional Council in 1972. And like Tooele County, Morgan County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), but they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the City.

Morgan City is the only incorporated city in Morgan County.





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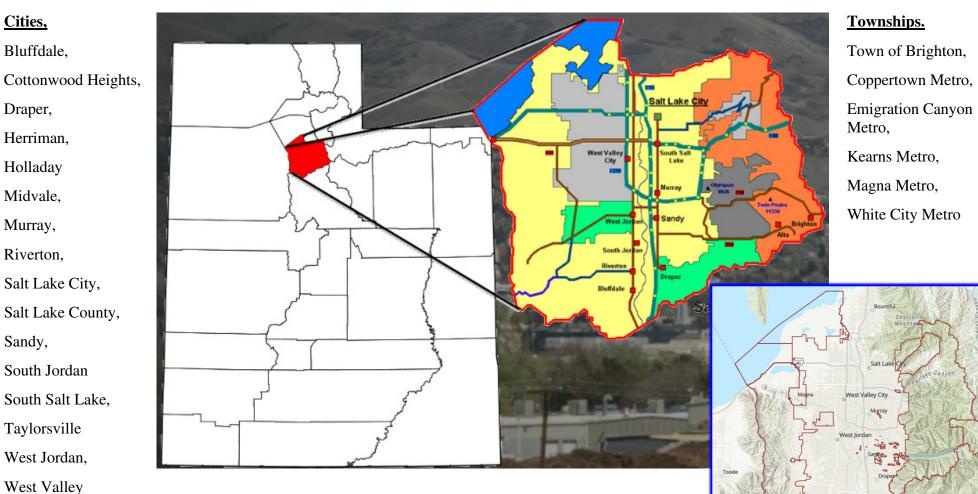
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Region	PIN	Status	Projec	ct No.	Rt. Beg	g Len	PIN Description	n / Project l	ocation	Co	ncept Desc	ription		
		Fund		Prior	2	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Morgan	Count	y Projects												
MORGAN	16400	Scoping Will Not Adv	S-0084(1)93		84	93	1 I-84; Mt Green Interch I-84; MP 93.40 - 94.40	• •	ly)	Doc	ument EA/EIS			
		ST_TIF		\$220,111	\$4,77	9,889	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
MORGAN	19312 To E	STIP Se Adv Dt:	F-1978(2)1		1978	1 :	9 Old Highway Road; T Cnty:FA-1978; MP .88				-Urban th Morgan			
		STP_RURAL		\$0	\$2,14	5,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
MORGAN	12624	Undr Const Adv Dt: 0	F-R199(194))8/28/21		1980		Devils Slide Bridge, N Cnty:FA-1980; MP .00	• •	29014D	Nev	v Bridge/Bridge R	eplacement		
		NHPP_BR		\$150,000		\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$0	\$10,155
		STP_BRIDGE		\$3,989,000		\$0	\$0	\$0	\$0	\$0	\$3,989,000	\$3,718,945	\$0	\$270,055
		STP_FLX_ST		\$3,600,000		\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$3,356,280	\$0	\$243,720
			Total	\$7,739,000		\$0	\$0	\$0	\$0	\$0	\$7,739,000	\$7,215,070	\$0	\$523,930
MORGAN	16595	Undr Const Adv Dt: 1	F-R199(254) 0/01/22		OTHER		Young Street Bridge			Nor	-Urban			
		HIP_COMUNIT	Y	\$2,145,232		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		LOCAL_GOVT		\$88,803	\$56	0,732	\$0	\$0	\$0	\$0	\$649,536	\$0	\$0	\$649,536
		STP_RURAL		\$2,145,232		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
			Total	\$4,379,268	\$56	0,732	\$0	\$0	\$0	\$0	\$4,940,000	\$4,000,000	\$0	\$940,000

Salt lake County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).



The Cities and MSD Communities of Salt Lake County include.



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STIP 2024-2029 Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Projec	ct No.	Rt. Beg I	_en	PIN Descript	tion / Project L	ocation	(Concept Desc	ription		
		Fund		Prior	202	4	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Coun	ity Projects	•											
SALT L	18449 То Ве	Scoping Adv Dt: 02	S-I15-7(375) /03/25	289	15 290	(6 I-15 NB; Bangeter I-15; MP 289.76 - 2	-		N	lew Capacity			
		ST_TIF		\$0	\$35,000,0	00	\$20,000,000	\$44,000,000	\$0	\$276,000,000	\$375,000,000	\$0	\$375,000,000	\$0
SALT L	19211 То Ве	STIP Adv Dt:	S-I15-7(376)	299	15 299	9	9 I-15 NB; I-215 to 6 I-15; MP 298.81 - 3			v	/iden Existing Facil	ity		
		ST_TIF		\$0		60	\$0	\$0	\$0	\$365,000,000	\$365,000,000	\$0	\$365,000,000	\$0
SALT L	16927 То Ве	Scoping Adv Dt: 02	F-0048(42)2		48 2		7000 South & 150 SR-48; MP 2.29 - 2	0 West Pedestrian B 2.29	ridge	P	edestrian/Bike faci	lity		
		CMAQ_WFRC		\$0	\$1,133,9	24	\$0	\$0	\$0	\$0	\$1,133,924	\$1,057,158	\$76,767	\$0
		STP_URB_SL		\$475,000		50	\$0	\$0	\$0	\$0	\$475,000	\$442,843	\$0	\$32,158
			Total	\$475,000	\$1,133,9	24	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$76,767	\$32,158
SALT L	11082	Undr Const Adv Dt: 1	F-0068(73)52 1/27/21	2	68 51	:	2 Redwood Road 41 SR-68; MP 51.31 -		outh	Ir	ntersection Improve	ements		
		LOCAL_GOVT		\$78,254	\$2,216,7	46	\$0	\$0	\$0	\$0	\$2,295,000	\$0	\$0	\$2,295,000
		L_BETTERMEN	п	\$35,444	\$197,6	6	\$0	\$0	\$0	\$0	\$233,060	\$0	\$0	\$233,060
	,	STP_FLX_ST		\$455,000		50	\$0	\$0	\$0	\$0	\$455,000	\$424,197	\$0	\$30,804
		STP_HIF_SL		\$5,170,858		50	\$0	\$0	\$0	\$0	\$5,170,858	\$4,820,791	\$0	\$350,067
		STP_URB_SL		\$7,871,670		50	\$0	\$0	\$0	\$0	\$7,871,670	\$7,338,758	\$0	\$532,912
			Total	\$13,611,226	\$2,414,3	62	\$0	\$0	\$0	\$0	\$16,025,588	\$12,583,745	\$0	\$3,441,843
SALT L	14942 To Be	Scoping Adv Dt: 10	F-LC35(303) /16/23		71 12	4	4 SR-71; Lyndy Dr t SR-71; MP 12.00 -		anes.	P	edestrian/Bicycle S	afety		
		CMAQ_WFRC		\$0	\$1,501,6	62	\$0	\$0	\$0	\$0	\$1,501,662	\$1,399,999	\$0	\$101,663
		LOCAL_GOVT		\$0	\$2,110,1	00	\$0	\$0	\$0	\$0	\$2,110,100	\$0	\$0	\$2,110,100
			Total	\$0	\$3,611,7	62	\$0	\$0	\$0	\$0	\$3,611,762	\$1,399,999	\$0	\$2,211,763
SALT L	20316 To Be	Active Adv Dt: 08	F-0071(73)20	D	71 20		1 700 East (SR-71); SR-71; MP 20.05 -		South	P	edestrian/Bicycle S	Safety		
		STP_URB_SL		\$473,142	\$63,1	66	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$36,308	\$0
		ST_PVMT_LV2		\$0	\$303,9	60	\$0	\$0	\$0	\$0	\$303,960	\$0	\$303,960	\$0
		TAP_FLEX		\$1,072,616		50	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		TAP_URB_WFF	C	\$0	\$1,072,6	16	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
			Total	\$1,545,758	\$1,439,7	42	\$0	\$0	\$0	\$0	\$2,985,500	\$2,500,000	\$485,500	\$0
SALT L	21221 To Be	Funding	NEWPROJ(2	21221)	71 7		11400 South & 70 SR-71; MP 7.22 - 7	0 East Intersection 7.22		Ir	ntersection Modifica	ation		
NEW		CMAQ_WFRC		\$0		50	\$0	\$0	\$0	\$3,600,900	\$3,600,900	\$3,357,119	\$0	\$243,781
		LOCAL_GOVT		\$0		50	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$0	\$2,600
			Total	\$0		60	\$0	\$0	\$0	\$3,603,500	\$3,603,500	\$3,357,119	\$0	\$246,381
SALT L	8166 W	Active ill Not Adv	S-0154(58)3		154	12	2 BANGERTER HW SR-154; BANGER	Y CORRIDOR PRES TER HWY @ REDW		RIDOR PRESERVA	TION			
		ST_CORR_PRE	s	\$3,676,782	\$3,817,2	62	\$0	\$0	\$0	\$0	\$7,494,044	\$0	\$7,494,044	\$0
								Page 30 of 1						

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Region	PIN	Status	Project	t No.	Rt. Beg Lei	n PIN Descr	iption / Proje	ct Location		Concept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Project	ts										
SALT L	18448		S-0154(98)17		154 17	5 Bangerter Inte SR-154; MP 17	rchanges; 4100 S t	o California		Upgrade Existing At	-Grade Intersection	n	
	10	ST_TIF		\$0	\$0	\$0	\$0	\$0	\$570,000,000	\$570,000,000	\$0	\$570,000,000	\$0
SALT L	18808	Scoping Will Not Adv	S-0154(92)0		154	22 Bangerter Hig SR-154; MP .00	hway Corridor - En	vironmental		Document EA/EIS			
		ST_TIF	:	\$7,634,381	\$1,060,619	\$0	\$0	\$0	\$0	\$8,695,000	\$0	\$8,695,000	\$0
SALT L	20414 To 1	Scoping Be Adv Dt: 0	S-0154(249)1	7	154 16	1 Bangerter Hig SR-154; MP 16	hway @ 4700 South 30 - 17 61	ı		TIF - Transportation	Investment Fund		
		ST_TIF		\$3,460,038	\$39,539,962	\$67,000,000	\$0	\$0	\$0	\$110,000,000	\$0	\$110,000,000	\$0
SALT L	20994		S-0154(105)1 ⁻ 05/04/23	7	154 16	1 Aqueduct Relo SR-154; MP 16	-	r Hwy @ 4700 Sout	h	New Capacity			
		ST_TIF		\$407	\$20,499,593	\$0	\$0	\$0	\$0	\$20,500,000	\$0	\$20,500,000	\$0
SALT L	17837		F-0171(60)9 06/04/22		171 9	3300 South an SR-171; MP 9./				Pedestrian/Bicycle \$	Safety		
		HSIP		\$1,749,999	\$50,001	\$0	\$0	\$0	\$0	\$1,800,000	\$1,678,140	\$121,860	\$0
		STP_FLX_ST		\$500,000	\$105,000	\$0	\$0	\$0	\$0	\$605,000	\$564,042	\$40,959	\$0
		STP_URB_SL		\$840,000	\$0	\$0	\$0	\$0	\$0	\$840,000	\$783,132	\$56,868	\$0
			Total	\$3,089,999	\$155,001	\$0	\$0	\$0	\$0	\$3,245,000	\$3,025,314	\$219,687	\$0
SALT L	18833		F-0171(65)0		171	•	R-171) Sidewalk Im	provements		Transportation Alter	rnatives		
	To	Be Adv Dt: 0		¢0	\$0	SR-171; MP .00	0 - 4.02 \$0	\$0	\$536,308	¢500 000	\$500,000	¢26.200	¢0
		CMAQ_WFRC	•	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$030,308 \$0	\$536,308 \$0	\$500,000 \$0	\$36,308 \$0	\$0 \$0
		HSIP_VRU		\$755,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$755,000	\$703,887	\$51,114	\$0 \$0
		LOCAL GOV	г	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0
		STP FLX ST		\$650,000	\$261,215	\$0	\$0	\$0	\$0	\$911,215	\$849,526	\$61,689	\$0
		ST_SAFE_SID		\$0	\$337,000	\$0	\$0	\$0	\$0	\$337,000	\$0	\$337,000	\$0
		ST_TRANS_S		\$0	\$167,000	\$0	\$0	\$0	\$0	\$167,000	\$0	\$167,000	\$0
		TAP_URB_W	FRC	\$0	\$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$21,785	\$0
			Total	\$1,405,000	\$1,087,000	\$0	\$0	\$0	\$536,308	\$3,028,308	\$2,353,412	\$674,896	\$0
SALT L	7650	Scoping Will Not Adv	F-0172(18)		172	,	NEST BUS RAPID ⁻ NEST BUS RAPID ⁻	· · ·					
		CMAQ_WFRC		\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232



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Region	PIN	Status	Proje	ect No.	Rt. Beg Len	PIN Descript	ion / Project I	Location	С	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	<mark>ce Cou</mark>	nty Projects	5										
SALT L	15921	Undr Const Adv Dt: 0	• • •	9	173 9	5300 South & Coll SR-173; MP 8.98 -	ege Dr Intersection 9.17	- Murray	Int	ersection Improve	ments		
		CMAQ_PM2.5		\$1,817,400	\$0	\$0	\$0	\$0	\$0	\$1,817,400	\$1,694,362	\$0	\$123,038
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOVT		\$0	\$258,000	\$0	\$0	\$0	\$0	\$258,000	\$0	\$0	\$258,000
		STP_FLX_ST		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925
			Total	\$2,067,400	\$258,000	\$0	\$0	\$0	\$0	\$2,325,400	\$1,927,437	\$0	\$397,963
SALT L	20343 To E	Scoping Se Adv Dt: 02	F-0173(43)	8	173 8	5400 South;1300 V SR-173; MP 7.74 -	Vest to Millrace Par 8.09	'k	Pe	destrian/Bike facil	ity		
		TAP_URB_WFF	۲C	\$10,726	\$589,274	\$0	\$0	\$0	\$0	\$600,000	\$559,380	\$0	\$40,620
SALT L	20431	Scoping Will Not Adv	S-0201(55))18	201 18	2100 S @ State St SR-201; MP 18.26	reet Pedestrian and - 18.26	Bike Crossing	Lo	cal/MPO/Other Ag	ency Pass-Through	ı	
		L_PASS_MATC	н	\$0	\$170,400	\$0	\$0	\$0	\$0	\$170,400	\$0	\$0	\$170,400
		ST_TTIF_FMLM	1	\$0	\$255,600	\$0	\$0	\$0	\$0	\$255,600	\$0	\$255,600	\$0
			Total	\$0	\$426,000	\$0	\$0	\$0	\$0	\$426,000	\$0	\$255,600	\$170,400
SALT L	14412	Awarded Adv Dt: 0	S-0209(35) 2/04/23)10	209 10	3 SR-209 (9000 S); F SR-209; MP 9.52 -		e St.	Wi	den Existing Facil	ity		
		L_BETTERMEN	IT	\$0	\$685,654	\$0	\$0	\$0	\$0	\$685,654	\$0	\$0	\$685,654
		ST_APPROP		\$231,678	\$0	\$0	\$0	\$0	\$0	\$231,678	\$0	\$231,678	\$0
		ST_PVMT_LV2		\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0
		ST_TIF		\$8,897,591	\$45,870,731	\$0	\$0	\$0	\$0	\$54,768,322	\$0	\$54,768,322	\$0
			Total	\$10,729,269	\$46,556,385	\$0	\$0	\$0	\$0	\$57,285,654	\$0	\$56,600,000	\$685,654
SALT L	21224 To E	Funding	NEWPROJ	J(21224)	209 14	SR-209 Quarry Be SR-209; MP 13.67	-		Pe	destrian/Bike facil	ity		
NEW		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$3,991,840	\$3,991,840	\$3,721,592	\$0	\$270,248
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$5,990,827	\$5,990,827	\$0	\$0	\$5,990,827
			Total	\$0	\$0	\$0	\$0	\$0	\$9,982,667	\$9,982,667	\$3,721,592	\$0	\$6,261,075
SALT L	16092	Scoping Will Not Adv	S-R299(28	1)	210	I1 Little Cottonwood SR-210; MP .00 - 1	• • •		Do	ocument EA/EIS			
		ST_GF_HB3		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_TIF		\$12,233,157	\$986,160	\$0	\$0	\$0	\$0	\$13,219,317	\$0	\$13,219,317	\$0
			Total	\$12,733,157	\$986,160	\$0	\$0	\$0	\$0	\$13,719,317	\$0	\$13,719,317	\$0
SALT L	15689 то в	Scoping a Adv Dt: 04	F-I215(192))19	215 19	4 I-215; SR-201 to N I-215; MP 19.29 - 2			Hi	gh Volume			
		NHPP_NHS		\$7,600,000	\$34,400,000	\$28,000,000	\$0	\$0	\$0	\$70,000,000	\$65,261,000	\$4,739,000	\$0
		STP_COVID_ST	Г	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$7,600,000	\$34,400,000	\$28,000,000	\$0	\$0	\$0	\$70,000,000	\$65,261,000	\$4,739,000	\$0



UDOT electronic Program Management

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Region	PIN Status	Project No.	Rt. Beg Ler	PIN Descriptio	n / Project L	ocation	С	oncept Desc	ription		
	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects	5									
SALT L	18460 Scoping To Be Adv Dt: 01	S-R299(433) /10/24	215 16	1 I-215 SB; Frontage R I-215; MP 15.51 - 16.8	•	outh)	Ot	her			
	ST_TIF	\$1,347,554	\$30,652,446	\$0	\$0	\$0	\$0	\$32,000,000	\$0	\$32,000,000	\$0
SALT L	14938 Scoping	F-LC35(299)	282 1	University of Utah In	termodal Center		Tra	ansportation Alter	natives		
	Will Not Adv	()		SR-282; MP .8080		near the Central		•			
	CMAQ_WFRC	\$0	\$2,372,117	\$0	\$0	\$0	\$0	\$2,372,117	\$2,372,117	\$0	\$0
	TFER_2_UTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	UTA_FUNDS	\$0	\$2,573,900	\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$0	\$2,573,900
		Total \$0	\$4,946,017	\$0	\$0	\$0	\$0	\$4,946,017	\$2,372,117	\$0	\$2,573,900
SALT L	21219 Funding To Be Adv Dt:	NEWPROJ(21219)	282 2	On Route Electric B SR-282; MP 2.01 - 2.0		structure	TU	A/Transit			
NEW	CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$1,391,076	\$1,391,076	\$1,296,900	\$0	\$94,176
	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$1,608,924	\$1,608,924	\$0	\$0	\$1,608,924
		Total \$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$1,296,900	\$0	\$1,703,100
SALT L	21223 Funding To Be Adv Dt:	NEWPROJ(21223)	292 2	Midvalley Connector SR-292; MP 1.58 - 1.5			TU	A/Transit			
NEW	CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$8,354,768	\$8,354,768	\$0	\$0	\$8,354,768
		Total \$0	\$0	\$0	\$0	\$0	\$10,500,000	\$10,500,000	\$2,000,000	\$0	\$8,500,000
SALT L	17836 Scoping Will Not Adv	S-2030(2)1	2030 1	1 Bacchus Hwy (SR-11 Cnty:FA-2030; MP .6		o 10700 South	Int	ersection Modifica	ition		
	STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_TRANS_SO	L\$677	\$1,640,632	\$0	\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0
		Total \$677	\$1,640,632	\$0	\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0
SALT L	14940 Scoping To Be Adv Dt: 09	F-LC35(301) /15/23	2035 6	1 Riverton - 13400 So I Cnty:FA-2035; MP 6.	,	W to 3200 W	Pe	destrian/Bicycle S	afety		
	CMAQ_WFRC	\$55,090	\$224,910	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0
	LOCAL_GOVT	\$0	\$210,900	\$0	\$0	\$0	\$0	\$210,900	\$0	\$0	\$210,900
		Total \$55,090	\$435,810	\$0	\$0	\$0	\$0	\$490,900	\$280,000	\$0	\$210,900
SALT L	21201 Funding To Be Adv Dt:	NEWPROJ(21201)	2035 2	1 13400 South; 6000 W Cnty:FA-2035; MP 2.0			Re	construct & Wider	ning		
NEW	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$5,692,852	\$5,692,852	\$0	\$0	\$5,692,852
	STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total \$0	\$0	\$0	\$0	\$0	\$8,910,700	\$8,910,700	\$3,000,000	\$0	\$5,910,700



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epm345_st	ip_repor	t (Rev 2179)						rt Run on: Jul 11,						
Region	PIN	Status	Proje	ct No.	Rt. Beg	l Len	PIN Descrip	otion / Project	Location	С	oncept Desc	ription		
		Fund		Prior	20)24	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects												
SALT L	14830	Active a Adv Dt: 01	F-LC35(293)	2036		1 7800 S. Widening Cnty:FA-2036; M	-		Wi	den Existing Facil	ity		
		CMAQ_WFRC		\$0	\$1,461	,300	\$0	\$0	\$0	\$0	\$1,461,300	\$1,362,370	\$0	\$98,930
		LOCAL_GOVT		\$0	\$2,839	,089	\$0	\$0	\$0	\$0	\$2,839,089	\$0	\$0	\$2,839,089
		STP_URB_SL		\$1,251,951	\$3,467	,560	\$0	\$0	\$0	\$0	\$4,719,511	\$4,400,000	\$0	\$319,511
			Total	\$1,251,951	\$7,767	7,949	\$0	\$0	\$0	\$0	\$9,019,900	\$5,762,370	\$0	\$3,257,530
SALT L	19685 то в	Scoping Se Adv Dt: 02	F-2036(1)2 /29/24		2036	2	5490 West 7800 Cnty:FA-2036; M	South Roundabout P 1.82 - 1.82		Int	ersection Modifica	ation		
		LOCAL_GOVT		\$0		\$0	\$0	\$700,901	\$0	\$0	\$700,901	\$0	\$0	\$700,901
		STP_URB_SL		\$0		\$0	\$0	\$799,099	\$0	\$0	\$799,099	\$745,000	\$54,099	\$0
			Total	\$0		\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$745,000	\$54,099	\$700,901
SALT L	19665 \	Active Will Not Adv	F-ST99(794)	2040	14	RUC Customer E Cnty:FA-2040; M	Experience Federal IP 13.89 - 14.02	STSFA Grant	Re	search			
		FA_MISC_50%		\$2,500,000		\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$1,250,000	\$1,250,000	\$0
SALT L	21258	Active Will Not Adv	S-ST99(935	i)	2040	14		Asset Data Collectio	n nty:FA-2040; MP 13.8		ta System Develo	oment/Enhancemen	t	
		ST_PVMT		\$0	\$750	,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$750,000	\$0
SALT L	15910	Awarded Adv Dt: 0	F-2040(1)7 5/06/23		2040	7	1 2700 West; 1000 Cnty:FA-2040; M	0 S to 10200 S, Rec P 6.65 - 7.16	on - So Jordan	Re	construct & Wide	ning		
		LOCAL_GOVT		\$218,932		\$0	\$0	\$0	\$0	\$0	\$218,932	\$0	\$0	\$218,932
		STP_URB_SL		\$834,268		\$0	\$0	\$0	\$0	\$0	\$834,268	\$777,788	\$0	\$56,480
			Total	\$1,053,200		\$0	\$0	\$0	\$0	\$0	\$1,053,200	\$777,788	\$0	\$275,412
SALT L	18822 To E	Scoping Se Adv Dt: 06	F-2048(1)1 /28/24		2048	1	1 Fort Street; Pion Cnty:FA-2048; M	eer Road to 13200 \$ P .83 - 1.75	South	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0		\$0	\$0	\$981,759	\$0	\$0	\$981,759	\$0	\$0	\$981,759
		STP_URB_SL		\$10,726		\$0	\$0	\$3,458,615	\$0	\$0	\$3,469,341	\$3,234,467	\$0	\$234,874
			Total	\$10,726		\$0	\$0	\$4,440,374	\$0	\$0	\$4,451,100	\$3,234,467	\$0	\$1,216,633
SALT L	20148 To E	Scoping e Adv Dt: 01	F-2066(4)7 /12/24		2066	7	2 1300 West; 9000 Cnty:FA-2066; M	South to 7800 Sout P 7.20 - 8.70	th	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$2,143	8,196	\$0	\$0	\$0	\$0	\$2,143,196	\$0	\$0	\$2,143,196
		STP_URB_SL		\$750,000	\$7,657	,701	\$0	\$0	\$0	\$0	\$8,407,701	\$7,838,500	\$0	\$569,201
			Total	\$750,000	\$9,800	,897	\$0	\$0	\$0	\$0	\$10,550,897	\$7,838,500	\$0	\$2,712,397
SALT L	14039	Advertised Adv Dt: 00	F-LC35(276 6/17/23	i)	2066	7		South to 9000 Sout P 6.65 - 7.20 & 1300	th) West; 9400 South to		construct & Wide	ning		
		LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL		\$4,997,738	\$2	2,262	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$0	\$338,500
			Total	\$4,997,738	\$2	2,262	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$0	\$338,500



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Region	PIN Status	Proie	ect No.	Rt. Bea	Len	PIN Descrip	tion / Proiect	Location	C	oncept Desc	ription		
j	Fund	,	Prior	-)24	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projec	ts											
SALT L	16923 Undr Const Adv Dt:			2068		1300 East; Wayne Cnty:FA-2068; MI	es World to Nashi L 9 .0640	ane - Draper	Re	construct & Wide	ning		
	LOCAL_GOV	т	\$0	\$1,300	,000	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,00
	STP_URB_S		\$4,043,763		\$0	\$0	\$0	\$0	\$0	\$4,043,763	\$3,770,000	\$0	\$273,763
		Total	\$4,043,763	\$1,300	,000	\$0	\$0	\$0	\$0	\$5,343,763	\$3,770,000	\$0	\$1,573,76
SALT L	21233 Funding To Be Adv Dt:	NEWPROJ	(21233)	2068	4	Sego Lily Crossir Cnty:FA-2068; M	-		Pe	destrian/Bike facil	ity		
NEW	TAP_URB_W	FRC	\$0		\$0	\$1,108,200	\$0	\$0	\$0	\$1,108,200	\$1,033,175	\$0	\$75,02
SALT L	15908 Scoping To Be Adv Dt:	F-2076(2)4		2076	4	1 1300 East; 2100 S Cnty:FA-2076; MI		ity Boundary	Re	construct no wide	ning		
	LOCAL_GOV		\$0	\$95	,000	\$363,350	\$0	\$0	\$0	\$458,350	\$0	\$0	\$458,350
	STP_URB_S		\$1,354,147	\$4,597	,385	\$2,467,017	\$0	\$0	\$0	\$8,418,549	\$7,848,613	\$0	\$569,93
		Total	\$1,354,147	\$4,692	,385	\$2,830,367	\$0	\$0	\$0	\$8,876,899	\$7,848,613	\$0	\$1,028,28
SALT L	19631 Active To Be Adv Dt:	F-2076(4)1 03/20/24		2076	1	1300 East; 4220 S Cnty:FA-2076; M	South to 4500 South 9 1.04 - 1.39		Re	construct no wide	ning		
	LOCAL_GOV		\$0	\$267		\$0	\$0	\$0	\$0	\$267,952	\$0	\$0	\$267,952
	STP_URB_S		\$634,000	\$2,583	-	\$0	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$634,000	\$2,851	,800	\$0	\$0	\$0	\$0	\$3,485,800	\$3,000,000	\$0	\$485,800
SALT L	20310 STIP To Be Adv Dt:	F-2076(5)2		2076	2	1 1300 East: 3300 S Cnty:FA-2076; MI			Ма	jor Rehabilitation	- Roadway		
	LOCAL_GOV		\$0		\$0	\$0	\$0	\$0	\$2,979,476	\$2,979,476	\$0	\$0	\$2,979,47
	STP_URB_S		\$0		\$0	\$0	\$0	\$0	\$3,985,644	\$3,985,644	\$3,715,816	\$0	\$269,828
		Total	\$0		\$0	\$0	\$0	\$0	\$6,965,120	\$6,965,120	\$3,715,816	\$0	\$3,249,30
SALT L	19676 STIP To Be Adv Dt:	F-2080(3)3		2080	3	1300 W & Shield's Cnty:FA-2080; M	s Lane Intersection 2 2.51 - 2.51	Improvements	Int	ersection Modifica	ation		
	LOCAL_GOV		\$0		\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$0	\$0	\$536,308
	STP_URB_S		\$0		\$0	\$0	\$0	\$0	\$3,239,592	\$3,239,592	\$3,020,272	\$0	\$219,320
		Total	\$0		\$0	\$0	\$0	\$0	\$3,775,900	\$3,775,900	\$3,020,272	\$0	\$755,628
SALT L	21241 Funding To Be Adv Dt:	NEWPROJ	(21241)	2082 ⁻	I2 ·	1 Highland Drive P Cnty:FA-2082; M			Pe	destrian/Bike facil	ity		
NEW	CARBON_SL		\$0		\$0	\$2,094,300	\$0	\$0	\$0	\$2,094,300	\$1,952,516	\$0	\$141,784
SALT L	18831 STIP To Be Adv Dt:	F-2093(1)4		2093	4	9000 South and 4 Cnty:FA-2093; M	50 W & Parkland D 9 4.47 - 4.66	Intersection	Int	ersection Improve	ments		
	CMAQ_WFR	0	\$0		\$0	\$0	\$2,129,000	\$0	\$0	\$2,129,000	\$1,984,867	\$0	\$144,133
	LOCAL_GOV	т	\$0		\$0	\$0	\$56,000	\$0	\$0	\$56,000	\$0	\$0	\$56,000
		Total	\$0		\$0	\$0	\$2,185,000	\$0	\$0	\$2,185,000	\$1,984,867	\$0	\$200,13



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Region	PIN Status	Projec	ct No.	Rt. Beg Len	PIN Descript	ion / Project L	ocation	C	oncept Desc	ription		
	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects	5										
SALT L	17851 Active To Be Adv Dt: 09	F-2098(1)1		2098 1	9400 South & 700 Cnty:FA-2098; MP			Int	ersection Modifica	ation		
	CMAQ_WFRC		\$1,087,842	\$1,700,960	\$0	\$0	\$0	\$0	\$2,788,802	\$2,600,000	\$0	\$188,802
	LOCAL_GOVT		\$0	\$657,498	\$0	\$0	\$0	\$0	\$657,498	\$0	\$0	\$657,498
		Total	\$1,087,842	\$2,358,458	\$0	\$0	\$0	\$0	\$3,446,300	\$2,600,000	\$0	\$846,300
SALT L	14947 Active To Be Adv Dt: 10	F-LC35(308)		2105 1	7800 So Jordan Ri Cnty:FA-2105; MP	ver Pedestrian Brid .9393	ge at 1100 W	Pe	destrian/Bicycle S	afety		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_MATC	н	\$0	\$340,000	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$340,000
	ST_TTIF_FMLM	1	\$0	\$510,000	\$0	\$0	\$0	\$0	\$510,000	\$0	\$510,000	\$0
	TAP_URB_WF	RC	\$180,000	\$167,700	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539
		Total	\$180,000	\$1,017,700	\$0	\$0	\$0	\$0	\$1,197,700	\$324,161	\$510,000	\$363,539
SALT L	20311 STIP To Be Adv Dt:	F-2107(1)21		2107 3	4000 W & South Jo Cnty:FA-2107; MP	ordan Parkway Inter 2.80 - 2.80	section	Int	ersection Modifica	ation		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,703,064	\$1,703,064	\$0	\$0	\$1,703,064
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$3,449,336	\$3,449,336	\$3,215,816	\$0	\$233,520
		Total	\$0	\$0	\$0	\$0	\$0	\$5,152,400	\$5,152,400	\$3,215,816	\$0	\$1,936,584
SALT L	19630 STIP To Be Adv Dt:	F-2108(1)0		2108	9000 South & 700 Cnty:FA-2108; MP	West Southbound I .0012	Dual Left Lanes	Int	ersection Modifica	ation		
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$2,359,755	\$2,359,755	\$2,200,000	\$0	\$159,755
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,830,993	\$2,830,993	\$0	\$0	\$2,830,993
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$1,640,812	\$1,640,812	\$1,529,729	\$0	\$111,083
		Total	\$0	\$0	\$0	\$0	\$0	\$6,831,560	\$6,831,560	\$3,729,729	\$0	\$3,101,831
SALT L	20417 Scoping Will Not Adv	S-2113(2)0		2113	2 Center Park Drive Cnty:FA-2113; MP	•	/est Jordan)	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MATC	н	\$0	\$89,831	\$0	\$0	\$0	\$0	\$89,831	\$0	\$0	\$89,831
	ST_TIF_ ACT		\$0	\$134,747	\$0	\$0	\$0	\$0	\$134,747	\$0	\$134,747	\$0
		Total	\$0	\$224,578	\$0	\$0	\$0	\$0	\$224,578	\$0	\$134,747	\$89,831
SALT L	20419 Scoping Will Not Adv	S-2116(5)3		2116 3	Fort Union Blvd; 1 Cnty:FA-2116; MP	674 E to Brookhill [2.53 - 2.77	Dr.	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MATC	н	\$0	\$159,949	\$0	\$0	\$0	\$0	\$159,949	\$0	\$0	\$159,949
	ST_TIF_ ACT		\$0	\$399,872	\$0	\$0	\$0	\$0	\$399,872	\$0	\$399,872	\$0
		Total	\$0	\$559,821	\$0	\$0	\$0	\$0	\$559,821	\$0	\$399,872	\$159,949



UDOT electronic Program Management

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		(1107 2110)						,,, .					
Region	PIN	Status	Proje	ct No.	Rt. Beg Le	n PIN Descr	iption / Projec	ct Location		Concept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	ce Cou	nty Projects											
SALT L	14034	Undr Const Adv Dt: 04	•	:)	2118 5) South to 3900 Sou MP 4.76 - 5.64 & 50		th to 3900 South	Reconstruct & Wide	ning		
		HSIP		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925
		LOCAL_GOVT		\$1,920,106	\$879,894	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$2,800,000
		LOCAL_MATCH		\$181,540	\$0	\$0	\$0	\$0	\$0	\$181,540	\$0	\$0	\$181,540
		STP_COVID_SL	-	\$2,500,000	\$0	\$0	\$0	\$0	\$0		\$2,500,000	\$0	\$0
		STP_URB_SL		\$4,681,540	\$0	\$0	\$0	\$0	\$0		\$4,364,600	\$0	\$316,940
			Total	\$9,533,186	\$879,894	\$0	\$0	\$0	\$0	\$10,413,080	\$7,097,675	\$0	\$3,315,406
SALT L	20313 To E	STIP Se Adv Dt:	F-2122(3)1		2122 1	1 5600 South; 90 Cnty:FA-2122;	0 East to 1300 East MP 1.19 - 1.80	t		Major Rehabilitation	- Roadway		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$3,145,124	\$3,145,124	\$0	\$0	\$3,145,124
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$5,433,676	\$5,433,676	\$5,065,816	\$0	\$367,860
			Total	\$0	\$0	\$0	\$0	\$0	\$8,578,800	\$8,578,800	\$5,065,816	\$0	\$3,512,984
SALT L	17838 To E	Scoping Se Adv Dt: 01	F-2124(3)1 /13/25		2124 1	Winchester an Cnty:FA-2124;				Intersection Modific	ation		
		STP_URB_SL		\$650,000	\$208,093	\$1,895,807	\$0	\$0	\$0	\$2,753,900	\$2,567,461	\$0	\$186,439
SALT L	18845	Scoping Will Not Adv	S-2128(1)6		2128 6	2 300 W; 400 S to Cnty:FA-2128;	o 2100 S - Separate MP 5.93 - 8.37	d Bike Lanes		Transportation Alter	natives		
		LOCAL_MATCH	4	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		ST_TIF_ ACT		\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	\$0
			Total	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$2,100,000	\$1,400,000
SALT L	16925 To F	Scoping Se Adv Dt: 04	F-2138(1)0		2138	1 700 West; 3300 Cnty:FA-2138;) South to 3900 Sou MP .0087	ıth		Reconstruct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$2,281,110	\$403,817	\$0	\$0	\$2,684,927	\$0	\$0	\$2,684,927
		STP_URB_SL		\$901,000	\$1,244,232	\$2,145,233	\$4,504,988	\$0	\$0	\$8,795,453	\$8,200,001	\$0	\$595,452
			Total	\$901,000	\$1,244,232	\$4,426,343	\$4,908,805	\$0	\$0	\$11,480,380	\$8,200,001	\$0	\$3,280,379
SALT L	20346 To E	STIP Se Adv Dt:	F-2142(1)2		2142 2	I-15 & 4800 Sou Cnty:FA-2142;	uth Bike Lanes; Ga MP 1.96 - 2.09	lleria Dr to 325 W		Pedestrian/Bike faci	lity		
		LOCAL_GOVT		\$0	\$236,530	\$0	\$0	\$0	\$0	\$236,530	\$0	\$0	\$236,530
		TAP_URB_WFF	RC	\$0	\$643,570	\$0	\$0	\$0	\$0	\$643,570	\$600,000	\$0	\$43,570
			Total	\$0	\$880,100	\$0	\$0	\$0	\$0	\$880,100	\$600,000	\$0	\$280,100
SALT L	19677	Scoping Will Not Adv	S-2144(1)1		2144 1	4705 South 150 Cnty:FA-2144;	00 East Full Stop Pe MP .8888	edestrian Crossing	g	Intersection Modific	ation		
		ST_TRANS_SO	L	\$0	\$297,551	\$0	\$0	\$0	\$0	\$297,551	\$0	\$297,551	\$0
SALT L	16928 To E	Scoping Be Adv Dt: 06	F-2151(1)1		2151 1	1 8000 West; 260 Cnty:FA-2151;	00 South to 3100 So MP 1.49 - 2.21	outh - Magna		Pedestrian/Bike faci	lity		
		STP_URB_SL		\$546,308	\$800,392	\$2,679,000	\$0	\$0	\$0	\$4,025,700	\$3,753,160	\$0	\$272,540



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Region	PIN Status	Projec	ct No.	Rt. Beg Lei	n PIN Descript	ion / Project	Location	C	oncept Desc	ription		
	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Project	S										
SALT L	20344 STIP To Be Adv Dt:	F-2153(1)4		2153 4	2 Anthem Park Blvd Cnty:FA-2153; MP		800 S to 13400 S	Pe	destrian/Bike facil	ity		
	LOCAL_GOVT		\$0	\$19,999	\$0	\$0	\$0	\$0	\$19,999	\$0	\$0	\$19,999
	TAP_URB_WF	RC	\$0	\$105,001	\$0	\$0	\$0	\$0	\$105,001	\$97,892	\$0	\$7,109
		Total	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$97,892	\$0	\$27,108
SALT L	21234 Funding To Be Adv Dt:	NEWPROJ(2	21234)	2153 1	3 Rosecrest Bike La Cnty:FA-2153; MP		vc	Pe	destrian/Bike facil	ity		
NEW	TAP_URB_WF	RC	\$0	\$0	\$417,900	\$0	\$0	\$0	\$417,900	\$389,608	\$0	\$28,292
SALT L	19679 Scoping To Be Adv Dt: 0	F-2146(1)8		2156 8	Cougar Lane; Niag Cnty:FA-2156; MP	gara Way to Kearn 9 8.03 - 8.30	s High Drive	Ad	ding a lane/should	ler		
	LOCAL_GOVT		\$0	\$0	\$536,308	\$0	\$0	\$0	\$536,308	\$0	\$0	\$536,308
	STP_URB_SL		\$303,000	\$126,046	\$1,838,645	\$0	\$0	\$0	\$2,267,692	\$2,114,169	\$0	\$153,523
		Total	\$303,000	\$126,046	\$2,374,954	\$0	\$0	\$0	\$2,804,000	\$2,114,169	\$0	\$689,831
SALT L	17869 Active To Be Adv Dt: 12	F-2162(2)1 2/28/23		2162	1 Cross Towne Trai Cnty:FA-2162; MP	·	ngerter Hwy	Tra	ansportation Altern	natives		
	LOCAL_GOVT		\$0	\$1,578,070	\$0	\$0	\$0	\$0	\$1,578,070	\$0	\$0	\$1,578,070
	TAP_URB_WF	RC	\$484,241	\$321,888	\$0	\$0	\$0	\$0	\$806,130	\$751,555	\$0	\$54,575
		Total	\$484,241	\$1,899,959	\$0	\$0	\$0	\$0	\$2,384,200	\$751,555	\$0	\$1,632,645
SALT L	21231 Funding To Be Adv Dt:	NEWPROJ(2	21231)	2172 8	1 3900 South Bike L Cnty:FA-2172; MP	,	d to Jordan River	Ре	destrian/Bike facil	ity		
NEW	LOCAL_GOVT		\$0	\$0	\$8,701,140	\$0	\$0	\$0	\$8,701,140	\$0	\$0	\$8,701,140
	TAP_URB_WF		\$0	\$0	\$1,211,860	\$0	\$0	\$0	\$1,211,860	\$1,129,817	\$0	\$82,043
		Total	\$0	\$0	\$9,913,000	\$0	\$0	\$0	\$9,913,000	\$1,129,817	\$0	\$8,783,183
SALT L	20420 Scoping Will Not Adv	S-2173(1)1		2173 1	1 1300 West Bike La Cnty:FA-2173; MP	· ·	nd 3900 South	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MAT	СН	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
	ST_TIF_ ACT		\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		Total	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$3,000,000	\$2,000,000
SALT L	15914 Scoping To Be Adv Dt: 03			2179	Riverfront Parkwa Cnty:FA-2179; MP	.0042			den Existing Facil			
	LOCAL_GOVT		\$0	\$90,100	\$0	\$0	\$0	\$0	\$90,100	\$0	\$0	\$90,100
	STP_URB_SL		\$200,090	\$1,550,710	\$0	\$0	\$0	\$0	\$1,750,800	\$1,632,271	\$0	\$118,529
		Total	\$200,090	\$1,640,810	\$0	\$0	\$0	\$0	\$1,840,900	\$1,632,271	\$0	\$208,629



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Region	PIN	Status	Project	No.	Rt. Beg Len	PIN Descripti	on / Project	Location	C	oncept Desc	ription		
_		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects											
SALT L	15911	Awarded Adv Dt: 02	F-2180(3)1 /11/23		2180 1	I 900 East; 3900 S to Cnty:FA-2180; MP .		econ, Millcre	Sp	ot Safety Improve	ment		
		LOCAL_GOVT		\$0	\$700,064	\$0	\$0	\$0	\$0	\$700,064	\$0	\$0	\$700,06
		LOCAL_MATCH		\$0	\$217,848	\$0	\$0	\$0	\$0	\$217,848	\$0	\$0	\$217,84
		STP_COVID_SL		3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	
		STP_URB_SL		2,187,988	\$1,632,453	\$0	\$0	\$0	\$0	\$3,820,441	\$3,561,797	\$0	\$258,6
			Total \$5	5,187,988	\$2,550,365	\$0	\$0	\$0	\$0	\$7,738,353	\$6,561,797	\$0	\$1,176,5
SALT L	21240 To B	Funding e Adv Dt:	NEWPROJ(212	40)	2186 3	Holladay Signal Op Cnty:FA-2186; MP 2		cements	Sig	nal Operations			
NEW		CARBON_SL		\$0	\$0	\$1,152,800	\$0	\$0	\$0	\$1,152,800	\$1,074,755	\$0	\$78,0
SALT L	Adv Dt: 02/18/23 LOCAL_GOVT				2189	Juniper Crest Cros Cnty:FA-2189; MP .	-	Peak Dr	Sat	fe Routes to Scho	ols		
		LOCAL_GOVT		\$0	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,0
		TAP_URB_WFR	С	\$268,154	\$0	\$0	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$18,1
			Total	\$268,154	\$280,000	\$0	\$0	\$0	\$0	\$548,154	\$250,000	\$0	\$298,1
SALT L	21239 To B	Funding e Adv Dt:	NEWPROJ(212	39)	2190 4	On-Route Charging Cnty:FA-2190; MP 4			UT	A/Transit			
NEW		CARBON_SL		\$0	\$0	\$1,608,924	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,9
		LOCAL_GOVT		\$0	\$0	\$1,391,076	\$0	\$0	\$0	\$1,391,076	\$0	\$0	\$1,391,0
			Total	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$1,500,000	\$0	\$1,500,0
SALT L	21200 To B	Funding e Adv Dt:	NEWPROJ(212	00)	2204	2000 East; 3300 So Cnty:FA-2204; MP .			Pee	destrian/Bicycle S	afety		
NEW		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$5,129,952	\$5,129,952	\$0	\$0	\$5,129,9
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,8
			Total	\$0	\$0	\$0	\$0	\$0	\$8,347,800	\$8,347,800	\$3,000,000	\$0	\$5,347,8
SALT L	17807 To B	Scoping e Adv Dt: 02/	F-2213(1)1 21/24		2213 1	Lone Peak Parkway Cnty:FA-2213; MP 1		12300 South	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$870,988	\$0	\$0	\$0	\$870,988	\$0	\$0	\$870,9
		STP_URB_SL		\$375,416	\$0	\$3,893,596	\$0	\$0	\$0	\$4,269,012	\$3,980,000	\$0	\$289,0
			Total	\$375,416	\$0	\$4,764,584	\$0	\$0	\$0	\$5,140,000	\$3,980,000	\$0	\$1,160,0
SALT L	18823 То В	Scoping e Adv Dt: 09/	F-2215(1)0 11/23		2215	I 3650 South; 2700 W Cnty:FA-2215; MP .			Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	:
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_SL@	1 \$´	,488,238	\$4,283,251	\$0	\$0	\$0	\$0	\$5,771,489	\$5,771,489	\$0	
		ST_TTIF_FMLM		\$663	\$2,193,448	\$0	\$0	\$0	\$0	\$2,194,111	\$0	\$2,194,111	



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Region	PIN	Status	Proje	ct No.	Rt. Beg Ler	N PIN Descripti	ion / Project L	ocation	С	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Coun	ty Projects											
SALT L	18816		F-2218(1)0 03/25		2218	Bengal Boulevard Cnty:FA-2218; MP	•	ntersection	Inf	ersection Improve	ments		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$10,000
	:	STP_URB_SL		\$10,000	\$0	\$0	\$0	\$0	\$2,124,200	\$2,134,200	\$1,989,715	\$0	\$144,485
			Total	\$10,000	\$0	\$0	\$0	\$0	\$2,134,200	\$2,144,200	\$1,989,715	\$0	\$154,485
SALT L	16948		F-2224(1)0 /08/23		2224	2600 East Sidewall Cnty:FA-2224; MP	,	40 South	Pe	destrian/Bike facil	ity		
		LOCAL_GOVT		\$0	\$167,000	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$167,000
		TAP_URB_WFR	C	\$415,000	\$0	\$0	\$0	\$0	\$0	\$415,000	\$386,905	\$0	\$28,096
			Total	\$415,000	\$167,000	\$0	\$0	\$0	\$0	\$582,000	\$386,905	\$0	\$195,096
SALT L	17806 То Ве	Active Adv Dt: 08/	F-2233(1)1 29/23		2233 1	1 Parkway Blvd (270 Cnty:FA-2233; MP		West	Re	construct & Wider	ning		
	I	LOCAL_GOVT		\$0	\$3,615,135	\$0	\$0	\$0	\$0	\$3,615,135	\$0	\$0	\$3,615,135
	:	STP_URB_SL		\$2,969,000	\$4,615,865	\$0	\$0	\$0	\$0	\$7,584,865	\$7,071,370	\$0	\$513,495
			Total	\$2,969,000	\$8,231,000	\$0	\$0	\$0	\$0	\$11,200,000	\$7,071,370	\$0	\$4,128,630
SALT L	17867 То Ве	Scoping Adv Dt: 10/	F-2236(1)2 24/23		2236 2	2820 South; 7440 V Cnty:FA-2236; MP			Sa	fe Sidewalk			
	I	LOCAL_GOVT		\$0	\$552,075	\$0	\$0	\$0	\$0	\$552,075	\$0	\$0	\$552,075
		TAP_URB_WFR	с	\$446,500	\$1,056,049	\$0	\$0	\$0	\$0	\$1,502,549	\$1,400,826	\$0	\$101,723
			Total	\$446,500	\$1,608,124	\$0	\$0	\$0	\$0	\$2,054,624	\$1,400,826	\$0	\$653,798
SALT L	20312 To Be	STIP Adv Dt:	F-2238(2)0		2238	1 7200 West; 3500 S Cnty:FA-2238; MP	•••	Drive	Ма	ajor Rehabilitation	- Roadway		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,023,640	\$2,023,640	\$0	\$0	\$2,023,640
	:	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$5,058,260	\$5,058,260	\$4,715,816	\$0	\$342,444
			Total	\$0	\$0	\$0	\$0	\$0	\$7,081,900	\$7,081,900	\$4,715,816	\$0	\$2,366,084
SALT L	21130 To Be	Scoping Adv Dt: 02/	F-2240(5)0 29/24		2240	4700 South; 5400 V Cnty:FA-2240; MP			Re	construct & Wider	ning		
	l	HIP_COMUNITY		\$200,000	\$1,945,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
SALT L	11085	Undr Const Adv Dt: 04	• • •		2240	2 4700 South; 4000 V Cnty:FA-2240; MP			Re	construct & Wider	ning		
		HIP_COMUNITY		\$5,363,081	\$0	\$0	\$0	\$0	\$0	\$5,363,081	\$5,000,000	\$0	\$363,081
		LOCAL_GOVT		\$33,764	\$5,458,958	\$0	\$0	\$0	\$0	\$5,492,722	\$0	\$0	\$5,492,722
	:	STP_URB_SL		\$15,204,377	\$0	\$0	\$0	\$0	\$0	\$15,204,377	\$14,175,040	\$0	\$1,029,336
			Total	\$20,601,221	\$5,458,958	\$0	\$0	\$0	\$0	\$26,060,179	\$19,175,040	\$0	\$6,885,139



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Region	PIN Status	Project N	о.	Rt. Beg Ler	n PIN Descrip	tion / Project I	_ocation	С	oncept Desc	ription		
	Fund	P	rior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projec	ts										
SALT L	20422 Scoping Will Not Adv	S-2250(1)6		2250 6	1 400 S Viaduct Mu Cnty:FA-2250; Mi			Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MA		\$0	\$4,237,333	\$0	\$0	\$0	\$0	\$4,237,333	\$0	\$0	\$4,237,333
	ST_TTIF_FM		\$0	\$6,356,000	\$0	\$0	\$0	\$0	\$6,356,000	\$0	\$6,356,000	\$0
		Total	\$0	\$10,593,333	\$0	\$0	\$0	\$0	\$10,593,333	\$0	\$6,356,000	\$4,237,333
SALT L	20309 STIP To Be Adv Dt:	F-2258(3)5		2258 5	1 900 West; North T Cnty:FA-2258; MI	•		Ма	ijor Rehabilitation	- Roadway		
	LOCAL_GOV	т	\$0	\$0	\$0	\$0	\$0	\$4,239,529	\$4,239,529	\$0	\$0	\$4,239,529
	STP_URB_S	L	\$0	\$0	\$0	\$0	\$0	\$3,449,336	\$3,449,336	\$3,215,816	\$0	\$233,520
		Total	\$0	\$0	\$0	\$0	\$0	\$7,688,865	\$7,688,865	\$3,215,816	\$0	\$4,473,049
SALT L	20323 STIP To Be Adv Dt:	F-2258(4)4		2258 4	Salt Lake Green E Cnty:FA-2258; MI	Bike Share Expansio P 4.23 - 4.23	n	Pe	destrian/Bike facil	ity		
	CMAQ_WFR	C	\$0	\$0	\$0	\$0	\$0	\$476,718	\$476,718	\$444,444	\$0	\$32,274
	LOCAL_GO	тт	\$0	\$0	\$0	\$0	\$0	\$166,852	\$166,852	\$0	\$0	\$166,852
		Total	\$0	\$0	\$0	\$0	\$0	\$643,570	\$643,570	\$444,444	\$0	\$199,126
SALT L	21222 Funding To Be Adv Dt:	NEWPROJ(21222	2)	2258 4	Salt Lake Green E Cnty:FA-2258; MI	Bike Share Expansio 9 4.21 - 4.21	'n	Ре	destrian/Bike facil	ity		
NEW	CMAQ_WFR	C	\$0	\$0	\$0	\$0	\$0	\$688,298	\$688,298	\$641,700	\$0	\$46,598
	LOCAL_GO		\$0	\$0	\$0	\$0	\$0	\$1,702	\$1,702	\$0	\$0	\$1,702
		Total	\$0	\$0	\$0	\$0	\$0	\$690,000	\$690,000	\$641,700	\$0	\$48,300
SALT L	20397 Scoping Will Not Adv	S-2266(3)6		2266 6	Parleys Trail Gap Cnty:FA-2266; MI	In Sugar House (Sa 9 5.85 - 6.30	It Lake City)	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MA	тсн	\$0	\$633,333	\$0	\$0	\$0	\$0	\$633,333	\$0	\$0	\$633,333
	ST_TIF_ ACT	• 	\$0	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$950,000	\$0
		Total	\$0	\$1,583,333	\$0	\$0	\$0	\$0	\$1,583,333	\$0	\$950,000	\$633,333
SALT L	16944 Scoping To Be Adv Dt:	F-2266(2)2 07/26/24		2266 2	Highland Drive & Cnty:FA-2266; MI	4500 South Intersec 2.43 - 2.43	tion Imp	Int	ersection Modifica	ation		
	CMAQ_PM2.	5	\$0	\$1,287,139	\$0	\$0	\$0	\$0	\$1,287,139	\$1,200,000	\$0	\$87,139
	CMAQ_WFR		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_GOV		\$0	\$1,309,861	\$0	\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$1,309,861
		Total	\$0	\$2,597,000	\$0	\$0	\$0	\$0	\$2,597,000	\$1,200,000	\$0	\$1,397,000
SALT L	20416 Scoping Will Not Adv	S-2292(1)13		2292 13	1 Emigration Cyn R Cnty:FA-2292; Mi		necrest Cyn Rd	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MA		\$0	\$2,104,840	\$0	\$0	\$0	\$0	\$2,104,840	\$0	\$0	\$2,104,840
	ST_TIF_ ACT		\$0	\$3,157,260	\$0	\$0	\$0	\$0	\$3,157,260	\$0	\$3,157,260	\$0
		Total	\$0	\$5,262,100	\$0	\$0	\$0	\$0	\$5,262,100	\$0	\$3,157,260	\$2,104,840



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Region	PIN	Status	Project No.		Rt. Beg Le	n PIN Descri	ption / Projec	t Location	C	oncept Desc	ription		
	F	und	Pri	or	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County	/ Projects	i										
SALT L	21203 To Be 2		NEWPROJ(21203)		2292 12	-	n Cyn to 9698 Emig MP 12.10 - 15.52	ration Cyn	Sp	ot Safety Improve	ment		
NEW	LC	DCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$3,301,052	\$3,301,052	\$0	\$0	\$3,301,052
	ST	FP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total	\$0	\$0	\$0	\$0	\$0	\$6,518,900	\$6,518,900	\$3,000,000	\$0	\$3,518,900
SALT L	19684 To Be 2	STIP Adv Dt:	F-2322(1)4		2322 4	East Downtown Cnty:FA-2322;	n 200 So Transit Hul MP 3.64 - 3.79	o (400 E to 300 E)	UT	A/Transit			
	CI	MAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
	LC	OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$918,684	\$918,684	\$0	\$0	\$918,684
			Total	\$0	\$0	\$0	\$0	\$0	\$1,991,300	\$1,991,300	\$1,000,000	\$0	\$991,300
SALT L	20424 Will	Scoping Not Adv	S-2324(1)0		2324	1 West Temple W Cnty:FA-2324;	/alk Bike Transit Co MP .0075	nnections	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_	PASS_MATC	н	\$0	\$884,000	\$0	\$0	\$0	\$0	\$884,000	\$0	\$0	\$884,000
	ST	[_TTIF_FMLM		\$0	\$1,326,000	\$0	\$0	\$0	\$0	\$1,326,000	\$0	\$1,326,000	\$0
			Total	\$0	\$2,210,000	\$0	\$0	\$0	\$0	\$2,210,000	\$0	\$1,326,000	\$884,000
SALT L	20423 Will	Scoping Not Adv	S-2330(2)3		2330 3	1 North Temple A Cnty:FA-2330;	Active Transportatio MP 2.98 - 3.73	n Project	Lo	cal/MPO/Other Ag	ency Pass-Through		
		PASS_MATC		\$0	\$2,200,000		\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$2,200,000
	ST	I_TTIF_FMLM		\$0	\$3,300,000		\$0	\$0	\$0	\$3,300,000	\$0	\$3,300,000	\$0
			Total	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$5,500,000	\$0	\$3,300,000	\$2,200,000
SALT L	17850 To Be 2	STIP Adv Dt:	F-2330(1)1		2330 1	SLC West Inter Cnty:FA-2330;			UT	A/Transit			
		MAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$0	\$101,663
		DCAL_GOVT		\$0	\$0		\$0	\$0	\$0	\$2,698,637	\$0	\$0	\$2,698,637
	S	TP_URB_SL		\$0	\$0		\$2,270,092	\$0	\$0	\$2,270,092	\$2,116,407	\$0	\$153,685
			Total	\$0	\$0	\$4,200,300	\$2,270,092	\$0	\$0	\$6,470,392	\$3,516,407	\$0	\$2,953,985
SALT L	19633 To Be 2		F-2354(3)1		2354 1	Cnty:FA-2354;		. ,		jor Rehabilitation			
		DCAL_GOVT		\$0	\$0		\$0	\$0	\$1,462,752	\$1,462,752	\$0	\$0	\$1,462,752
	S	TP_URB_SL		\$0	\$0		\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total	\$0	\$0	\$0	\$0	\$0	\$4,680,600	\$4,680,600	\$3,000,000	\$0	\$1,680,600
SALT L		Scoping Not Adv	S-R299(244)		MULT	US-89; MP 375.	Street Interchange R 64 - 375.91 & I-80; N	IP 122.93 - 123.46	PE				
		[_HB377/TF		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	S	r_tif		\$0	\$500,000		\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
			Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$



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Region	PIN Status	Project	No.	Rt. Beg Len	PIN Descrip	otion / Project	_ocation	C	oncept Desc	ription		
J	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Project	S										
SALT L	15688 Undr Const Adv Dt:	F-I80-3(193)12	25	MULT	,	300 E and I-215; 3300 127.57 & I-215; MP 1		н	igh Volume			
	NHPP_BR	\$1	13,700,000	\$0	\$0	\$0	\$0	\$0	\$13,700,000	\$12,772,510	\$927,490	\$0
	NHPP_IM	\$3	36,264,817	\$0	\$0	\$0	\$0	\$0	\$36,264,817	\$34,154,205	\$2,110,612	\$0
	STP_BRIDGE		12,127,013	\$0	\$0	\$0	\$0	\$0	\$12,127,013	\$11,306,014	\$820,999	\$0
	STP_FLX_ST	\$8	33,556,616	\$30,659,344	\$0	\$0	\$0	\$0	\$114,215,960	\$106,483,540	\$7,732,421	\$0
	ST_RET_ROW	\$	\$4,191,931	\$279	\$0	\$0	\$0	\$0	\$4,192,210	\$0	\$4,192,210	\$0
		Total \$14	19,840,377	\$30,659,623	\$0	\$0	\$0	\$0	\$180,500,000	\$164,716,269	\$15,783,731	\$0
SALT L	16490 Scoping To Be Adv Dt: 1	F-I215(197)11 2/21/23		MULT		TRAX over I-215 Brid 11.19 & I-215; MP 11			eplacement and Re 10 - 1.08	habilitation - Struc	ture	
	NHPP_BR		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_BRIDGE	\$	\$1,071,000	\$6,529,000	\$0	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
		Total \$	\$1,071,000	\$6,529,000	\$0	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
SALT L		Be Adv Dt: 04/06/26			•	wy to Porter Rockwo 12.46 & SR-85; MP 3		N	ew Capacity			
	ST_CONCPT_	D2	\$45,649	\$0	\$0	\$0	\$0	\$0	\$45,649	\$0	\$45,649	\$0
	ST_TIF		\$317,977	\$4,682,023	\$7,500,000	\$22,500,000	\$0	\$455,000,000	\$490,000,000	\$0	\$490,000,000	\$0
		Total	\$363,626	\$4,682,023	\$7,500,000	\$22,500,000	\$0	\$455,000,000	\$490,045,649	\$0	\$490,045,649	\$0
SALT L	18843 Active Will Not Adv	S-2354(1)2		MULT	SR-268; MP .00 -	ent Transit Network	MP 1.72 - 3.09	U	TA/Transit			
	LOCAL_MATO		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MAT	СН	\$0	\$152,000	\$0	\$0	\$0	\$0	\$152,000	\$0	\$0	\$152,000
	ST_TTIF		\$0	\$228,000	\$0	\$0	\$0	\$0	\$228,000	\$0	\$228,000	\$0
		Total	\$0	\$380,000	\$0	\$0	\$0	\$0	\$380,000	\$0	\$228,000	\$152,000
SALT L	18844 Scoping Will Not Adv	S-2354(2)1		MULT		Transportation Imp IP .99 - 3.09 & SR-268		Ti	ransportation Alter	natives		
	LOCAL_MATO	H	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MAT	СН	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
			\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0
	ST_TIF_ ACT		ψυ	+_,,	• -							
	SI_IIF_ACI	Total	\$0 \$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$2,400,000	\$1,600,000
SALT L	SI_IIF_ ACI 18847 Scoping Will Not Adv	Total S-2066(3)10			\$0	to 4800 S - Active Tra			\$4,000,000 ransportation Alter		\$2,400,000	\$1,600,000
SALT L	18847 Scoping	S-2066(3)10		\$4,000,000	\$0 1300 W; 6400 S f	to 4800 S - Active Tra					\$2,400,000 \$0	\$1,600,000 \$1,120,000
SALT L	18847 Scoping Will Not Adv	S-2066(3)10	\$0	\$4,000,000 MULT	\$0 1300 W; 6400 S f Cnty:FA-2066; M	to 4800 S - Active Tra IP 10.03 - 11.72	nsportation	T	ransportation Alter	natives		



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Region		Project No.	-	•	ption / Project I			oncept Desc	•		
	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects	5									
SALT L	19504 Scoping To Be Adv Dt: 03	F-0201(56)14	MULT	•	tations on SR-201 and 57 - 13.92 & SR-172; N		Preservation - Structure				
	NHPP BR	\$950,000	\$400,000	\$0	\$0	\$0	\$0	\$1,350,000	\$1,258,605	\$91,395	\$0
	STP_BRIDGE	\$1,010,100	\$7,139,900	\$0	\$0	\$0	\$0	\$8,150,000	\$7,598,245	\$551,755	\$0
		Total \$1,960,100	\$7,539,900	\$0	\$0	\$0	\$0	\$9,500,000	\$8,856,850	\$643,150	\$0
SALT L	19632 STIP To Be Adv Dt:	F-R299(421)	MULT		nal Timing and Optim IP 1.51 - 4.25 & SR-48		Tr	affic Signal Coord	nation		
	CARBON_SL	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$559,380	\$40,620	\$0
	STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total \$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$559,380	\$40,620	\$0
SALT L	20415 Advertised Adv Dt: 0	S-0154(250)4)2/16/23	MULT		way South Interchang I - 11.43 & SR-154; MI			F - Transportation 40	Investment Fund		
	ST_TIF	\$0	\$43,646,603	\$177,105,000	\$0	\$0	\$0	\$220,751,603	\$0	\$220,751,603	\$0
	ST_TIF_HB433	\$224,391	\$9,629,005	\$37,895,000	\$0	\$0	\$0	\$47,748,397	\$0	\$47,748,397	\$0
		Total \$224,391	\$53,275,609	\$215,000,000	\$0	\$0	\$0	\$268,500,000	\$0	\$268,500,000	\$0
SALT L	20430 Scoping Will Not Adv	S-0186(46)1	MULT	Bicycle Lanes u SR-186; MP 1.18	p Capitol Hill 3 - 1.50 & Cnty:FA-214	8; MP 6.84 - 7.14	Lo	ocal/MPO/Other Ag	ency Pass-Throug	h	
	L_PASS_MATC		\$270,734	\$0	\$0	\$0	\$0	\$270,734	\$0	\$0	\$270,734
	ST_TTIF_FMLM		\$406,102	\$0	\$0	\$0	\$0	\$406,102	\$0	\$406,102	\$0
		Total \$0	\$676,836	\$0	\$0	\$0	\$0	\$676,836	\$0	\$406,102	\$270,734
SALT L	20518 Undr Const Adv Dt: 1	S-0154(103)10 1/05/22	MULT		way Aqueduct Protec 3 - 10.91 & SR-154; MI		Ot	her			
	ST_TIF	\$1,283,703	\$1,716,297	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
SALT L	21097 Scoping To Be Adv Dt: 01	S-R299(479) ./31/24	MULT		nyon Variable Messa 58 & SR-209; MP 15		IT	S Communication			
	ST_TIF	\$0	\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$3,200,000	\$0
SALT L	20777 Funding To Be Adv Dt:	NEWPROJ(20777)	MULT	-	k Replacements and I - 132.91 & FROM SR-'			habilitation or Rep 9 130.37 - 131.03	placement		
NEW	NHPP_BR	\$0	\$0	\$0	\$21,700,000	\$0	\$0	\$21,700,000	\$20,230,910	\$1,469,090	\$0
	STP_BRIDGE	\$0	\$0	\$0	\$3,800,000	\$0	\$0	\$3,800,000	\$3,542,740	\$257,260	\$0
	ST_BRIDGE	\$0	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000	\$0	\$3,100,000	\$0
	ST_TIF_PRS_S		\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
		Total \$0	\$0	\$4,500,000	\$25,500,000	\$0	\$0	\$30,000,000	\$23,773,650	\$6,226,350	\$0



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egion	PIN	Status	Project No.	Rt. Beg Len	PIN Descrip	otion / Project L	ocation	C	oncept Desc	ription		
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
alt Lak	te Cou	Inty Projects										
SALT L	7703	Undr Const Will Not Adv	MP-0182(6)	MULT	MVC; Salt Lake (MVC; Salt Lake (•		St	affing Support			
		LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		L_BETTERMEN	T \$38,333,979	\$0	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,97
		ST_BONDS_MV	C \$55,800,000	\$0	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$
		ST_CHF_TIF	\$193,845,199	\$0	\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$
		ST_CONST	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$
		ST_GF_CHN	\$128,755,865	\$0	\$0	\$0	\$0	\$0	\$128,755,865	\$0	\$128,755,865	\$
		ST_GF_TIF	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$
		ST_TIF	\$6,950,038	\$12,990,741	\$0	\$0	\$0	\$0	\$19,940,779	\$0	\$19,940,779	\$
			Total \$431,685,081	\$12,990,741	\$0	\$0	\$0	\$0	\$444,675,822	\$0	\$406,341,843	\$38,333,97
SALT L	7704	Undr Const Will Not Adv	S-0085(1)0	MULT	·	TRANSMISSION LOC TRANSMISSION LOC		4700 SOUTH)				
		ST_APPROP	\$317,788	\$0	\$0	\$0	\$0	\$0	\$317,788	\$0	\$317,788	\$
		ST_CHF_TIF	\$48,315,844	\$1,818,669	\$0	\$0	\$0	\$0	\$50,134,512	\$0	\$50,134,512	\$
		ST_GF_CHN	\$31,952,390	\$0	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$31,952,390	\$
			Total \$80,586,021	\$1,818,669	\$0	\$0	\$0	\$0	\$82,404,690	\$0	\$82,404,690	\$
SALT L	8312	Undr Const Will Not Adv	S-0085(4)0	MULT		OR AND FILTERS OR AND FILTERS						
		ST_CHF_TIF	\$3,131,368	\$968,632	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$4,100,000	\$
SALT L	8601		F-0210(16)0 7/30/22	MULT	WASATCH BOULEVARD & 7650 SOUTH WASATCH BLVD AND 7650 SO.			Transportation Alternatives				
		CMAQ_PM2.5	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$121,199	\$0	\$8,80
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		STP_URB_SL	\$1,223,285	\$4,218	\$0	\$0	\$0	\$0	\$1,227,503	\$1,144,401	\$83,102	\$
			Total \$1,353,285	\$4,218	\$0	\$0	\$0	\$0	\$1,357,503	\$1,265,600	\$83,102	\$8,80
SALT L	16382	Scoping Will Not Adv	S-0154(97)10	MULT	•	inges on Bangerter H 0 - 17.40 & SR-154; M	•	U	ograde Existing At-	Grade Intersection	ı	
		ST_TIF	\$34,905,000	\$9,000,000	\$15,000,000	\$28,105,000	\$0	\$0	\$87,010,000	\$0	\$87,010,000	\$
		ST_TIF_HB433	\$25,895,000	\$0	\$0	\$0	\$0	\$0	\$25,895,000	\$0	\$25,895,000	\$
			Total \$60,800,000	\$9,000,000	\$15,000,000	\$28,105,000	\$0	\$0	\$112,905,000	\$0	\$112,905,000	\$
SALT L	16922	Scoping Will Not Adv	F-2104(1)1	MULT		0 West to Bangerter H P 1.24 - 3.19 & Cnty:F			ocument EA/EIS			
		LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$927,384	\$927,384	\$0	\$0	\$927,38
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,61
			Total \$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$1,000,00



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Region	PIN Status	Project No.	Rt. Beg Len	PIN Descrip	tion / Project	Location	С	oncept Desci	ription		
	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
	e County Project	S									
SALT L	16943 Scoping To Be Adv Dt: 0	F-2038(1)1 3/29/27	MULT		Iroad Bridge to Red P .92 - 2.17 & Cnty:			destrian/Bike facili	ity		
	CARBON_SL	\$0	\$0	\$0	\$1,142,002	\$0	\$0	\$1,142,002	\$1,064,688	\$0	\$77,31
	CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total \$0	\$0	\$0	\$1,142,002	\$0	\$0	\$1,142,002	\$1,064,688	\$0	\$77,31
SALT L	17842 Scoping Will Not Adv	F-R299(344)	MULT	•	ctor BRT; Atherton 1.71 & SR-266; MP			A/Transit 8.74			
	CMAQ_PM2.5	\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
	FTASEC_5309	\$0	\$0	\$0	\$0	\$0	\$80,687,500	\$80,687,500	\$64,550,000	\$16,137,500	\$(
	LOCAL_GOVT	\$0	\$11,000,000	\$0	\$0	\$0	\$0	\$11,000,000	\$0	\$0	\$11,000,000
	LOCAL_INKIN	D \$0	\$4,650,000	\$0	\$0	\$0	\$0	\$4,650,000	\$0	\$0	\$4,650,00
	ST_TTIF	\$22,800,000		\$0	\$0	\$0	\$0	\$22,800,000	\$0	\$22,800,000	\$
		Total \$22,800,000	\$17,795,232	\$0	\$0	\$0	\$80,687,500	\$121,282,732	\$66,550,000	\$38,937,500	\$15,795,232
SALT L	18818 STIP To Be Adv Dt:	F-R299(392)	MULT	SR-172; MP 4.00	for Transit, Freight - 9.22 & Cnty:FA-23 SR-71; MP .0000			MS 9 .0033 & SR-111	; MP .00 - 10.60 & S	SR-71; MP .0000	& SR-71;
	STP_URB_SL	\$0	\$0	\$0	\$690,000	\$0	\$0	\$690,000	\$643,287	\$46,713	\$
SALT L	18819 STIP To Be Adv Dt:	F-R299(393)	MULT	-	Equipment for Tra - 9.22 & Cnty:FA-23			A/Transit 0.60 & SR-71; MP .	.00 - 22.47 & Cnty:I	FA-2358; MP .003	33
	STP_URB_SL	\$0	\$255,000	\$0	\$0	\$0	\$0	\$255,000	\$237,737	\$0	\$17,264
SALT L	19569 STIP To Be Adv Dt:	F-R299(419)	MULT	MP .0000 & Cn	8.12 & SR-173; MP ty:FA-2036; MP 1.0	6 - 3.24	73; MP 7.26 - 9.27		-		
	STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$790,000	\$790,000	\$736,517	\$53,483	\$(
SALT L	19629 STIP To Be Adv Dt:	F-R299(420)	MULT	Cnty:FA-2161; M	266, 5400 So., SR-4 P 1.01 - 4.25 & SR-1 034; MP 2.62 - 3.17	173; MP 1.69 - 5.04	& SR-48; MP .00 -			Cnty:FA-2034; MP	3.18 -
	STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$790,000	\$790,000	\$736,517	\$53,483	\$(
SALT L	19634 Undr Const Adv Dt:	F-0085(20)7 11/12/22	MULT	NB Acceleration SR-85; MP 6.56 -	Lane from Rosecre 6.66			lding a lane/should	ler		
	LOCAL_GOVT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_URB_SL	\$1,513,086		\$0	\$0	\$0	\$0	\$1,513,086	\$1,410,650	\$102,436	\$
	ST_PVMT	\$0		\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$
		Total \$1,513,086	\$5,000	\$0	\$0	\$0	\$0	\$1,518,086	\$1,410,650	\$107,435	\$(
SALT L	19678 Scoping Will Not Adv	F-R299(422)	MULT	https://www.rideu	ntain Transit Enviro Ita.com/About-UTA	Active-Projects/P	oint-of-the-Mount	-			
	LOCAL_GOVT			\$0	\$0	\$0	\$0	\$5,854,768	\$0	\$0	\$5,854,768
	STP_URB_SL	\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total \$0	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	\$2,000,000	\$0	\$6,000,00



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Region	PIN Status	Project No.	Rt. Beg Le	n PIN Descript	ion / Project	Location	C	oncept Desc	ription		
	Fund	Prio	r 2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects	5									
SALT L	20315 STIP	F-R299(444)	MULT	Midvalley Connect				TA/Transit			
	To Be Adv Dt:			Operations for the Redwood Road Ca				onnecting Murray	Central Station, Salt	Lake Community	College's
	CARBON_SL	:	\$0 \$2,376,720	\$0	\$0	\$0	\$0	\$2,376,720	\$2,215,816	\$160,904	\$(
	CMAQ_WFRC	:	\$0 \$2,467,017	\$0	\$0	\$0	\$0	\$2,467,017	\$2,300,000	\$167,017	\$
	LOCAL_GOVT		\$0 \$26,658,320	\$0	\$0	\$0	\$0	\$26,658,320	\$0	\$0	\$26,658,32
	STP_URB_SL		\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0 \$31,502,057	\$0	\$0	\$0	\$0	\$31,502,057	\$4,515,816	\$327,921	\$26,658,32
SALT L	20340 STIP	F-R299(446)	MULT	Utah Lake Distribu	tion Canal Trail So	. Segment	Pe	edestrian/Bike faci	ity		
	To Be Adv Dt:			Construct Missing	Trail Connection t	o the Jordan Val	ley Transit Oriente	d District (JVTOD)	with the Jordan Val	ley Medical Cente	r (hospital), a
	TAP URB WFF		\$0 \$167,000	community college \$0	e, a high school, va \$0	arious residential \$0	l communities, and \$0	l recreational facili \$167,000	ties \$155,694	\$0	\$11,30
			\$0 \$167,000	\$U	\$ 0	\$U	\$0	\$167,000	\$155,694	\$U	\$11,300
SALT L	20345 Scoping	F-2116(4)3	MULT	Fort Union Blvd Pe	edestrian Hybrid B	eacon	Pe	edestrian/Bike faci	ity		
	To Be Adv Dt: 04			Cnty:FA-2116; MP	•						
	TAP_URB_WFF	RC \$10,0	00 \$477,000	\$0	\$0	\$0	\$0	\$487,000	\$454,030	\$0	\$32,970
SALT L	21198 Funding	NEWPROJ(21198)	MULT	Fort Union Blvd; P	ippen Drive to 316	0 East	Pe	edestrian/Bicycle S	afety		
	To Be Adv Dt:	. ,		Cnty:FA-2116; MP	4.66 - 5.24 & Cnty:	FA-2116; MP 4.60	6 - 4.67				
NEW	LOCAL_GOVT		\$0 \$0	\$0	\$0	\$0	\$3,010,560	\$3,010,560	\$0	\$0	\$3,010,560
	STP_URB_SL		\$0 \$0	\$0	\$0	\$0	\$2,681,540	\$2,681,540	\$2,500,000	\$0	\$181,540
		Total	\$0 \$0	\$0	\$0	\$0	\$5,692,100	\$5,692,100	\$2,500,000	\$0	\$3,192,100
SALT L	21199 Funding	NEWPROJ(21199)	MULT	Pioneer Road; 130	0 East to 1650 Eas	t	Re	econstruct & Wide	ning		
	To Be Adv Dt:			Cnty:FA-2072; MP							
NEW	LOCAL_GOVT		\$0 \$0	\$0	\$0	\$0	\$1,376,452	\$1,376,452	\$0	\$0	\$1,376,452
	STP_URB_SL		\$0 \$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$0 \$0	\$0	\$0	\$0	\$4,594,300	\$4,594,300	\$3,000,000	\$0	\$1,594,300
SALT L	21202 Funding	NEWPROJ(21202)	MULT	2700 South; 8054 \	Nest to 8000 West		Pe	edestrian/Bicycle S	afety		
	To Be Adv Dt:			Cnty:FA-2236; MP			-	-	i0		
NEW	LOCAL_GOVT		\$0 \$0	\$0	\$0	\$0	\$303,252	\$303,252	\$0	\$0	\$303,252
	STP_URB_SL		\$0 \$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$0 \$0	\$0	\$0	\$0	\$3,521,100	\$3,521,100	\$3,000,000	\$0	\$521,100
SALT L	18885 Scoping Will Not Adv	F-R299(401)	OTHER	Northwest Quadra New Salt Lake Gar	•		Fr	eight			
	FA_INFRA@10	0 :	\$0 \$13,647,228	\$0	\$0	\$0	\$0	\$13,647,228	\$13,647,228	\$0	\$0
	L_PASS_MATC		\$0 \$10,259,246	\$0	\$0	\$0	\$0	\$10,259,246	\$0	\$0	\$10,259,246
	OTHER		\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0 \$23,906,474	\$0	\$0	\$0	\$0	\$23,906,474	\$13,647,228	\$0	\$10,259,246



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STIP 2024-2029

epm345_st	ip_repo	rt (Rev 2179)				Report	Run on: Jul 11, 20	23, 06:48 A.M.					
Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Descript	ion / Project L	ocation	Co	oncept Desci	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	inty Projects											
SALT L	18969	Scoping Will Not Adv	S-R299(405))	OTHER	7300 West Corrido	or Study Id a new route for th	a automaian of SD	Planning				
		LOCAL_GOVT		\$11,695	\$0	\$0	so	\$0	\$0	\$11,695	\$0	\$0	\$11,695
		ST_CONT_R2		\$45,540	\$14,460	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$60,000	\$0 \$0	\$60,000	\$0
		ST_SB115		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0 \$0	\$300,000	\$0
			Total	\$357,236	\$14,460	\$0	\$0	\$0	\$0	\$371,695	\$0	\$360,000	\$11,695
SALT L	19472	Scoping	S-R299(416))	OTHER	SR-111; Herriman	Pkwy to 11800 S		Nev	v Capacity			
		Will Not Adv		, ,		7300 W; Herriman							
		ST_TIF_HB433		\$849,526	\$6,900,474	\$34,000,000	\$8,000,000	\$0	\$0	\$49,750,000	\$0	\$49,750,000	\$0
SALT L	19736	Undr Const Will Not Adv	S-R299(426))	OTHER	U&SL Canal SUP; U&SL Canal SUP	Midway Dr to 6200 S	5	Tra	nsportation Alterr	natives		
		L_PASS_MATC	н	\$0	\$680,000	\$0	\$0	\$0	\$0	\$680,000	\$0	\$0	\$680,000
		ST_TIF_ACT		\$2,720,000	\$0	\$0	\$0	\$0	\$0	\$2,720,000	\$0	\$2,720,000	\$0
			Total	\$2,720,000	\$680,000	\$0	\$0	\$0	\$0	\$3,400,000	\$0	\$2,720,000	\$680,000
SALT L	20398	Scoping Will Not Adv	S-R299(451))	OTHER	Midvale Canal Trai Midvale Canal Trai	· · · ·		Loc	al/MPO/Other Age	ency Pass-Through		
		L_PASS_MATC	н	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
		ST_TIF_ ACT		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
			Total	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$600,000	\$400,000
SALT L	20421	Scoping Will Not Adv	S-R299(452))	OTHER	4000 South Millcre 4000 South Millcre	•		Loc	al/MPO/Other Age	ency Pass-Through		
		L_PASS_MATC	н	\$0	\$1,006,800	\$0	\$0	\$0	\$0	\$1,006,800	\$0	\$0	\$1,006,800
		ST_TIF_ ACT		\$1,510,200	\$0	\$0	\$0	\$0	\$0	\$1,510,200	\$0	\$1,510,200	\$0
			Total	\$1,510,200	\$1,006,800	\$0	\$0	\$0	\$0	\$2,517,000	\$0	\$1,510,200	\$1,006,800
SALT L	20432	Scoping Will Not Adv	S-R299(455))	OTHER	Utah and Salt Lake	e Canal SUP; 8000 W	to 2600 S	Loc	al/MPO/Other Age	ency Pass-Through		
		L_PASS_MATC	н	\$0	\$540,000	\$0	\$0	\$0	\$0	\$540,000	\$0	\$0	\$540,000
		ST_TIF_ ACT		\$0	\$2,160,000	\$0	\$0	\$0	\$0	\$2,160,000	\$0	\$2,160,000	\$0
			Total	\$0	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,160,000	\$540,000
SALT L	20720	Scoping Will Not Adv	S-R299(465))	OTHER	12600 S at SR-111 12600 South	Environmental		Doo	cument EA/EIS			
		ST_TIF_HB433		\$17,189	\$232,811	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	14939 To	Scoping Be Adv Dt: 10,	F-LC35(300))	OTHER	-	reek Trail; Connor S ourse between Conn			nsportation Alterr			
		CMAQ_WFRC		\$0	\$60,000	\$387,000	\$0	\$0	\$0	\$447,000	\$447,000	\$0	\$0
		LOCAL_GOVT		\$0	\$4,357	\$28,343	\$0	\$0	\$0	\$32,700	\$0	\$0	\$32,700
			Total	\$0	\$64,357	\$415,343	\$0	\$0	\$0	\$479,700	\$447,000	\$0	\$32,700



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Region		Projec		-	-	tion / Project I			oncept Desc	-	Chata	Oth a m
	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
	e County Projects											
SALT L	15912 Scoping To Be Adv Dt: 04	F-LC35(315)		OTHER		00 West Realignmen 00 West from 8000 V	-	Int	ersection Modifica	ation		
	LOCAL_GOVT		\$0	\$710,340	\$0	\$0	\$0	\$0	\$710,340	\$0	\$0	\$710,340
	STP_URB_SL		\$0	\$1,290,560	\$0	\$0	\$0	\$2,376,720	\$3,667,280	\$3,419,005	\$0	\$248,275
		Total	\$0	\$2,000,900	\$0	\$0	\$0	\$2,376,720	\$4,377,620	\$3,419,005	\$0	\$958,615
SALT L	15919 Scoping To Be Adv Dt: 08	F-R299(272)		OTHER	Salt Lake County Signal Interconn	v Signal Interconnect ect - UDOT TOC	- UDOT TOC	Tr	affic Signal Coordi	ination		
	CMAQ_WFRC		\$0	\$965,354	\$0	\$0	\$0	\$0	\$965,354	\$900,000	\$0	\$65,354
	LOCAL_GOVT		\$0	\$643,246	\$0	\$0	\$0	\$0	\$643,246	\$0	\$0	\$643,246
		Total	\$0	\$1,608,600	\$0	\$0	\$0	\$0	\$1,608,600	\$900,000	\$0	\$708,600
SALT L	15920 Scoping To Be Adv Dt: 08	F-R299(273)		OTHER	Salt Lake City Tr 349 South 200 Ea	affic Signal Synchro ast	nization	Tr	affic Signal Coord	ination		
	CMAQ_WFRC		\$120,000	\$877,533	\$0	\$0	\$0	\$0	\$997,533	\$930,000	\$0	\$67,533
	LOCAL_GOVT		\$0	\$2,467	\$0	\$0	\$0	\$0	\$2,467	\$0	\$0	\$2,467
		Total	\$120,000	\$880,000	\$0	\$0	\$0	\$0	\$1,000,000	\$930,000	\$0	\$70,000
SALT L	15936 Undr Const Will Not Adv	S-LC35(322)		OTHER) West to 6000 West ge over Mountain Vie	ew Corridor from 56		ew Bridge/Bridge R West	Replacement		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MATC	СН	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_TIF		\$3,785,772	\$923,628	\$0	\$0	\$0	\$0	\$4,709,400	\$0	\$4,709,400	\$0
		Total	\$3,785,772	\$8,923,628	\$0	\$0	\$0	\$0	\$12,709,400	\$0	\$4,709,400	\$8,000,000
SALT L	17868 Scoping To Be Adv Dt: 09	F-R299(346)		OTHER		Canal Trail, Phase 5 Valley City) - northy			ansportation Alter he Magna Metro Te			
	LOCAL_GOVT		\$0	\$3,465	\$0	\$0	\$0	\$0	\$3,465	\$0	\$0	\$3,465
	TAP_URB_WFI		\$0	\$96,535	\$0	\$0	\$0	\$0	\$96,535	\$90,000	\$0	\$6,535
		Total	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$90,000	\$0	\$10,000
SALT L	18817 STIP To Be Adv Dt:	F-R299(391)		OTHER		Technology System 200 South, Salt Lake	City, Utah 84101	Da	ta System Develo	pment/Enhancemen	t	
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TRANSFER2U		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
SALT L	18824 STIP To Be Adv Dt:	F-LC35(324)		OTHER	-	Bingham Highway t New Bingham Highy		Ne	ew Capacity			
	LOCAL_GOVT		\$0	\$0	\$0	\$11,957,052	\$0	\$0	\$11,957,052	\$0	\$0	\$11,957,052
	STP_URB_SL		\$0	\$0	\$0	\$3,217,848	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$0	\$0	\$0	\$15,174,900	\$0	\$0	\$15,174,900	\$3,000,000	\$0	\$12,174,900



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Region	PIN	Status	Projec	ct No.	•	PIN Description	•	ocation		oncept Desc	•		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
		nty Projects											
SALT L	18827	Awarded Adv Dt: 1	F-LC35(323) 1/26/22		OTHER	3800 South Skyline 3800 South Skyline			Inte	ersection Modific	ation		
		LOCAL_GOVT		\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$0	\$0	\$550,00
		STP_URB_SL		\$1,932,000	\$0	\$0	\$0	\$0	\$0	\$1,932,000	\$1,801,204	\$0	\$130,79
			Total	\$1,932,000	\$550,000	\$0	\$0	\$0	\$0	\$2,482,000	\$1,801,204	\$0	\$680,79
SALT L	18832	Scoping Will Not Adv	F-R299(390)		OTHER	On Route Electric E Potential Locations				A/Transit 00 South and 600	West		
		CMAQ_WFRC		\$0	\$804,462	\$0	\$0	\$0	\$0	\$804,462	\$750,000	\$0	\$54,46
		LOCAL_GOVT		\$0	\$318,460	\$0	\$0	\$0	\$0	\$318,460	\$0	\$0	\$318,46
		TFER_2_UTA		\$0	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000	\$0	\$
			Total	\$0	\$2,872,922	\$0	\$0	\$0	\$0	\$2,872,922	\$2,500,000	\$0	\$372,92
SALT L	18837 To E	Scoping a Adv Dt: 11	F-LC35(325) /06/23)	OTHER	Kensington East-W Kensington Avenue	-	• •	Tra	nsportation Alter	natives		
		LOCAL_GOVT		\$0	\$429,300	\$0	\$0	\$0	\$0	\$429,300	\$0	\$0	\$429,30
		TAP_URB_WFF	RC	\$0	\$697,200	\$0	\$0	\$0	\$0	\$697,200	\$650,000	\$0	\$47,20
			Total	\$0	\$1,126,500	\$0	\$0	\$0	\$0	\$1,126,500	\$650,000	\$0	\$476,50
SALT L	19683 \	Scoping Will Not Adv	F-R299(423)		OTHER	Electrified Truck Pa Electrified Truck Pa			Oth n Road)	ner			
		CARBON_SL		\$0	\$2,588,000	\$0	\$0	\$0	\$0	\$2,588,000	\$2,412,792	\$175,208	\$
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	;
		LOCAL_GOVT		\$0	\$7,093,992	\$0	\$0	\$0	\$0	\$7,093,992	\$0	\$0	\$7,093,99
			Total	\$0	\$9,681,992	\$0	\$0	\$0	\$0	\$9,681,992	\$2,412,792	\$175,208	\$7,093,99
SALT L	19689 То Е	Scoping Me Adv Dt: 12	F-R199(330) /17/24		OTHER	TRAX Rail Trail Des TRAX Rail Trail Des	-	Iner Village Statio		ncept Developme 200 West	nt		
		LOCAL_GOVT		\$0	\$31,286	\$0	\$0	\$0	\$0	\$31,286	\$0	\$0	\$31,28
		TAP_URB_WFF	RC	\$0	\$128,714	\$0	\$0	\$0	\$0	\$128,714	\$120,000	\$0	\$8,71
			Total	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000	\$120,000	\$0	\$40,00
SALT L	20314 To B	STIP Me Adv Dt:	F-R299(443)		OTHER	Tuscany View Rd Ex Extend Tuscany Vie	· ·			er-Roadway Proj	ect		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,284,348	\$2,284,348	\$0	\$0	\$2,284,34
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$3,824,752	\$3,824,752	\$3,565,816	\$0	\$258,93
			Total	\$0	\$0	\$0	\$0	\$0	\$6,109,100	\$6,109,100	\$3,565,816	\$0	\$2,543,28
SALT L	20322 To B	STIP Me Adv Dt:	F-R299(445)		OTHER	Phase I Welby Jaco Phase I Welby Jaco				destrian/Bike faci	lity		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,390,451	\$1,390,451	\$1,296,317	\$0	\$94,1



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description	/ Project l	Location	C	oncept Desc	ription		
		Fund	Prio	r 2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	ke Cou	inty Projects	•									
SALT L	20347 то	STIP Be Adv Dt:	F-R299(447)	OTHER	First/ Last Mile POM A First Mile/Last Mile Act Special District				destrian/Bike facil ntain Transit fro D		Station to Highline	Commercial
		LOCAL_GOVT	:	\$0 \$178,215	\$0	\$0	\$0	\$0	\$178,215	\$0	\$0	\$178,21
		TAP_URB_WFF	RC S	\$0 \$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,78
			Total	\$0 \$500,000	\$0	\$0	\$0	\$0	\$500,000	\$300,000	\$0	\$200,00
SALT L	21232 To	Funding Be Adv Dt:	NEWPROJ(21232)	OTHER	4220 West Sidewalk; 5 4220 West Sidewalk; 5				destrian/Bike facil on both sides of 4			
NEW		TAP_URB_WFF	RC :	\$0 \$0	\$131,000	\$0	\$0	\$0	\$131,000	\$122,131	\$0	\$8,86
SALT L	21235 To	Funding Be Adv Dt:	NEWPROJ(21235)	OTHER	S Birch Drive; Upland S Birch Drive; Upland			Pe	destrian/Bike facil	ity		
NEW		LOCAL_GOVT	:	\$0 \$0	\$100,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		TAP_URB_WFF	RC :	\$0 \$0	\$813,400	\$0	\$0	\$0	\$813,400	\$758,333	\$0	\$55,06
			Total	\$0 \$0	\$913,400	\$0	\$0	\$0	\$913,400	\$758,333	\$0	\$155,067
SALT L	3616	Active Will Not Adv	SP-0182(1)0		Mountain View Corrido Mountain View Corrido							
		ST_CORR_PRE	S \$39,023,6	55 \$30,853,820	\$0	\$0	\$0	\$0	\$69,877,476	\$0	\$69,877,476	\$0
SALT L	4308	Active Will Not Adv	SP-9999(697)		Highland Drive Corrido Draper/Sandy to Highl	and Drive						
		ST_CORR_PRE	S \$1,391,3	77 \$3,302	\$0	\$0	\$0	\$0	\$1,394,679	\$0	\$1,394,679	\$0
SALT L	4310	Active Will Not Adv	SP-0068(32)36		Redwood Road Corrid Redwood Road Corrid			Ch	ip Seal			
		ST_CORR_PRE	S \$2,624,2	14 \$0	\$0	\$0	\$0	\$0	\$2,624,214	\$0	\$2,624,214	\$0
SALT L	17374 то	Scoping Be Adv Dt: 11	S-R299(312) / 30/23		Cottonwood Canyons Placeholder for the Co		•		sign and Construe	ction		
		ST_TIF	\$33,431,0	14 \$12,237,986	\$0	\$0	\$0	\$0	\$45,669,000	\$0	\$45,669,000	\$0
SALT L	17414	Scoping Will Not Adv	S-R299(318)		Cottonwood Canyons Little Cottonwood Can	•	•	Stu Ind vice versa)	ıdy			
		ST_GF_HB3	:	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF	:	\$0 \$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
			Total	\$0 \$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
SALT L	17916	Scoping Will Not Adv	S-R299(350)		Rail Access through I- Rail Access through I-			UT	A/Transit			
		ST_TIF	\$174,3 [,]	14 \$75,686	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	19561 To	STIP Be Adv Dt:	UT-FLAP-SLA(10)1		MILL CREEK CANYON MILL CREEK CANYON		• • •		deral Lands Acces	-	ike lane	
		FLHP		\$0 \$12,400,000	\$0	\$0	\$0	\$0	\$12,400,000	\$12,400,000	\$0	\$0



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epm345_st	ip_report (Rev 2179)				κεροπικυ	in on: Jul 11, Z	JZ3, 00.46 A.IVI.					
Region		Project No		-	PIN Description	-			oncept Desci	•		
	Fund		ior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects											
SALT L	20257 STIP To Be Adv Dt:	S-ST99(838)			5600 West Express B 5600 West	us and Park & R	ide at 6200 S	U.	TA/Transit			
	LOCAL_MATCH	I	\$0 \$13,6	680,000	\$0	\$0	\$0	\$0	\$13,680,000	\$0	\$0	\$13,680,000
	ST_TTIF		\$0 \$20,5	520,000	\$0	\$0	\$0	\$0	\$20,520,000	\$0	\$20,520,000	\$0
		Total	\$0 \$34,2	200,000	\$0	\$0	\$0	\$0	\$34,200,000	\$0	\$20,520,000	\$13,680,000
SALT L	20259 Scoping Will Not Adv	S-ST99(840)			200 South Transit Price 200 South	ority Signal Syst	em	U	TA/Transit			
	LOCAL_MATCH	I	\$0 \$1,2	200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
	ST_TTIF		\$0 \$1,8	800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000	\$0
		Total	\$0 \$3,0	000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$1,800,000	\$1,200,000
SALT L	20260 Scoping Will Not Adv	S-ST99(841)			200 South Transit Hul 200 South	b		U	TA/Transit			
	LOCAL_MATCH	I	\$0 \$1,0	000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
	ST_TTIF		\$0 \$1,5	500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total	\$0 \$2,5	500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$1,500,000	\$1,000,000
SALT L	20428 Scoping Will Not Adv	S-R299(453)			Westpointe/Jordan Me Westpoint/Jordan Me	-		Lo	ocal/MPO/Other Age	ency Pass-Throug	h	
	L_PASS_MATC	н	\$0 \$6	600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
	ST_TTIF_FMLM		\$0 \$9	900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
		Total	\$0 \$1,5	500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$900,000	\$600,000
SALT L	20651 Scoping Will Not Adv	S-R299(462)			Coordinated Ramp Me Coordinated Ramp Me			St	udy			
	ST_TIF	\$4	7,035 \$4	452,965	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
SALT L	21207 STIP To Be Adv Dt:	S-R299(482)			Enhanced Bus, Tollin Big & Little Cottonwo	• •	& Bus Stops	U	TA/Transit			
	ST_TIF		\$0 \$142,0	000,000	\$0	\$0	\$0	\$0	\$142,000,000	\$0	\$142,000,000	\$0
	ST_TIF_CC		\$0 \$50,0	000,000	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$50,000,000	\$0
		Total	\$0 \$192,0	000,000	\$0	\$0	\$0	\$0	\$192,000,000	\$0	\$192,000,000	\$0
SALT L	21213 Scoping To Be Adv Dt: 02,	S-R299(483) /29/24			FrontRunner Station a		-		TA/Transit			
	ST_TTIF		\$0 \$200,0	000,000	\$0	\$0	\$0	\$0	\$200,000,000	\$0	\$200,000,000	\$0
SALT L	11985 Scoping Will Not Adv	F-LC35(240)			Transportation and La Project Planning Sup		•	Lo	ocal/MPO/Other Age	ency Pass-Throug	h	
	L_PASS_MATC	H \$7	6,973 \$1	178,636	\$0	\$0	\$0	\$0	\$255,609	\$0	\$0	\$255,609
	STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_URB_SL@	1 \$4,02		081,122	\$804,556	\$828,693	\$0	\$1,732,713	\$8,476,099	\$8,476,099	\$0	\$0
	ST_STUDIES			466,850	\$0 \$0	\$0 \$2	\$0	\$0	\$466,850	\$0	\$466,850	\$0
	ST_TRANS_SO		8,188	\$0	\$0	\$0	\$0	\$0	\$288,188	\$0	\$288,188	\$0
		Total \$4,39	4,176 \$1,7	726,608	\$804,556	\$828,693	\$0	\$1,732,713	\$9,486,746	\$8,476,099	\$755,038	\$255,609



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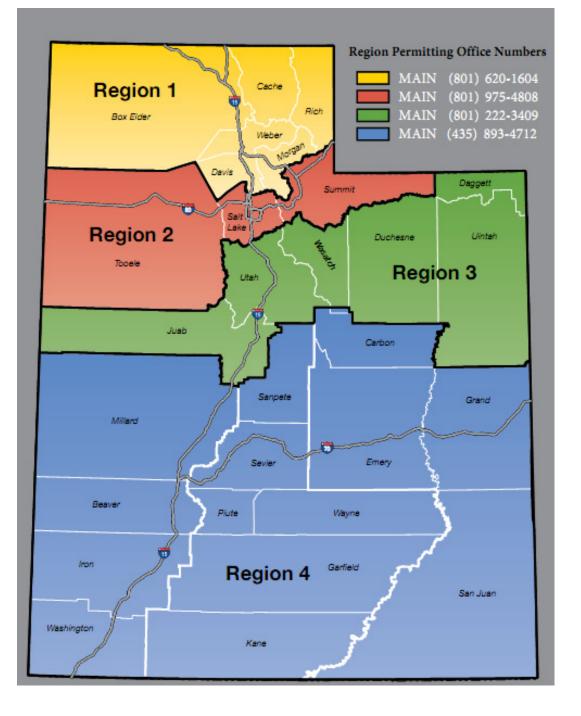


Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Descript	ion / Project I	_ocation	Co	oncept Desc	ription		
-		Fund	-	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lak	e Cour	ity Projects	5										
SALT L	13126 W	Scoping /ill Not Adv	F-LC35(255)			Hillsborough Pond Hillsborough Pond			UT	A/Transit			
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,784,700	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13128 то Ве	Scoping Adv Dt: 07	F-LC35(257)			Park & Ride Smart Park & Ride Smart		•	Tra	veler Information			
		CMAQ_WFRC		\$0	\$706,900	\$0	\$0	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857
SALT L	14035 V	Scoping /ill Not Adv	F-LC35(273)			Highland Drive EIS Highland Drive EIS			Co	ncept Developme	nt		
		STP_URB_SL		\$0	\$0	\$0	\$4,612,249	\$0	\$0	\$4,612,249	\$4,300,000	\$0	\$312,249
SALT L	14046 V	Active /ill Not Adv	F-LC35(279)			33/35 MAX Expans 33/35 MAX Expans	•		UT	A/Transit			
		CMAQ_WFRC		\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$0	\$203,325
		TFER_2_UTA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$0	\$203,325
SALT L	14054 то Ве	Scoping Adv Dt: 05	F-LC35(285)			1300 South Bypass 1300 South Bypass			Peo	destrian/Bicycle S	afety		
		TAP_URB_WF	RC	\$0	\$347,528	\$0	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528
SALT L	17493	Undr Const Adv Dt: 0	F-R299(320) 9/24/22			SLC Area Signal D Phase II of the SL			Det	ection			
		STP_URB_SL		\$1,632,355	\$2	\$0	\$0	\$0	\$0	\$1,632,357	\$1,521,846	\$0	\$110,511

Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The "Statewide County Projects" will identify projects and programs in each of the UDOT Regions across the state, but for programming and information purposes, they are listed all together.





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UDOT electronic Program Management

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epm345_st	ip_report (R	ev 2179)					un on: Jul 11, 2	023, 06:48 A.M.					
Region	PIN	Status	Projec	t No.	Rt. Beg Len	PIN Descriptio	n / Project L	ocation	Co	oncept Desci	ription		
	Fu	und		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewic	de County	y Project	S										
STATEW	4677 Will	Active Not Adv	SP-9999(743)	OTHER	UDOT Wetland Mitiga UDOT Wetland Mitiga		-					
	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	5451 Will	Active Not Adv	SP-R299(13)			Various Locations St Various Locations St							
	ST	_CORR_PRI	ES	\$1,168,704	\$646,494	\$0	\$0	\$0	\$0	\$1,815,198	\$0	\$1,815,198	\$0
STATEW	14395 To Be A	Active	S-ST99(380) 3/07/16			Property Inventory Study to find and doo	cument all of the	properties owned b		elop Documents			
	ST	CONST		\$204,319	\$45,681	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
STATEW		Scoping Not Adv	S-ST99(394)			Statewide Storm Drai Statewide Storm Drai			Env	riro. Mitigation/Sto	orm Water Pollution	n/ etc	
	ST	_CONST		\$23,818	\$411,182	\$0	\$0	\$0	\$0	\$435,000	\$0	\$435,000	\$0
STATEW	17049 Will	Active Not Adv	S-ST99(562)			UVISION - Statewide UVISION - Statewide	•	•	Sta	ffing Support			
	ST	_PR		\$169,668	\$0	\$0	\$0	\$0	\$0	\$169,668	\$0	\$169,668	\$0
	ST	_TRANS_SC	DL	\$2,190	\$0	\$0	\$0	\$0	\$0	\$2,190	\$0	\$2,190	\$0
			Total	\$171,858	\$0	\$0	\$0	\$0	\$0	\$171,858	\$0	\$171,858	\$0
STATEW	17384 Will	Active Not Adv	F-TPF-5(394)	Ì		Western Maintenance Western Maintenance			Pla	nning			
	ОТ	HER		\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		R_P_100%		\$5,000		\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$0
	SP	R_R_100%		\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$0
			Total	\$120,000	\$15,000	\$0	\$0	\$0	\$0	\$135,000	\$120,000	\$0	\$15,000
STATEW	17606 Will	Active Not Adv	S-ST99(584)			Infrastructure for Em "Infrastructure for en		••	ATI	MS			
	LO	CAL_GOVT		\$1,339,899	\$26,107	\$0	\$0	\$0	\$0	\$1,366,005	\$0	\$0	\$1,366,005
	ST	_CONST		\$97,246	\$124,959	\$0	\$0	\$0	\$0	\$222,205	\$0	\$222,205	\$0
			Total	\$1,437,145	\$151,065	\$0	\$0	\$0	\$0	\$1,588,210	\$0	\$222,205	\$1,366,005
STATEW	19461 Will	Active Not Adv	F-ST99(752)			2022-2026 LTAP Prog Statewide LTAP Serv			Anr	nual Work Program	n		
	FA	_LTAP		\$600,050	\$0	\$0	\$0	\$0	\$0	\$600,050	\$300,025	\$300,025	\$0



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Region	PIN	Status	Projec	t No.	Rt. Beg Len	PIN Descript	ion / Project I	ocation	C	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewic	le Co	unty Projects											
STATEW		Active Will Not Adv	F-TPF-5(476)	1		2021 Pooled Fund N/A	Study, Western Al	iance QTC	Re	search			
		OTHER		\$36,000	\$202,055	\$0	\$0	\$0	\$0	\$238,055	\$0	\$0	\$238,055
		SPR_P_100%		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
		SPR_R_100%		\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$180,000	\$0	\$0
		ST_APPROP		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000	\$0
			Total	\$240,000	\$202,055	\$0	\$0	\$0	\$0	\$442,055	\$192,000	\$12,000	\$238,055
STATEW	19777	Scoping	F-ST99(804)			NTD / TAM Plan Up	odate		UT	A/Transit			
		Will Not Adv				Update the Nation		(NTD) and UDOT's					
		FTA_5311_100		\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$90,000	\$0	\$0
STATEW	19778	Scoping	F-ST99(805)			5311 Program Ass	istance		UT	A/Transit			
		Will Not Adv				Provide oversight	and support on the	5311 Construction	n projects throug	h the application	development process	5.	
		FTA_5311_100		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0
STATEW	19782	Scoping Will Not Adv	F-ST99(806)			2021 DBE & Paratr 2021 DBE & Paratr			UT	A/Transit			
		FTA_5311_100		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
STATEW	19789	Active	F-ST99(807)			FY22-27 FTA 5304	Statewide Rural Tr	ansit Planning	UT	A/Transit			
		Will Not Adv				N/A		-					
		FTA_5304_80%		\$2,377,202	\$0	\$0	\$0	\$0	\$0	\$2,377,202	\$2,377,202	\$0	\$0
		L_PASS_MATCH		\$594,301	\$0	\$0	\$0	\$0	\$0	\$594,301	\$0	\$0	\$594,301
			Total	\$2,971,503	\$0	\$0	\$0	\$0	\$0	\$2,971,503	\$2,377,202	\$0	\$594,301
STATEW	19794	Active Will Not Adv	F-ST99(808)			Highway Use Tax I N/A	Evasion Project FY	2022-2024	An	nual Work Progra	m		
		STP_FLX_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST		\$304,000	\$152,000	\$0	\$0	\$0	\$0	\$456,000	\$456,000	\$0	\$0
			Total	\$304,000	\$152,000	\$0	\$0	\$0	\$0	\$456,000	\$456,000	\$0	\$0
STATEW		Active	F-ST99(816)			SHRP2 Product R0 N/A	01A 3D Utility Loca	ion Data Rep	Da	ta System Develo	pment/Enhancement		
		FA_SHRP2		\$116,966	\$0	\$0	\$0	\$0	\$0	\$116,966	\$116,966	\$0	\$0
STATEW	20158	Active	F-TPF-5(485))		Study; Undrained	Shear Liquefaction	Phase 1	Ed	ucation			
		SPR_R_100%		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000	\$0	\$0
STATEW	20294	Active Will Not Adv	F-ST99(852)			FY2023 Statewide N/A	Planning Work Pro	gram	An	nual Work Progra	m		
		OTHER_STATE		\$500	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$500	\$0
		SPR_P_100%		\$8,506,002	\$0	\$0	\$0	\$0	\$0	\$8,506,002	\$8,506,002	\$0	\$0
		ST_MATCH		\$0	\$2,126,500	\$0	\$0	\$0	\$0	\$2,126,500	\$0	\$2,126,500	\$0
			Total	\$8,506,502	\$2,126,500	\$0	\$0	\$0	\$0	\$10,633,002	\$8,506,002	\$2,127,000	\$0



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UDOT electronic Program Management

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opo 10_00		(1101 2 11 0)						, _0_0, 00.107					
Region	PIN	Status	Proje	ct No.	Rt. Beg Len	PIN Des	scription / Proj	ect Location		Concept Desc	ription		
		Fund		Prior	2024	202	5 2026	2027	CD	Total	Fed Aid	State	Other
Statewid	de Co	unty Projects	5										
STATEW	2029	9 Active Will Not Adv	F-ST99(853)		FY2023 Res N/A	search Work Prograr	n		Annual Work Progra	am		
		SPR_R		\$3,579,658	\$223,242		\$0 \$0				\$3,042,320	\$760,580	\$0
		ST_RESEARCH		\$934,013	\$0		\$0 \$0	•			\$0	\$934,013	\$0
			Total	\$4,513,671	\$223,242	\$	\$0 \$0	\$0	\$0	\$4,736,913	\$3,042,320	\$1,694,593	\$0
STATEW	2038	0 Active Will Not Adv	S-ST99(855)		FY2023 Sta N/A	tewide Pavement Ma	inagement		Annual Work Progra	am		
		ST_PVMT		\$318,784	\$1,081,216	9	\$0 \$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
STATEW	2039	1 Active Will Not Adv	F-ST99(856)		FY2023 Sta N/A	te Training Budget			Annual Work Progra	am		
		STP_FLX_100%	,	\$500,000	\$0		\$0 \$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		ST_MATCH		\$83,718	\$81,282	\$	\$0 \$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
			Total	\$583,718	\$81,282	\$	\$0 \$0	\$0	\$0	\$665,000	\$500,000	\$165,000	\$0
STATEW	2039	2 Active Will Not Adv	F-ST99(857)		Statewide H N/A	Household Travel Su	rvey		Local/MPO/Other Ag	gency Pass-Through	I	
		L_PASS_MATC	н	\$0	\$636,114	ę	\$0 \$0	\$0	\$0	\$636,114	\$0	\$0	\$636,114
		SPR_P		\$320,073	\$0	9	\$0 \$0			\$320,073	\$320,073	\$0	\$0
		STP_URB_O/L		\$246,360	\$0		\$0 \$0	\$0		. ,	\$246,360	\$0	\$0
		STP_URB_SL		\$457,526	\$0		\$0 \$0	\$0			\$457,526	\$0	\$0
		ST_MATCH		\$80,018	\$0		\$0 \$0	\$0			\$0	\$80,018	\$0
			Total	\$1,103,977	\$636,114	ę	\$0 \$0	\$0	\$0	\$1,740,091	\$1,023,959	\$80,018	\$636,114
STATEW	2072	4 Active Will Not Adv	F-R199(365)0		Implement N/A	RWIS on North Ogde	en Divide		Data System Develo	pment/Enhancemer	nt	
		FA_STIC_2021		\$40,000	\$0		\$0 \$0	\$0			\$40,000	\$0	\$0
		LOCAL_MATCH		\$0	\$10,000		\$0 \$0	\$0		· · ·	\$0	\$0	\$10,000
			Total	\$40,000	\$10,000	\$	\$0 \$0	\$0	\$0	\$50,000	\$40,000	\$0	\$10,000
STATEW	2113	6 Active Will Not Adv	F-ST99(898)		Fabrication N/A	Inspections Yellows	stone River Bridge		Reimbursement/Set	tlement		
		OTHER		\$0	\$55,000	9	\$0 \$0	\$0	\$0	\$55,000	\$0	\$0	\$55,000
STATEW	2115	9 Active Will Not Adv	F-ST99(923)		CRRSAA R N/A	eimbursement UDO	Salaries		Reimbursement/Set	tlement		
		STP_COVID_ST		\$34,472,436	\$0	9	\$0 \$0	\$0	\$0	\$34,472,436	\$34,472,436	\$0	\$0
STATEW	2116	9 Active Will Not Adv	F-ST99(924)			search Work Prograr rk Program N/A	n		Annual Work Progra	am		
		SPR_R		\$2,379,956	\$1,896,621		\$0 \$0	\$0	\$0	\$4,276,578	\$3,421,262	\$855,316	\$0
		ST_RESEARCH		\$507,685	\$0	\$	\$0 \$0	\$0	\$0		\$0	\$507,685	\$0
			Total	\$2,887,641	\$1,896,621	\$	\$0 \$0	\$0	\$0	\$4,784,262	\$3,421,262	\$1,363,000	\$0



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Region	PIN	Status	Projec	t No.	Rt. Beg Len	PIN Descrip	otion / Project	Location	Co	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewid	le Cou	unty Projects	S										
STATEW	21183	Active Will Not Adv	F-ST99(925)			FY2024 Statewic N/A	le Planning Work Pr	ogram	An	nual Work Progra	m		
		SPR_P_100%		\$6,363,756	\$0	\$0	\$0	\$0	\$0	\$6,363,756	\$6,363,756	\$0	\$0
		ST_MATCH		\$0	\$1,590,939	\$0	\$0	\$0	\$0	\$1,590,939	\$0	\$1,590,939	\$0
			Total	\$6,363,756	\$1,590,939	\$0	\$0	\$0	\$0	\$7,954,695	\$6,363,756	\$1,590,939	\$0
STATEW	21185	Active Will Not Adv	F-ST99(926)			FY2024 State Tra N/A	aining Budget		An	nual Work Progra	m		
		STP_FLX_100%	, D	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0
		ST_MATCH		\$0	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
			Total	\$600,000	\$165,000	\$0	\$0	\$0	\$0	\$765,000	\$600,000	\$165,000	\$0
STATEW	21212	Active Will Not Adv	S-ST99(932)			FY2024 Statewic N/A	le Pavement Manage	ement	An	nual Work Progra	m		
		ST_PVMT		\$1,300,000	\$1,250,000	\$0	\$0	\$0	\$0	\$2,550,000	\$0	\$2,550,000	\$0

Tooele County

In October 2004, the Tooele Valley Rural Planning Organization (RPO) was formed to establish a process to assist the local jurisdictions within Tooele Valley in working cooperatively to plan the transportation system and prioritize transportation projects.

Although Tooele County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), they are a member of the Regional

Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the Cities and Towns.

The Cities and Towns of Tooele County include;

Grantsville City

Ophir Town

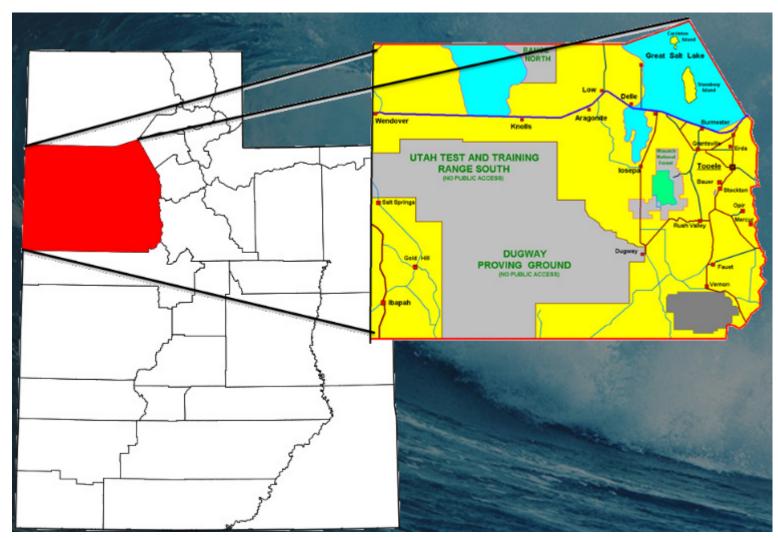
Rush Valley Town

Stockton Town

Tooele City

Vernon Town

Wendover City





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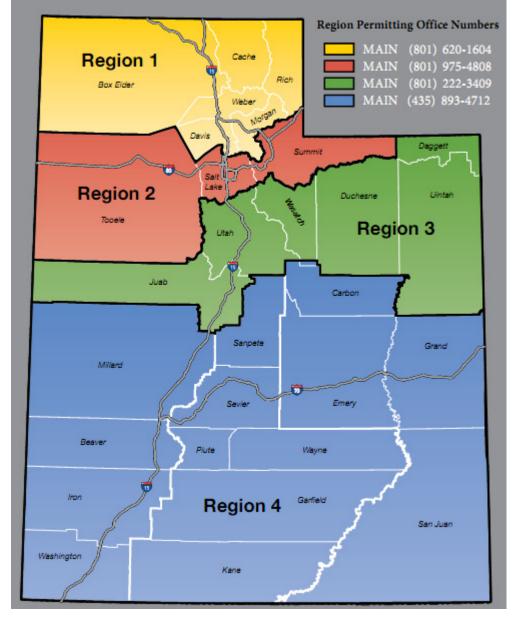


Region	PIN	Status	Projec	t No.	Rt. Beg Lei	n PIN Descript	ion / Project L	ocation	C	oncept Desc	ription		
-		Fund	-	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Tooele (County	Projects											
TOOELE	17628 To B	Scoping e Adv Dt: 02	S-0036(50)61 /15/24		36 61	4 SR-36 SB; Sunset SR-36; MP 61.28 -	•	wy	Wi	den Existing Facil	ity		
		ST_TIF		\$1,389	\$6,998,611	\$0	\$0	\$0	\$0	\$7,000,000	\$0	\$7,000,000	\$0
TOOELE	19738 V	Scoping Vill Not Adv	S-0036(51)61		36 61	2 Tooele Cnty Soun SR-36; MP 61.28 -	· ·	o Village Blv	Tra	ansportation Alter	natives		
		L_PASS_MATC	н	\$0	\$133,600	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$133,600
		ST_TIF_ ACT		\$0	\$534,400	\$0	\$0	\$0	\$0	\$534,400	\$0	\$534,400	\$0
			Total	\$0	\$668,000	\$0	\$0	\$0	\$0	\$668,000	\$0	\$534,400	\$133,600
TOOELE	17626 То В	Scoping e Adv Dt: 12	S-R299(417) /10/24		MULT	· ·	Lane and SR-36 NB)1.30 & SR-36; MP 61			den Existing Facil	ity		
		ST_TIF		\$0	\$27,500,000	\$0	\$0	\$0	\$0	\$27,500,000	\$0	\$27,500,000	\$0
TOOELE	16588 то в	Scoping e Adv Dt: 11	F-R299(297) /16/23		OTHER	Tom's Lane South Tom's Lane South			Sn	nall Urban			
		STP_SU_JHC		\$300,000	\$1,285,665	\$0	\$0	\$0	\$0	\$1,585,665	\$1,478,315	\$0	\$107,350
TOOELE	16603	Scoping	F-R299(467)		OTHER	Burmester Road I				on-Urban			
	TO B	e Adv Dt: 02	/21/24	¢0.	¢000.400		mprovement (Grants			¢000.400	¢0.	¢0	¢000.400
		LOCAL_GOVT STP_RURAL		\$0 \$198,300	\$238,468 \$1,946,932	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$238,468 \$2,145,232	\$0 \$2,000,000	\$0 \$0	\$238,468 \$145,232
		STF_KOKAL	Total	\$198,300	\$2,185,400	\$0	\$0	\$0	\$0	\$2,383,700	\$2,000,000	\$0	\$145,252
				+ ····,····	.,,,	• •	• -		• -		<i>4</i> ,,	••	<i>4000,100</i>
TOOELE	20138 To B	STIP e Adv Dt:	F-R299(436)		OTHER	33rd Parkway in T 33rd Parkway; SR	•		Sn	nall Urban			
		LOCAL_GOVT		\$0	\$0	\$2,950,076	\$0	\$0	\$0	\$2,950,076	\$0	\$0	\$2,950,076
		STP_SU_JHC		\$0	\$0	\$1,608,924	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,924
			Total	\$0	\$0	\$4,559,000	\$0	\$0	\$0	\$4,559,000	\$1,500,000	\$0	\$3,059,000
TOOELE	19500 V	Scoping Vill Not Adv	S-0179(2)0		OTHER	Midvalley Highway Midvalley Phase 2			Do	ocument EA/EIS			
		ST_APPROP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$835,230	\$164,770	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
			Total	\$835,230	\$164,770	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0

Various

Projects that are included in "Various Projects" often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The "Various Projects" will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





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Region	PIN	Status	Project No.	Rt. Beg Le	n PIN Descri	ption / Project	Location	(Concept Desc	ription		
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various	Coun	ty Projects										
VARIOU	18217		S-I15-1(137)38	15 38		ane, MP 38 to Mp 43		Т	TF - Transportation	Investment Fund		
	То	Be Adv Dt:	¢.	¢0	I-15; MP 38.00 -		**	¢0.	¢24 650 000	¢0.	¢04 050 000	¢0
		ST_TIF	\$0	\$0	\$4,500,000	\$27,150,000	\$0	\$0	\$31,650,000	\$0	\$31,650,000	\$0
VARIOU	18857	Scoping Will Not Adv	S-I15-7(369)309	15 309	16 I-15; Farmingto I-15; MP 309.00	n to Salt Lake City E - 325.00	IS	т	IF - Transportation	Investment Fund		
		ST_TIF	\$8,618,103	\$7,381,897	\$0	\$0	\$0	\$0	\$16,000,000	\$0	\$16,000,000	\$0
VARIOU	19854 <u>To</u>	Scoping Be Adv Dt: 07	S-R199(343) /22/25	15 308	18 I-15 Reconstrue I-15; MP 307.50	ction; Farmington to - 325.00	Salt Lake City	T	TF - Transportation	Investment Fund		
		ST_TIF	\$77	\$111,999,923	\$100,000,000	\$362,000,000	\$0	\$1194,000,000	\$1768,000,000	\$0	\$1768,000,000	\$0
VARIOU	20551	Scoping Will Not Adv	S-R199(357)	30 109	-	acy Pathway; 2200 S 00 - 113.00 & Bear La			.ocal/MPO/Other Ag	jency Pass-Throug	jh	
		LOCAL_MATCH	I \$0	\$640,000	\$0	\$0	40 so	\$0	\$640,000	\$0	\$0	\$640,000
		ST_TIF_ ACT	\$0		\$0	\$0	\$0	\$0	\$2,560,000	\$0	\$2,560,000	\$0
			Total \$0	\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$2,560,000	\$640,000
VARIOU	1793	Undr Const Adv Dt: 0	SP-0067(1)0 5/10/03	67	14 Legacy Parkwa SR-67; MP .00 -	y Project - *ROW* 14.00 & I-15; MP 350	0.00 - 352.00					
		ST_APPROP	\$435,748	\$0	\$0	\$0	\$0	\$0	\$435,748	\$0	\$435,748	\$0
		ST_CHF	\$388,758,788	\$0	· · · ·	\$0	\$0	\$0	\$388,758,788	\$0	\$388,758,788	\$0
			Total \$389,194,536	\$0	\$0	\$0	\$0	\$0	\$389,194,536	\$0	\$389,194,536	\$0
VARIOU	4278	Active Will Not Adv	SP-0089(98)334	89 398	11 US-89 Corridor US-89; MP 397.							
		ST_CONT_R1	\$265		\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0
		ST_CORR_PRE	S \$37,521,003		\$0	\$0	\$0	\$0	\$37,521,003	\$0	\$37,521,003	\$0
			Total \$37,521,268	\$735	\$0	\$0	\$0	\$0	\$37,522,003	\$0	\$37,522,003	\$0
VARIOU	13821	Undr Const Adv Dt: 12	· · ·	89 398	9 US-89; Farming US-89; MP 398.	gton to I-84 00 - 406.64 & US-89;	I-84 to Antelope		TF - Transportation son	Investment Fund		
		LOCAL_GOVT	\$86,658	\$0	\$0	\$0	\$0	\$0	\$86,658	\$0	\$0	\$86,658
		L_BETTERMEN			\$0	\$0	\$0	\$0	\$6,154,793	\$0	\$0	\$6,154,793
		ST_APPROP	\$796,604	\$378,665	\$0	\$0	\$0	\$0	\$1,175,270	\$0	\$1,175,270	\$0
		ST_BRIDGE	\$2,050,000		\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0
		ST_TIF	\$490,353,502		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$510,983,110 \$5,125,000	\$0 \$0	\$510,983,110 \$5,125,000	\$0 \$0
		ST_TRANS_SO			\$0 \$0	\$0	\$0	\$0	\$5,125,000	\$0 \$0	\$5,125,000	
			Total \$504,566,557	\$21,008,274	\$ 0	\$0	\$U	\$U	\$525,574,831	\$U	\$519,333,380	\$6,241,451
VARIOU	11479 To	Be Adv Dt:	S-0108(408)	108 8	3 SR-108; SR-37 SR-108; MP 7.5	1 - 10.02			Viden Existing Facil	-		
		ST_CONCPT_D				\$0	\$0	\$0	\$10,103	\$0	\$10,103	\$0
		ST_TIF	\$0			\$0	\$0	\$123,000,000	\$123,000,000	\$0	\$123,000,000	\$0
			Total \$10,103	\$0	\$0	\$0	\$0	\$123,000,000	\$123,010,103	\$0	\$123,010,103	\$0



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0_01		(1107 2110)					Поронт		o_o, oo. o / am					
Region	PIN	Status	Proj	ect No.	Rt. Beg Lo	en	PIN Description	on / Project I	ocation	С	oncept Desc	ription		
		Fund		Prior	2024	ŀ	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various	Coun	ty Projects												
VARIOU	13051	Scoping Will Not Adv	S-R199(17	77)	108 4	9	SR-108; Corridor Pr SR-108; MP 4.01 - 12			Co	orridor Preservatio	n		
		ST_CORR_PRE	S	\$779,498	\$71,543	3	\$0	\$0	\$0	\$0	\$851,041	\$0	\$851,041	\$0
VARIOU	20247	Scoping Will Not Adv	S-0126(45)7	126 7	2	UPRR Corridor Pure SR-126; MP 7.00 - 9.			Co	ontingency Fundin	g		
		ST_CONT_R1		\$405	\$9,59	5	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		ST_TIF		\$20,400,000	\$0	D	\$0	\$0	\$0	\$0	\$20,400,000	\$0	\$20,400,000	\$0
			Total	\$20,400,405	\$9,59	5	\$0	\$0	\$0	\$0	\$20,410,000	\$0	\$20,410,000	\$0
VARIOU	18225	Undr Const Adv Dt: 0	F-0132(29)41	132 41	6	SR-132; WB & EB P SR-132; MP 41.37 - 4	-		ТІІ	- Transportation	Investment Fund		
		STP_FLX_ST	0/25/22	\$2,000,000	\$0	5	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		ST_TIF		\$0	\$497,000		\$0	\$0	\$0	\$0	\$497,000	\$0	\$497,000	\$0
		ST_TIF_HB433		\$196,451	\$6,003,549		\$0	\$0	\$0	\$0	\$6,200,000	\$0	\$6,200,000	\$0
			Total	\$2,196,451	\$6,500,549	9	\$0	\$0	\$0	\$0	\$8,697,000	\$1,864,600	\$6,832,400	\$0
VARIOU	14698 <u>To</u>	Active Be Adv Dt: 07	S-0189(77)13	189 13	4	Provo River Parkwa US-189; MP 13.16 - 1			Co	onverted TAP			
		LOCAL_GOVT		\$1,464,952	\$4,128,848	в	\$0	\$0	\$0	\$0	\$5,593,800	\$0	\$0	\$5,593,800
		LOCAL_MAG		\$1,721,956	\$8,492,284	4	\$0	\$0	\$0	\$0	\$10,214,241	\$0	\$0	\$10,214,241
		LOCAL_MATCH	-	\$406,200	\$0	D	\$0	\$0	\$0	\$0	\$406,200	\$0	\$0	\$406,200
		L_BETTERMEN	т	\$0	\$2,485,872	2	\$0	\$0	\$0	\$0	\$2,485,872	\$0	\$0	\$2,485,872
		ST_CONT_R3		\$200,000	\$0		\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_PVMT		\$700,000	\$0		\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0
		ST_TIF		\$0	\$1,383,179		\$0	\$0	\$0	\$0	\$1,383,179	\$0	\$1,383,179	\$0
		ST_TIF_ ACT		\$0	\$23,686,36		\$0	\$0	\$0	\$0	\$23,686,361	\$0	\$23,686,361	\$0
		ST_TRANS_SO		\$0	\$(\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$4,493,108	\$40,176,54	5	\$0	\$0	\$0	\$0	\$44,669,653	\$0	\$25,969,540	\$18,700,113
VARIOU	14775	Undr Const Will Not Adv	S-R499(28	37)	3270	6	Wayne County Fish Cnty:FA-3270; MP .				on-Urban a MP 0.0 to MP 5.7	7		
		STP_HIF_RURL	-	\$0	\$0	D	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_RURAL		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT_LV2		\$1,537,302	\$74,698		\$0	\$0	\$0	\$0	\$1,612,000	\$0	\$1,612,000	\$0
			Total	\$1,537,302	\$74,698	B	\$0	\$0	\$0	\$0	\$1,612,000	\$0	\$1,612,000	\$0
VARIOU	14264 то	Active Be Adv Dt: 12	F-l84-6(13	1)91	MULT		I-84; Over Weber Ri I-84; MP 90.67 - 91.1		• • •	Re	habilitation or Rep	placement		
		NHPP_BR		\$0	\$13,963,000	D	\$0	\$0	\$0	\$0	\$13,963,000	\$13,017,705	\$945,295	\$0
		STP_BRIDGE		\$6,520,000	\$2,517,000		\$0	\$0	\$0	\$0	\$9,037,000	\$8,425,195	\$611,805	\$0
		STP_COVID_ST	Г	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST		\$0	\$13,000,000		\$0	\$0	\$0	\$0	\$13,000,000	\$12,119,900	\$880,100	\$0
			Total	\$6,520,000	\$29,480,000	D	\$0	\$0	\$0	\$0	\$36,000,000	\$33,562,800	\$2,437,200	\$0



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Descript	tion / Project L	ocation	С	oncept Desci	ription		
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
/arious	Count	y Projects										
VARIOU	14411	Undr Const Adv Dt: 0	F-0040(199)12 8/07/21	MULT	· ·	Co Line to SR-32 Pvr 2.95 & US-40; MP 5		Re	eplacement and Re	habilitation - Struc	ture	
		STP_FLX_ST	\$5,100,000		\$0	\$0	\$0	\$0	\$5,100,000	\$4,754,730	\$345,270	\$
		ST_BRIDGE	\$1,646,681	\$3,103,319	\$0	\$0	\$0	\$0	\$4,750,000	\$0	\$4,750,000	\$
			Total \$6,746,681	\$3,103,319	\$0	\$0	\$0	\$0	\$9,850,000	\$4,754,730	\$5,095,270	\$
VARIOU	15676 To I	STIP Se Adv Dt:	F-I15-7(342)332	MULT	I-15; SR-232 to I-8 I-15; MP 331.50 - 3	4, Ogden 340.10 & I-15; MP 33	1.50 - 340.10	Hi	gh Volume			
		NHPP_IM	\$0	\$0	\$50,000,000	\$0	\$0	\$0	\$50,000,000	\$47,090,000	\$2,910,000	\$
VARIOU	19507 To F	Scoping Be Adv Dt: 12	S-184-6(146)87	MULT		nange Reconstructio 3.10 & I-84; MP 87.39			ew Capacity			
	10 1	ST_TIF	\$1,339,197	\$58,660,803	\$0	\$0	\$0	\$0	\$60,000,000	\$0	\$60,000,000	\$(
VARIOU	18803	STIP Se Adv Dt:	F-R199(295)	MULT		for Transit, Freight, - 416.51 & Cnty:FA-			etection	MD 2 85 - 2 07		
	10 1	STP URB O/L	\$0	\$0	03-89, MF 411.65 \$0	\$500.000	\$074 c	& SK-108, MF .0 \$0	\$500,000	\$466.150 \$	\$33,850	\$(
VARIOU	18806 то в	STIP	F-R199(296)	MULT		Equipment for Addi - 416.48 & SR-108;			A/Transit 0080 & SR-108: I	MP 3.98 - 4.00		
		STP_URB_O/L	\$0	\$85,000	\$0	\$0	\$0	\$0	\$85,000	\$79,246	\$0	\$5,75
VARIOU	19626 To F	STIP Se Adv Dt:	F-R199(327)	MULT	US-89; MP 379.97	75 & SR-106; MP 1.1 - 380.00 & Cnty:FA-	2330; MP 3.11 - 3.6	-1404; MP .75 - 2 4 & Cnty:FA-23	80; MP 3.63 - 3.70 8	SR-186; MP 1.91	2.36 & U	
		LOCAL_GOVT	\$0		\$0	\$0	\$0	\$3,895,538	\$3,895,538	\$0	\$0	\$3,895,538
		STP_URB_O/L	\$0		\$0	\$0	\$0	\$804,462	\$804,462	\$750,000	\$0	\$54,462
			Total \$0	\$0	\$0	\$0	\$0	\$4,700,000	\$4,700,000	\$750,000	\$0	\$3,950,000
VARIOU	21217 To F	Funding Be Adv Dt:	NEWPROJ(21217)	MULT		Use Trail; Foxboro 9 .1922 & Cnty:FA			destrian/Bike facil ; MP .2020	ity		
NEW		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$593,400	\$593,400	\$553,227	\$0	\$40,173
VARIOU	12413	Advertised Adv Dt: 0	S-R399(388) 4/06/23	OTHER		to Porter Rockwell well to 2100 N Lehi		TI	F - Transportation	Investment Fund		
		ST_TIF	\$55,819,604	\$219,180,396	\$150,000,000	\$41,000,000	\$0	\$0	\$466,000,000	\$0	\$466,000,000	\$0
VARIOU	10018	Active Will Not Adv	F-ST99(162)	OTHER	Travelwise Other: STATEWID	E TRAVEL PROGR	M	٦	MS			
		CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		CMAQ_WFRC	\$643,570	\$0	\$0	\$0	\$0	\$0	\$643,570	\$600,000	\$43,570	\$
		LOCAL_GOVT	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
			Total \$893,570	\$0	\$0	\$0	\$0	\$0	\$893,570	\$600,000	\$43,570	\$250,000



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Region	PIN Status	Project No.	-	PIN Description	on / Project	Location		oncept Desci	ription		
	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Othe
/arious	County Projects										
VARIOU	13919 Active Will Not Adv	S-ST99(351)		Surplus Property Do Surplus Property Do			RO	W			
	ST_SRPLS_DO	C \$21,661	\$178,339	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	
VARIOU	14903 Active	F-ST99(406)		FY15 AID Demonstr	ation		Dat	ta System Develor	oment/Enhancemen	•	
TAILOO	Will Not Adv	1 0100(400)		Various - Implement		opment of New Tech		ta oystem bevelop		•	
	FA_MISC	\$782,786	\$0	\$0	\$0	\$0	\$0	\$782,786	\$626,229	\$156,557	
VARIOU	15110 Scoping	F-0276(8)0		Region 4 Ferry Engi	ne Replacement	and Retrofit	Spe	ot improvement			
	Will Not Adv EM 2016 FBD	\$100,195	\$0	Lake Powell Ferry \$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	
	EM_2010_FBD EM_2017_FBD	\$100,195	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$125,000	\$100,000	\$20,039 \$25,000	
	EM_2017_FBD EM 2018 FBD	\$125,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$125,000	\$100,000	\$25,000	
	EM_2018_FBD	\$125,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$125,000	\$100,000	\$25,000	
	EM 2020 FBD	\$131,193	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$131,193	\$104,954	\$26,239	
	EM_2020_FBD EM_2021_FBD	\$126,975	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$126,975	\$104,554	\$25,395	
	EM_2021_FBD EM_2023_FBD	\$120,975		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$251,123	\$200,898	\$50,225	
	FA_MISC	\$0 \$3,431	\$251,125	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,431	\$200,898	\$50,225	
	STP_ENH_ST	\$3,431 \$1,180,203	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,431 \$1,180,203			
	STP_ENH_ST STP_FLX_ST			\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,180,203	\$944,162 \$102,553	\$236,041	
		\$0 \$0		·				· ·		\$7,447	
	ST_CONT_PG	\$0		\$0	\$0	\$0	\$0	\$274,041	\$0	\$274,041	
		Total \$1,916,995	\$635,163	\$0	\$0	\$0	\$0	\$2,552,158	\$1,837,047	\$715,111	
VARIOU	17824 Scoping Will Not Adv	F-TPF-5(433)		Study; Cellular Con N/A	crete for Retainir	ng Walls	Stu	ıdy			
	FA_MISC	\$37,500	\$0	\$0	\$0	\$0	\$0	\$37,500	\$30,000	\$7,500	
	FA_MISC_100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SPR_R_100%	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	
		Total \$337,500	\$0	\$0	\$0	\$0	\$0	\$337,500	\$330,000	\$7,500	
VARIOU	19066 Active Will Not Adv	S-ST99(734)		FY2022 Mandli Com N/A	munications Col	lection	Dev	velop Documents			
	ST_PVMT	\$1,632,206	\$72,834	\$0	\$0	\$0	\$0	\$1,705,040	\$0	\$1,705,040	
VARIOU	19082 Active	F-ST99(735)		RUC Fed Grants: Lo	cal Overlay & To	ll Int	Edu	ucation			
	Will Not Adv			N/A							
	FA_MISC_50%	\$1,490,000	\$0	\$0	\$0	\$0	\$0	\$1,490,000	\$745,000	\$745,000	
VARIOU	19614 Scoping Will Not Adv	F-ST99(792)		UTA Contactless Pa No location	yment		UT	A/Transit			
	COVID_UTA	\$0	\$538,200	\$0	\$0	\$0	\$0	\$538,200	\$538,200	\$0	
VARIOU	19637 Active	F-ST99(784)		FY20 Digital Constru	uction AID Demo		Dat	ta System Develop	oment/Enhancemen	t	
	Will Not Adv FA MISC	\$1,250,000	\$0	N/A \$0	\$0	\$0	\$0	\$1,250,000	\$1.000.000	\$250.000	



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Region	PIN Status	Project No.	Rt. Beg Len	PIN Descri	iption / Project	Location	C	Concept Desc	ription		
	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
/arious	County Projects										
VARIOU	19762 Active Will Not Adv	F-ST99(801)		Develop QC/QA N/A	A Plan for 3D Digital N	lodels	D	evelop Documents			
	FA_STIC_2021	\$50,00	•	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
	ST_TRANS_SO			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_UNITMATCH			\$0	\$0	\$0	\$0	\$12,500	\$0	\$12,500	\$0
		Total \$60,13	6 \$2,364	\$0	\$0	\$0	\$0	\$62,500	\$50,000	\$12,500	\$0
VARIOU	19763 Active Will Not Adv	F-ST99(802)		Create Data Se N/A	t Listing		D	evelop Documents			
	FA_STIC_2021	\$50,00		\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
	ST_TRANS_SO			\$0	\$0	\$0	\$0	\$2,500	\$0	\$2,500	\$0
	ST_UNITMATCH	l \$12,50	0 \$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$12,500	\$0
		Total \$63,65	7 \$1,343	\$0	\$0	\$0	\$0	\$65,000	\$50,000	\$15,000	\$0
VARIOU	20253 Scoping To Be Adv Dt: 05/	S-ST99(835) /12/26		Frontrunner St Frontrunner	rategic Double Track		U	TA/Transit			
	ST_TTIF	\$107,742		\$69,000,000	\$124,000,000	\$0	\$44,000,000	\$324,000,000	\$0	\$324,000,000	\$0
	UTA_FUNDS	\$	0 \$5,000,000	\$5,000,000	\$5,000,000	\$0	\$31,000,000	\$46,000,000	\$0	\$0	\$46,000,000
		Total \$107,742	2 \$91,892,258	\$74,000,000	\$129,000,000	\$0	\$75,000,000	\$370,000,000	\$0	\$324,000,000	\$46,000,000
VARIOU	20254 Scoping To Be Adv Dt: 05/	S-ST99(836) /12/26		Point of the Mo Point of the Mo			U	TA/Transit			
	ST_TTIF	\$325,30	D \$644,700	\$74,000,000	\$0	\$0	\$0	\$74,970,000	\$0	\$74,970,000	\$0
VARIOU	20971 Active Will Not Adv	F-ST99(889)		Develop Tool f N/A	or R/W Excess / Surpl	us	D	ata System Develo	pment/Enhanceme	ent	
	FA_STIC_2021	\$60,00	0 \$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0
	ST_MATCH	\$	0 \$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total \$60,00	0 \$15,000	\$0	\$0	\$0	\$0	\$75,000	\$60,000	\$15,000	\$0
VARIOU	21189 Active Will Not Adv	F-ST99(930)		FY2024 WFRC N/A	MPO CPG SLC, O/L A	REAS	А	nnual Work Progra	m		
	FTA_5303_100	\$881,43	5 \$0	\$0	\$0	\$0	\$0	\$881,435	\$881,435	\$0	\$0
	L_PASS_MATC	H \$	0 \$381,749	\$0	\$0	\$0	\$0	\$381,749	\$0	\$0	\$381,749
	PL_WFRC	\$3,141,11		\$0	\$0	\$0	\$0	\$3,141,111	\$3,141,111	\$0	\$0
	STP_URB_SL@			\$0	\$0	\$0	\$0	\$802,446	\$802,446	\$0	\$0
	STP_UR_O/L@1			\$0	\$0	\$0	\$0	\$432,086	\$432,086	\$0	\$0
		Total \$5,257,07	8 \$381,749	\$0	\$0	\$0	\$0	\$5,638,827	\$5,257,078	\$0	\$381,749
VARIOU	13006 STIP To Be Adv Dt:	F-ST99(293)			Click & Outreach Prog uthority (UTA) One Ca			TA/Transit			
	FA_MISC	\$	0 \$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
	FA_MISC_100%			\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
	UTA_FUNDS	\$		\$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



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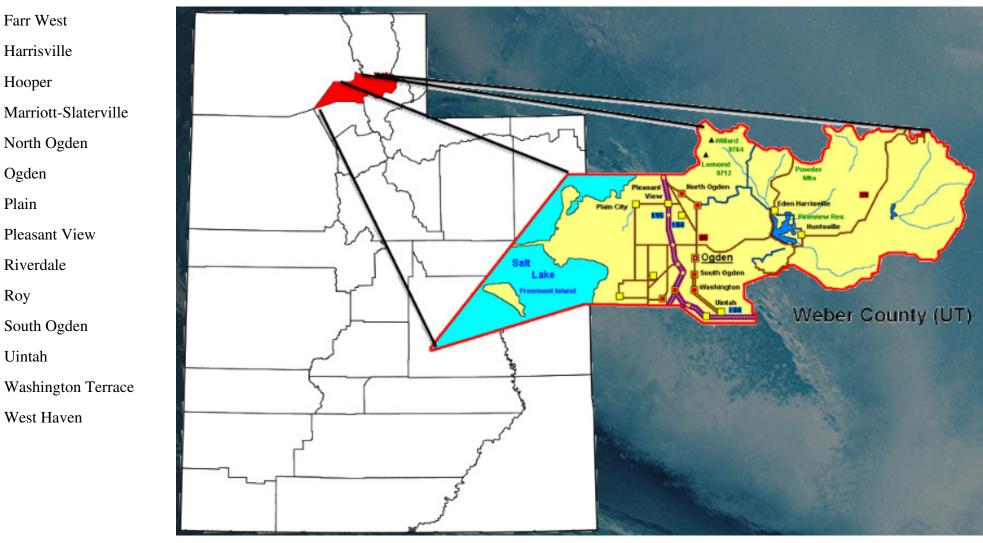


		(1107 2110)				Report		020, 00.107.000					
Region	PIN	Status	Project	No.	Rt. Beg Len	PIN Descript	ion / Project	Location	С	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various	Count	y Projects											
VARIOU	16039	STIP	F-ST99(494)			TIGER 8; First/Las	t Mile Program		UT	TA/Transit			
	1	Vill Not Adv				* For more detail g	o to http://www.rid	leuta.com/About-U	TA/Active-Projec	ts/TIGER-Grant-Pi	roject		
		LOCAL_GOVT		\$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	Г	\$0	\$688,350	\$0	\$0	\$0	\$0	\$688,350	\$688,350	\$0	\$0
		TIGER_TOOELE	E	\$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	F-ST99(495)			UTA; Enhanced Au	utomated Train Co	ntrol System	UT	TA/Transit			
	To E	e Adv Dt:				UTA's Front Runne	er Enhanced Autor	mated Train Control	I System				
		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

Weber County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Weber County include;





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Region	PIN	Status	Projec	ct No.	Rt. Beg L	.en	PIN Descri	ption / Pro	ject Location	۱		Concept Desc	ription		
		Fund		Prior	202	4	2025	2026	6 2027	7	CD	Total	Fed Aid	State	Other
Weber (County	Projects													
WEBER	18834	Undr Const Adv Dt: 0	F-0060(14)1 9/17/22		60		UDOT Reg One/ SR-60; MP .42 -		0 W & I-84 Sidewal	lk	I	ransportation Alte	rnatives		
		TAP_URB_O/L		\$501,176	\$13,68	0	\$0	\$	D \$	60	\$0	\$514,856	\$480,000	\$34,856	\$0
WEBER	18855 To I	STIP Be Adv Dt:	S-0089(538)4	414	89 414	1	1 Ogden/WSU Bus US-89; MP 413.7	•	t (BRT)		٦	IF - Transportation	Investment Fund		
		ST_TTIF		\$0	\$4,000,00	0	\$0	\$	D \$	60	\$0	\$4,000,000	\$0	\$4,000,000	\$0
WEBER	18858	Scoping Will Not Adv	S-R199(299)	1	89 414	1	1 BDO Phase 2 Sh US-89; MP 414.0		I.		I	rails			
		LOCAL_MATCH	4	\$0	\$600,00	0	\$0	\$	D \$	60	\$0	\$600,000	\$0	\$0	\$600,000
		ST_TIF_ ACT		\$0	\$900,00	0	\$0	\$	D \$	60	\$0	\$900,000	\$0	\$900,000	\$0
			Total	\$0	\$1,500,00	0	\$0	\$	D \$	60	\$0	\$1,500,000	\$0	\$900,000	\$600,000
WEBER	16945 To F	Scoping Be Adv Dt: 02	F-0089(486)4	408	89 408		US-89 & Skyline US-89; MP 408.1		tion Imp		I	ntersection Modific	ation		
		CARBON_O/L		\$0	\$1,265,00	0	\$0	\$	D \$	50	\$0	\$1,265,000	\$1,179,360	\$85,641	\$0
		CMAQ_PM2.5		\$214,523	\$22,13	9	\$0	\$	D \$	60	\$0	\$236,663	\$220,641	\$16,022	\$0
		CMAQ_WFRC		\$0	\$	0	\$0	\$	D \$	60	\$0	\$0	\$0	\$0	\$0
			Total	\$214,523	\$1,287,13	9	\$0	\$	D \$	50	\$0	\$1,501,663	\$1,400,000	\$101,663	\$0
WEBER	20318 To F	STIP Be Adv Dt:	F-0089(573)4	413	89 414		Ogden Green Bi US-89; MP 413.6	•	nsion		F	Pedestrian/Bike fac	lity		
		CMAQ_WFRC		\$0	\$	0	\$0	\$	D \$	60	\$536,308	\$536,308	\$500,000	\$0	\$36,308
		LOCAL_GOVT		\$0	\$	0	\$0	\$	D \$	50	\$224,092	\$224,092	\$0	\$0	\$224,092
			Total	\$0	\$	0	\$0	\$	D \$	60	\$760,400	\$760,400	\$500,000	\$0	\$260,400
WEBER	21216 To I	Funding Be Adv Dt:	NEWPROJ(2	21216)	89 414		Ogden Green Bi US-89; MP 413.6	-	nsion		F	Pedestrian/Bike fac	lity		
NEW		CMAQ_WFRC		\$0	\$	0	\$0	\$	D \$	60	\$678,500	\$678,500	\$632,566	\$0	\$45,934
WEBER	20728	Undr Const Adv Dt: 0	S-0097(21)3 3/13/23		97 3	2	2 5600 S Early Mit SR-97; MP 3.20	-			Ň	Viden Existing Fac	lity		
		ST_TIF_HB433		\$7,404	\$17,692,59	6	\$0	\$	D \$	60	\$0	\$17,700,000	\$0	\$17,700,000	\$0
WEBER	16391	Advertised Adv Dt: 0	S-R199(324) 7/03/23)	97 5		I-15; SR-97 (560 SR-97; MP 5.10	• •	ning of 5600 South	h	ι	Jpgrade Existing In	terchange		
		ST_APPROP		\$206,723	\$	0	\$0	\$	D \$	50	\$0	\$206,723	\$0	\$206,723	\$0
		ST_TIF		\$0	\$	0	\$0	\$140,000,00	D \$	60	\$0	\$140,000,000	\$0	\$140,000,000	\$0
		ST_TIF_HB433		\$49,659,469	\$94,433,80	8	\$76,000,000	\$	D \$	50	\$0	\$220,093,277	\$0	\$220,093,277	\$0
			Total S	\$49,866,192	\$94,433,80	8	\$76,000,000	\$140,000,00	D \$	50	\$0	\$360,300,000	\$0	\$360,300,000	\$0
WEBER	19606 то н	STIP Be Adv Dt:	F-0204(22)0		204	4	4 Ogden/ Layton / SR-204; MP .00		ning & Optimizatio	on	1	raffic Signal Coord	lination		
		STP_URB_O/L		\$0	\$	0	\$0	\$	D \$	50	\$400,000	\$400,000	\$372,920	\$27,080	\$0



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Total \$0 \$0 \$2,063,000 \$0 \$0 \$2,063,000 \$1,691,600 \$0 \$3371,400 WEBER 13124 Undr Const Will Not Adv S-LC57(32) 3359 1 1 4700 West; 4000 South to 4600 South Cnty:FA-3359; MP.84 - 1.84 & 4700 West; 4200 South to 4800 South Reconstruct & Widening Vill Not Adv Cnty:FA-3359; MP.84 - 1.84 & 4700 West; 4200 South to 4800 South 4800 South <t< th=""><th>Region</th><th>PIN Status</th><th>Project No.</th><th>•</th><th>PIN Description</th><th>•</th><th></th><th></th><th>oncept Desc</th><th>•</th><th></th><th></th></t<>	Region	PIN Status	Project No.	•	PIN Description	•			oncept Desc	•		
WEERE NEW 21215 Fund SAX 91 (2) NEWPROU[21215) 284 On Route Electric Bus Charging Infrastructure UTATTransit WEIR 70 AMQ_WFRC 50 50 50 50 51,500,000 \$1,500,000 \$1,308,405 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$51,500,000 \$1,308,405 \$50 \$51,500,000 \$1,308,405 \$50 \$51,500,000 \$1,308,405 \$50 \$51,500,000 \$1,308,405 \$50 \$51,500,000 \$1,308,405 \$50 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,405 \$51,500,000 \$1,308,410 \$51,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000 <th></th> <th>Fund</th> <th>Prior</th> <th>2024</th> <th>2025</th> <th>2026</th> <th>2027</th> <th>CD</th> <th>Total</th> <th>Fed Aid</th> <th>State</th> <th>Other</th>		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
To Be Adv pts: SR248; MP 24 - 24	Weber C	County Projects										
WEBER 18812 Scoping Sty Be AdV rbt; 65/21/3 (5/21/3) 300 1 4500 South & Layton Canal Cmyt FA:3306 (3)1 Reconstruct & Widening Cmyt FA:3306 (3)1 Reconstruct & Widening Cmyt FA:3306 (3)1 Convert (1000 South & 1000 South &	WEBER	•	NEWPROJ(21215)	284		us Charging Infra	astructure	UT	A/Transit			
to Bs Ast pict 05/20/24 So STP_URB_OL So	NEW	CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,398,450	\$0	\$101,550
VEBER 17847 STP TO BR AKP D1: CARBON ON LOCALL GOVT F-3310(1) 50 3310 ST (TE);F-A313(1); MP.5050 Intersection Modification VEBER 17647 STP CMAQ_WFRC 50 <td< td=""><td>WEBER</td><td></td><td>.,</td><td>3308 1</td><td>•</td><td></td><td></td><td>Re</td><td>construct & Wider</td><td>ning</td><td></td><td></td></td<>	WEBER		.,	3308 1	•			Re	construct & Wider	ning		
VEBER 1 Chry:FA:310; MP:5050 Chry:FA:310; MP:5050 Chry:FA:310; MP:5050 Chry:FA:310; MP:5050 S0		STP_URB_O/L	\$0	\$471,500	\$0	\$0	\$0	\$0	\$471,500	\$439,579	\$0	\$31,921
CMAQ_WFRC LOCAL_GOV 50 <td>WEBER</td> <td></td> <td>F-3310(1)1</td> <td>3310</td> <td></td> <td></td> <td>ut</td> <td>Int</td> <td>ersection Modifica</td> <td>ition</td> <td></td> <td></td>	WEBER		F-3310(1)1	3310			ut	Int	ersection Modifica	ition		
LOCAL_GOVT 50 533,325 50 50 50 50 50,333,325 50 50 50,333,325 50 50,333,325 50 50,333,325 50 50,37,70 56,37,70 56,37,70 54,39,325 50 527,700 50 50 50 523,700 50 522,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700 50 523,700		CARBON_O/L	\$0	\$722,375	\$0	\$0	\$0	\$0	\$722,375	\$673,470	\$48,905	
Total \$0 \$760,700 \$0 \$0 \$0 \$0 \$760,700 \$673,470 \$46,905 \$38,325 WEBER 19628 Scoping F-3316(1)0 (D0/LL/24) 3318 4000 South SRTS Rail crossing; 2550 W - 2350 W Cruy;FA:3318; IMP. 4066 Pedestrian/Bicycle Safety LOCAL_GOVT \$0 \$226,700 \$0 \$0 \$226,700 \$0 \$226,700 \$0 \$226,700 \$0												
WEBER 19628 Scoping OV F-3318(1)0 LOCAL_MATCH 3318 4000 South SRTS Rail Crossing; 2550 W - 2350 W Cnty:FA-3318; MP .4066 Pedestrian/Bicycle Safety LOCAL_MATCH 50 5226,700 50 516,339 5226,700 50 516,339 5226,700 50 5226,700 50 5226,700 50 5226,700 50 5226,700 50 5226,700 50 5226,700 <		LOCAL_GOVT		· · ·	-							
To be Adv bt: 09/01/24 Cnty:FA-3318; MP.4066 Cntv:rA-3318; MP.4066 Cntv:rA-3318; MP.4066 S0 S17.00 S0 S0 S0 S0 S0 S0 S217.800 S0 S225.00 S0 S17.33 S225.00 S0 S225.00 S0 S16.33 S225.00 S226.700 <			Total \$0	\$760,700	\$0	\$0	\$0	\$0	\$760,700	\$673,470	\$48,905	\$38,325
LOCAL_MATCH STP_URB_O/L ST_TIF_FML NEW \$0 \$217,800 \$0 \$0 \$0 \$0 \$0 \$0 \$217,800 \$0 \$0 \$0 \$217,800 \$13,339 \$225,000 \$226,700 \$0 \$13,339 \$326,700 \$0 \$13,339 \$326,700 \$00 \$13,339 \$326,700 \$00 \$13,339 \$326,700 \$225,000 \$13,26,700 \$00 \$225,000 \$326,700 \$00 \$224,800 WEBER 17795 Scoping To Be Adv Dt: F-3328(2)1 3328 1 1 300 West; 5000 South to Riverdale City Boundary Crity:FA-3328; MP, 53 - 1.22 Reconstruct no widening Crity:FA-3328; MP, 53 - 1.22 Reconstruct no widening STP_URB_O/L \$0 \$125,000 \$0 \$0 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$125,000 \$125,000 \$0 \$0 \$0 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$0 \$0 \$0 \$125,000 \$0 \$125,000 \$0 \$0 \$0 \$0 \$0 \$0 \$126,000 <td>WEBER</td> <td></td> <td>.,</td> <td>3318</td> <td></td> <td>-</td> <td>) W - 2350 W</td> <td>Pe</td> <td>destrian/Bicycle S</td> <td>afety</td> <td></td> <td></td>	WEBER		.,	3318		-) W - 2350 W	Pe	destrian/Bicycle S	afety		
STP_URB_O/L ST_TTF_FML \$10,000 \$0 \$00 \$326,700 \$00 \$326,700 \$00 \$0 \$00 \$0 \$00 \$0 \$232,330 \$0 \$241,339 \$326,700 \$225,000 \$0 \$00 \$326,700 \$00 \$0 \$00 \$0 \$00 \$0 \$00 \$0 \$00 \$0 \$00 \$0 \$241,339 \$0 \$225,000 \$0 \$00 \$326,700 \$00 \$225,000 \$00 \$225,000 \$00 \$225,000 \$00 \$225,000 \$225,000 \$2326,700 \$224,000 WEBER 17795 To Be Adv Dr to 1/1/24 3328 1 1 300 West; 5000 South to Riverdale City Boundary Crity:FA-3328; MP.53 - 1.22 Reconstruct no widening Crity:FA-3328; MP.53 - 1.22 S00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$125,000 \$00 \$00 \$125,000 \$00 \$125,000 \$00 \$125,000 \$2,7702,831 \$00 \$326,700 \$22,702,831 \$00 \$326,700 \$22,702,831 \$00 \$22,5000 \$00 \$2125,000 \$00 \$2,702,831 \$00 \$00 \$2,702,831 \$00 \$00 \$2,850,700 \$00 \$00 \$00 \$00												
ST_TTIF_FMLM \$0 \$326,700 \$0 \$0 \$0 \$0 \$26,700 \$0 \$326,700 \$0 WEBER 17795 Scoping To Be AdV Dt: 01/11/24 \$10,000 \$544,500 \$00 \$0 \$0 \$240,000 \$7794,500 \$225,000 \$2326,700 \$242,000 WEBER 17795 Scoping To Be AdV Dt: 01/11/24 \$328 1 1 300 West; \$000 South to Riverdale City Boundary Crity:FA:3328; MP.53 - 1.22 Reconstruct no wide/instruct Crity:FA:3328; MP.53 - 1.22 Reconstruct no wide/instruct Stre_LOCAL_GOVT \$0 \$125,000 \$0 \$0 \$0 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$125,000 \$100 Hesi Adv Dt: Total \$326,710 \$0 \$0 \$0 \$100 Hesi Adv Dt: Total \$300 \$2,02,030 \$0 \$100 Hesi Adv Dt: Total \$1,001 Hesi Adv Dt: Total \$1,01,01 \$1,01,01 \$1,01,01 \$1,01,00 \$2,02,30,00 <td< td=""><td></td><td>-</td><td></td><td></td><td>•</td><td>•</td><td></td><td>•</td><td></td><td></td><td>•</td><td></td></td<>		-			•	•		•			•	
Total \$10,000 \$544,500 \$0 \$0 \$0 \$240,000 \$794,500 \$225,000 \$326,700 \$242,800 WEBER 17795 Scoping To Be Adv Dt: 01/11/24 F-3328(2)1 3328 1 1 300 West; 5000 South to Riverdale City Boundary Chty:FA-3328; MP.53 - 1.22 Reconstruct no widening Reconstruct no widening \$125,000 \$0 \$125,000 \$0 \$125,000 \$2,6774,100 \$0 \$125,000 \$2,702,831 \$0 \$195,6269 VEBER 21229 Funding To Be Adv Dt: NEWPROJ(21229) 3346 1 Adams Avenue Sidewalk; 40th Street to 42nd Street Crty:FA-3346; MP 1.33 - 1.65 Pedestrian/Bike facility \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$248,563 \$0 \$0 \$1,614,437 \$1,691,600 \$0 \$122,837 NEW LOCAL_GOVT \$0 \$0 \$206,3000 \$0											•	
WEBER 17795 Scoping To Be Adv Dt: F-3328(2)1 U/11/24 3328 1 1 300 West; 5000 South to Riverdale City Boundary Cnty:FA-3328; MP.53 - 1.22 Reconstruct no widening LOCAL_GOVT STP_URB_0/L \$0 \$125,000 \$0 \$0 \$0 \$0 \$125,000 \$0 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$125,000 \$0 \$0 \$0 \$0 \$0 \$2,099,100 \$2,702,831 \$0 \$321,269 WEBER 21229 Funding To Be Adv Dt: NEWPROJ(21229) 3346 1 Adams Avenue Sidewalk; 40th Street to 42nd Street Cnty:FA-3346; MP 1.33 - 1.65 Pedestrian/Bike facility Pedestrian/Bike facility NEW LOCAL_GOVT TAP_URB_0/L \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		SI_IIIF_FMLM	· · · · · · · · · · · · · · · · · · ·									
To Be Adv bt: 01/11/24 Cnty:FA-3328; MP .53 - 1.22 State of the state			lotal \$10,000	\$544,500	\$0	\$0	\$0	\$240,000	\$794,500	\$225,000	\$326,700	\$242,800
STP_URB_O/L \$325,000 \$2,574,100 \$0 \$0 \$0 \$0 \$2,899,100 \$2,702,831 \$0 \$321,663 WEBER 21229 TO Be AdV Dt: Funding TO Be AdV Dt: NEWPROJ(21229) 3346 1 Adams Avenue Sidewalk; 40th Street to 42nd Street Cnty:FA-3346; MP 1.33 - 1.65 Pedestrian/Bike facility S0 \$248,563 \$0 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$248,563 \$0 \$0 \$0 \$2,063,000 \$1,22,877 NEW LOCAL_GOVT TAP_URB_O/L \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$122,837 Total \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$2,063,000 \$1,691,600 \$0 \$371,400 WEBER 13124 Undr Const \$248,563 \$0 \$0 \$0 \$0 \$0 \$0 <	WEBER		. ,	3328 1			ty Boundary	Re	construct no wide	ning		
Total \$325,000 \$2,699,100 \$0 \$0 \$0 \$0 \$3,024,100 \$2,702,831 \$0 \$321,269 WEBER 21229 Funding To Be Adv Dt: NEWPROJ(21229) 3346 1 Adams Avenue Sidewalk; 40th Street to 42nd Street Cnty:FA-3346; MP 1.33 - 1.65 Pedestrian/Bike facility Pedestrian/Bike facility V S0 \$248,563 \$0 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$122,837 Total \$0 \$0 \$2,063,000 \$0 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$1,691,600 \$0 \$122,837 Total \$0 \$0 \$2,063,000 \$0 \$0 \$2,063,000 \$1,691,600 \$0 \$371,400 WEBER 13124 Undr Const Will Not Adv \$-LC57(32) 3359 1 1 4700 West; 4000 South to 4600 South Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South \$0 \$1,976,113 \$0		-				•		•				
WEBER 21229 To Be Adv Dt: Funding Adv Dt: NEWPROJ(21229) 3346 1 Adams Avenue Sidewalk; 40th Street to 42nd Street Cnty:FA-3346; MP 1.33 - 1.65 Pedestrian/Bike facility NEW LOCAL_GOVT TAP_URB_O/L \$0 \$0 \$0 \$0 \$0 \$0 \$248,563 \$0 \$0 \$0 \$248,563 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$122,837 Total \$0 \$0 \$2,063,000 \$0 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$122,837 WEBER 13124 Undr Const Will Not Adv \$-LC57(32) 3359 1 1 4700 West; 4000 South to 4600 South Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South Reconstruct & Widening LOCAL_MATCH \$0		STP_URB_O/L		\$2,574,100		-			\$2,899,100	\$2,702,831		
To Be Adv Dt: Cnty:FA-3346; MP 1.33 - 1.65 NEW LOCAL_GOVT TAP_URB_O/L \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$248,563 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$122,837 Total \$0 \$0 \$2,063,000 \$0 \$0 \$0 \$2,063,000 \$1,691,600 \$0 \$371,400 WEBER 13124 Undr Const Will Not Adv S-LC57(32) 3359 1 1 4700 West; 4000 South to 4600 South Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South Reconstruct & Widening UCCAL_MATCH \$0			Total \$325,000	\$2,699,100	\$0	\$0	\$0	\$0	\$3,024,100	\$2,702,831	\$0	\$321,269
TAP_URB_O/L \$0 \$0 \$1,814,437 \$0 \$0 \$1,814,437 \$1,691,600 \$0 \$122,837 Total \$0 \$0 \$2,063,000 \$0 \$0 \$0 \$2,063,000 \$1,814,437 \$1,691,600 \$0 \$122,837 WEBER 13124 Undr Const Will Not Adv \$-LC57(32) 3359 1 1 4700 West; 4000 South to 4600 South Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South Reconstruct & Widening \$0	WEBER		NEWPROJ(21229)	3346 1			to 42nd Street	Pe	destrian/Bike facil	ity		
Total \$0 \$0 \$2,063,000 \$0 \$0 \$0 \$2,063,000 \$1,691,600 \$0 \$371,400 WEBER 13124 Undr Const Will Not Adv S-LC57(32) 3359 1 1 4700 West; 4000 South to 4600 South Cnty:FA-3359; MP.84 - 1.84 & 4700 West; 4200 South to 4800 South LOCAL_MATCH \$0 <td>NEW</td> <td>LOCAL_GOVT</td> <td>\$0</td> <td>\$0</td> <td>\$248,563</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$248,563</td> <td>\$0</td> <td>\$0</td> <td>\$248,563</td>	NEW	LOCAL_GOVT	\$0	\$0	\$248,563	\$0	\$0	\$0	\$248,563	\$0	\$0	\$248,563
WEBER 13124 Undr Const S-LC57(32) 3359 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 South to 4800 South 400 South to 4800 South 50 \$0		TAP_URB_O/L	\$0	\$0	\$1,814,437	\$0	\$0	\$0	\$1,814,437	\$1,691,600	\$0	\$122,837
Will Not Adv Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South LOCAL_MATCH \$0			Total \$0	\$0	\$2,063,000	\$0	\$0	\$0	\$2,063,000	\$1,691,600	\$0	\$371,400
LOCAL_MATCH \$0	WEBER		S-LC57(32)	3359 1					construct & Wider	ning		
STP_URB_O/L \$0		LOCAL_MATCH	H \$0	\$0					\$0	\$0	\$0	\$0
ST_TIF \$0 <th< td=""><td></td><td>L_PASS_MATC</td><td>CH \$0</td><td>\$197,613</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$197,613</td><td>\$0</td><td>\$0</td><td>\$197,613</td></th<>		L_PASS_MATC	CH \$0	\$197,613	\$0	\$0	\$0	\$0	\$197,613	\$0	\$0	\$197,613
ST_TIF_EXCH \$1,976,128 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,976,128 \$0 \$1,976,128 \$0				·	•			•				\$0
												\$0
Total \$1,976,128 \$197,613 \$0 \$0 \$0 \$0 \$2,173,741 \$0 \$1,976,128 \$197,613		ST_TIF_EXCH								-		
			lotal \$1,976,128	\$197,613	\$0	\$0	\$0	\$0	\$2,173,741	\$0	\$1,976,128	\$197,613



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Region	PIN	Status	Projec	ct No.	Rt. Beg Le	n PIN Descrip	tion / Project	Location	C	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Veber C	County	Projects											
WEBER	15905 To I	Scoping Be Adv Dt: 01	F-3370(1)0 /19/24		3370	1 3600 West; 2600 Cnty:FA-3370; M	N to 1975 N, Plain C P .0078	City	Re	construct & Wide	ning		
		CMAQ_PM2.5		\$0	\$473,721	\$0	\$0	\$0	\$0	\$473,721	\$441,650	\$0	\$32,07
		LOCAL_MATCH		\$0	\$162,059	\$0	\$0	\$0	\$0	\$162,059	\$0	\$0	\$162,0
		STP_COVID_OL	-	\$290,076	\$2	\$0	\$0	\$0	\$0	\$290,078	\$290,078	\$0	
		STP_URB_O/L		\$0	\$2,326,536	\$0	\$0	\$0	\$0	\$2,326,536	\$2,169,030	\$0	\$157,5
		TAP_URB_O/L		\$0	\$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,73
			Total	\$290,076	\$3,284,104	\$0	\$0	\$0	\$0	\$3,574,179	\$3,200,758	\$0	\$373,42
WEBER	18809 To E	STIP Be Adv Dt:	F-3371(1)1		3371 1	1 North Plain City Cnty:FA-3371; M	Road; 2917 West to : P .90 - 1.61	3350 West	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$234,744	\$0	\$0	\$234,744	\$0	\$0	\$234,74
		STP_URB_O/L		\$0	\$10,000	\$0	\$3,744,156	\$0	\$0	\$3,754,156	\$3,500,000	\$0	\$254,15
			Total	\$0	\$10,000	\$0	\$3,978,900	\$0	\$0	\$3,988,900	\$3,500,000	\$0	\$488,90
WEBER	21196 To F	Funding Be Adv Dt:	NEWPROJ(2	21196)	3371 2	3300 North; 2700 Cnty:FA-3371; M	West to 2575 West P 2.18 - 2.34		Int	ersection Modifica	ation		
NEW		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$879,121	\$879,121	\$0	\$0	\$879,12
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,574,279	\$2,574,279	\$2,400,000	\$0	\$174,27
			Total	\$0	\$0	\$0	\$0	\$0	\$3,453,400	\$3,453,400	\$2,400,000	\$0	\$1,053,40
WEBER	17865	Undr Const Adv Dt: 09	F-3416(1) 9/24/22		3416	20th & Lincoln T Cnty:FA-3416; M	-		Int	ersection Improve	ements		
		LOCAL_GOVT		\$0	\$150,745	\$0	\$0	\$0	\$0	\$150,745	\$0	\$0	\$150,74
		TAP_URB_O/L		\$256,355	\$0	\$0	\$0	\$0	\$0	\$256,355	\$239,000	\$0	\$17,3
			Total	\$256,355	\$150,745	\$0	\$0	\$0	\$0	\$407,100	\$239,000	\$0	\$168,10
WEBER	17797 To F	Scoping Be Adv Dt: 03	F-3442(2)5 /10/25		3442 5	1 West Harrisville Cnty:FA-3442; M	Rd; US-89 to 750 We P 5.16 - 5.76	est	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,00
		STP_URB_O/L		\$0	\$653,660	\$2,681,540	\$0	\$0	\$0	\$3,335,200	\$3,109,407	\$0	\$225,79
			Total	\$0	\$653,660	\$2,806,540	\$0	\$0	\$0	\$3,460,200	\$3,109,407	\$0	\$350,79
WEBER	20303 To F	STIP Be Adv Dt:	F-3442(3)1		3442 1	1 1900/1975 North Cnty:FA-3442; M	; 2700 West to 3600 \ P 1.33 - 2.49	West (Phase 1)	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$182,114	\$182,114	\$0	\$0	\$182,11
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,479,859	\$2,479,859	\$2,311,973	\$0	\$167,88
			Total	\$0	\$0	\$0	\$0	\$0	\$2,661,973	\$2,661,973	\$2,311,973	\$0	\$350,00
WEBER	18814 To F	STIP Be Adv Dt:	F-3446(1)		3446 1	1 4000 North; SR-1 Cnty:FA-3446; M			Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$4,204,537	\$0	\$0	\$4,204,537	\$0	\$0	\$4,204,53
		STP_URB_O/L		\$0	\$0	\$0	\$2,896,064	\$0	\$0	\$2,896,064	\$2,700,000	\$0	\$196,06
			Total	\$0	\$0	\$0	\$7,100,600	\$0	\$0	\$7,100,600	\$2,700,000	\$0	\$4,400,6



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Region	PIN Sta	atus	Projec	ct No.	Rt. Beg Len	PIN Descript	ion / Project L	ocation	Co	oncept Desc	ription		
	Fun	d		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Weber (County Proj	ects											
WEBER		oping	S-I15-8(158)	343	MULT	I-15; 24th Street In	iterchange		TIF	- Transportation	Investment Fund		
	To Be Adv		/22/23			•	43.50 & I-15; MP 342						
	ST_TI	F		\$3,581,935	\$70,343,728	\$18,574,337	\$3,500,000	\$0	\$0	\$96,000,000	\$0	\$96,000,000	\$0
WEBER	15685 A	ctive	S-I15-8(159)	338	MULT	I-15: SR-97 (5600 \$	South) Environmenta	al Study	TIF	- Transportation	Investment Fund		
	Will Not		,				38.80 & I-15; MP 338					SR-97 that is inclue	ded within
	ST_TI	F		\$1,989,587	\$1,010,414	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
WEBER	19919 Sco To Be Adv	oping Dt: 02/	F-l84-6(148)	81	MULT		ements at Riverdale .26 & Cnty:FA-3316;		Nev	w Bridge/Bridge R	eplacement		
	NHPP	_BR		\$10,000	\$0	\$18,090,000	\$0	\$0	\$0	\$18,100,000	\$16,874,630	\$1,225,370	\$0
	STP_I	BRIDGE		\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000	\$1,211,990	\$88,010	\$0
	ST_BI	RIDGE		\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$750,000	\$0
	ST_TI	F_PRS_S		\$50,000	\$1,800,000	\$0	\$0	\$0	\$0	\$1,850,000	\$0	\$1,850,000	\$0
			Total	\$60,000	\$2,550,000	\$19,390,000	\$0	\$0	\$0	\$22,000,000	\$18,086,620	\$3,913,380	\$0
WEBER	14840 Undi Will Not	r Const Adv	S-LC57(37)		MULT	20th St.; Washing 20th Street, Wash	ton to Monroe Recor ington to Monroe	nstruction	Re	construct & Wider	ning		
		L_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		SS_MATC	н	\$0	\$242,332	\$0	\$0	\$0	\$0	\$242,332	\$0	\$0	\$242,332
		JRB_0/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_TI			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SI_11	F_EXCH	Tatal	\$2,423,317	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$2,423,317	\$0 \$0	\$2,423,317	\$0
			Total	\$2,423,317	\$242,332	\$U	\$0	\$0	\$0	\$2,665,649	\$0	\$2,423,317	\$242,332
WEBER	14850 Sco To Be Adv	Dt: 11,	F-LC57(45) /04/22		MULT	· ·	out at Ritter Drive, Ri 1.16 & SR-60; MP .70			ersection Modifica	ition		
	CMAG	_WFRC		\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	16936 Sco To Be Adv	oping Dt: 01,	F-3354(4)0 /30/24		MULT		View - Riverdale to V .0046 & Cnty:FA-	•		construct & Wider	ning		
	LOCA	L_GOVT		\$0	\$0	\$454,735	\$0	\$0	\$0	\$454,735	\$0	\$0	\$454,735
	STP_U	JRB_0/L		\$1,089,596	\$1,591,944	\$1,608,925	\$0	\$0	\$0	\$4,290,465	\$4,000,001	\$0	\$290,464
			Total	\$1,089,596	\$1,591,944	\$2,063,660	\$0	\$0	\$0	\$4,745,200	\$4,000,001	\$0	\$745,199
WEBER	19620 Sco Will Not	oping Adv	S-3368(3)1		MULT	· ·	to Ogden Boundary 1.52 - 1.19 & Cnty:FA			construct & Wider	ning		
		L_GOVT		\$0	\$2,600,100	\$0	\$0	\$0	\$0	\$2,600,100	\$0	\$0	\$2,600,100
	ST_P	/MT_LV2		\$0	\$1,765,265	\$0	\$0	\$0	\$0	\$1,765,265	\$0	\$1,765,265	\$0
			Total	\$0	\$4,365,364	\$0	\$0	\$0	\$0	\$4,365,364	\$0	\$1,765,265	\$2,600,100



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STIP 2024-2029 Report Run on: Jul 11, 2023, 06:48 A.M.

		(Rev 2179)	Duration					2023, 06:48 A.M.		(D			
Region		Status Fund	Project	r No. Prior	Rt. Beg Len 2024	PIN Description 2025	on / Project 2026	Location 2027	CD	oncept Desc Total	Fed Aid	State	Other
Nobor C		Projects		FIIO	2024	2025	2020	2021	CD	Total	i eu Alu	State	Other
WEBER	19621	Scoping ill Not Adv	S-3416(2)1		MULT	20th Street; Quincy Cnty:FA-3416; MP 1				construct no wide	ning		
		LOCAL_GOVT ST_PVMT_LV2		\$0 \$0	\$3,154,768 \$1,530,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,154,768 \$1,530,000	\$0 \$0	\$0 \$1,530,000	\$3,154,76 \$
			Total	\$0	\$4,684,768	\$0	\$0	\$0	\$0	\$4,684,768	\$0	\$1,530,000	\$3,154,70
WEBER	20307 To Be	STIP Adv Dt:	F-3384(1)0		MULT	25th Str & 4400 So. Cnty:FA-3384; MP .				construct no wide d and also 4400 Se	•	ospital to Harrison	Blvd
	I	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$5,469,690	\$5,469,690	\$0	\$0	\$5,469,6
	5	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$3,616,410	\$3,616,410	\$3,371,579	\$0	\$244,83
			Total	\$0	\$0	\$0	\$0	\$0	\$9,086,100	\$9,086,100	\$3,371,579	\$0	\$5,714,52
WEBER	21193 To Be	Funding Adv Dt:	NEWPROJ(21	193)	MULT	2nd Street; Washing Cnty:FA-3432; MP 1				construct & Wider	ning		
NEW		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$4,331,652	\$4,331,652	\$0	\$0	\$4,331,6
	9	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,8
			Total	\$0	\$0	\$0	\$0	\$0	\$7,549,500	\$7,549,500	\$3,000,000	\$0	\$4,549,5
WEBER	13615 To Be	STIP Adv Dt:	S-0067(25)0		OTHER	SR-67; Corridor Pre Future SR-67 Corric			Co	rridor Preservatio	n		
	9	ST_CORR_PRE	S	\$154,471	\$1,911	\$0	\$0	\$0	\$0	\$156,382	\$0	\$156,382	
WEBER	16939 Wi	STIP ill Not Adv	F-LC57(49)		OTHER	UTA Locomotive Re Rebuilding of the C		comotives (Locatio		A/Transit r Intermodal Cente	er)		
		CMAQ_PM2.5		\$0	\$933,176	\$0	\$0	\$0	\$0	\$933,176	\$870,000	\$63,176	
		LOCAL_GOVT		\$0 ©0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$381,015	\$381,015	\$0 ©	\$0 \$0	\$381,0
	·	STP_URB_O/L	Total	\$0 \$0	\$0 \$933,176	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$381,015	\$0 \$1,314,191	\$0 \$870.000	\$0 \$63,176	\$381,0
				ΨŪ	<i>\$</i> 355,115	••	• -	• •	<i>4001,010</i>	ψ1,01 4 ,101	<i>4010,000</i>	<i>400,110</i>	<i>4001,0</i>
WEBER		Scoping ill Not Adv	S-R199(304)	*****	OTHER	SR-97 (5600 South) SR-97 (5600 South)	Weber Co.Corric	or Preservation		rridor Preservatio		* 0 500 000	
	:	ST_CORR_PRE	5 5	\$3,223,607	\$276,393	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	:
WEBER		Scoping Adv Dt: 11			OTHER	Ogden Canyon Sha Ogden Canyon Sha				destrian/Bike facil	-		
				\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,2
		L_PASS_MATC ST_TIF_ ACT	н	\$0 \$450,229	\$600,000 \$1,949,771	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$600,000 \$2,400,000	\$0 \$0	\$0 \$2,400,000	\$600,0
	•	SI_IIF_ACI	Total	\$450,229	\$4,695,004	\$0	\$0	\$0	\$0	\$5,145,232	\$2,000,000	\$2,400,000	\$745,2
WEBER	11091	Scoping ill Not Adv	F-R199(133)	••••	OTHER	Washington Blvd & Washington Blvd. 8			• •	ersection Improve		-,,	* * ••,=
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_CONCPT_D	1	\$2,650	\$310	\$0	\$0	\$0	\$0	\$2,960	\$0	\$2,960	
	5	ST_CONT_PG		\$1,910	\$8,816	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$
			Total	\$4,561	\$9,126	\$0	\$0	\$0	\$0	\$13,686	\$0	\$13,686	

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Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Descript	ion / Project I	_ocation	C	oncept Desc	ription		
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Veber C	County	y Projects											
WEBER	14045	Scoping Will Not Adv	S-LC57(34)		OTHER	4700 West; 5100 S 4700 West; 5100 S			Re	construct & Wide	ning		
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	5
		L_PASS_MATCH	-	\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,9
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF_EXCH		\$2,075,175	\$3,973	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	
			Total	\$2,075,175	\$211,888	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,9
WEBER	14842	Undr Const Will Not Adv	S-LC57(38)		OTHER	450/400 E.; 2600 N 450/400 Est; 2600 I		• •	TIF	- Transportation	Investment Fund		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH	4	\$0	\$391,000	\$0	\$0	\$0	\$0	\$391,000	\$0	\$0	\$391,0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_HIF_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF_EXCH		\$3,487,388	\$31,612	\$0	\$0	\$0	\$0	\$3,519,000	\$0	\$3,519,000	
			Total	\$3,487,388	\$422,612	\$0	\$0	\$0	\$0	\$3,910,000	\$0	\$3,519,000	\$391,0
WEBER	14846	STIP Will Not Adv	F-LC57(43)		OTHER	UTA Intermodal Ce Ice Sheet Parking,	,	•	UT	A/Transit			
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		TFER_2_UTA		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,6
		UTA_FUNDS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Total	\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,6
WEBER	14847	′ Undr Const Will Not Adv	F-LC57(44)		OTHER	Ogden Bike Share Downtown Ogden	Program		Tra	insportation Alter	natives		
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_PM2.5_1		\$601,873	\$0	\$0	\$0	\$0	\$0	\$601,873	\$601,873	\$0	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		CMAQ_WFRC_1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH	1	\$0	\$43,706	\$0	\$0	\$0	\$0	\$43,706	\$0	\$0	\$43,7
		ST_CONT_R1		\$1,502	\$0	\$0	\$0	\$0	\$0	\$1,502	\$0	\$1,502	
			Total	\$603,375	\$43,706	\$0	\$0	\$0	\$0	\$647,081	\$601,873	\$1,502	\$43,7
WEBER	14853 то	Scoping Be Adv Dt: 11/	F-LC57(40)		OTHER	Bicycle and Ped Sa Riverdale Various		ts, Riverdale	Pe	destrian/Bike faci	ity		
		TAP_URB_WFR	-	\$0	\$69,720	\$0	\$0	\$0	\$0	\$69,720	\$65,000	\$0	\$4,



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Region	PIN	Status	Project	No.	Rt. Beg Len	PIN Descrip	tion / Project	Location	C	Concept Desc	ription		
	F	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Weber (County F	Projects											
WEBER	15923 Wi	STIP II Not Adv	F-R199(236)		OTHER		s on Frontrunner - U or new bike racks o			ransportation Alter cars.	natives		
	L	OCAL_GOVT		\$0	\$15,001	\$0	\$0	\$0	\$0	\$15,001	\$0	\$0	\$15,00 ⁻
	1	TAP_URB_WFF	RC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	I	FER_2_UTA		\$0	\$101,899	\$0	\$0	\$0	\$0	\$101,899	\$95,000	\$6,899	\$0
			Total	\$0	\$116,900	\$0	\$0	\$0	\$0	\$116,900	\$95,000	\$6,899	\$15,001
WEBER	16934 Wi	STIP II Not Adv	F-LC57(48)		OTHER	-	Rapid Transit (BRT ate University BRT;			lew Capacity Iy Dee Hospital - wi	th exclusive lanes fr	om 30th and Harr	ison to the Dee
	F	TASEC_5309		\$0	\$97,903,590	\$0	\$0	\$0	\$0	\$97,903,590	\$78,322,872	\$0	\$19,580,718
	L	OCAL_INKIND)	\$0	\$4,570,000	\$0	\$0	\$0	\$0	\$4,570,000	\$0	\$0	\$4,570,000
	٦	FER_2_UTA		\$0	\$3,754,156	\$0	\$0	\$0	\$0	\$3,754,156	\$3,500,000	\$0	\$254,156
	ι	JTA_FUNDS		\$0	\$4,478,513	\$0	\$0	\$0	\$0	\$4,478,513	\$0	\$0	\$4,478,513
			Total	\$0	\$110,706,259	\$0	\$0	\$0	\$0	\$110,706,259	\$81,822,872	\$0	\$28,883,387
WEBER	17866 To Be	Scoping Adv Dt: 01	F-R199(271) /05/24		OTHER	· ·	So to 5000 So, Side South to 5000 South		S	afe Sidewalk			
	L	OCAL_GOVT		\$0	\$10,453	\$0	\$0	\$0	\$0	\$10,453	\$0	\$0	\$10,453
	٦	AP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	1	TAP_URB_WFF	RC OS	\$44,575	\$246,672	\$0	\$0	\$0	\$0	\$291,247	\$271,530	\$0	\$19,717
			Total	\$44,575	\$257,125	\$0	\$0	\$0	\$0	\$301,700	\$271,530	\$0	\$30,170
WEBER	17954 То Ве	STIP Adv Dt:	F-R299(352)		OTHER	•	00 W to 4300 N (Plea S-89 to 1100 West, P	•	N	ew Capacity			
	L	OCAL_GOVT		\$0	\$0	\$28,655,373	\$0	\$0	\$0	\$28,655,373	\$0	\$0	\$28,655,373
	5	STP_URB_O/L		\$0	\$1,836,414	\$1,846,413	\$0	\$0	\$0	\$3,682,827	\$3,433,500	\$0	\$249,327
			Total	\$0	\$1,836,414	\$30,501,786	\$0	\$0	\$0	\$32,338,200	\$3,433,500	\$0	\$28,904,700
WEBER	18811 To Be	STIP Adv Dt:	F-LC57(51)0		OTHER		South to Davis Co L South (SR-97) to We			econstruct & Wide	ning		
	L	OCAL_GOVT		\$0	\$0	\$0	\$490,000	\$0	\$0	\$490,000	\$0	\$0	\$490,000
	5	STP_URB_O/L		\$0	\$0	\$0	\$1,981,100	\$0	\$0	\$1,981,100	\$1,846,980	\$0	\$134,120
			Total	\$0	\$0	\$0	\$2,471,100	\$0	\$0	\$2,471,100	\$1,846,980	\$0	\$624,120
WEBER	18828 To Be	STIP Adv Dt:	F-R199(297)		OTHER	Ogden/Weber Sta	sit - Operating Subsi ate University (WSU State University and	Bus Rapid Transit	(BRT) is a 5.3-	TA/Transit mile project connec	ting from the Ogder	FrontRunner co	mmuter rail
	C	CMAQ_WFRC		\$0	\$1,230,700	\$0	\$0	\$0	\$0	\$1,230,700	\$1,147,382	\$0	\$83,318
WEBER	18829 To Be	STIP Adv Dt:	F-R199(198)		OTHER	Ogden/Weber Sta	c Bus Charging Infra ate University (WSU State University and) Bus Rapid Transit	(BRT) is a 5.3-	TA/Transit mile project connec	ting from the Ogder	FrontRunner co	mmuter rail
	C	CARBON_O/L		\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
	C	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0



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Region	PIN Stat	tus	Project N	No.	Rt. Beg Len	PIN Description	on / Project L	ocation	C	oncept Desc	ription		
	Fund		F	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Neber (County Proje	cts											
WEBER	18830 ST		F-LC57(52)	c	THER	Ogden City Bike Sh Ogden City Green B	•	iaua Lagatiana		insportation Alter	natives		
	CMAQ_			\$0	\$0	Solution States	so	so \$0	\$435,200	\$435,200	\$405,737	\$0	\$29,46
WEBER	20305 ST		F-R199(347)	c	THER	1800 South; 2050 We Realign 1800 South				ersection Modifica	ation		
	LOCAL			\$0	\$0	\$0	\$0	\$0	\$769,592	\$769,592	\$0	\$0	\$769,59
	STP_UF	_		\$0	\$0	\$0	\$0	\$0	\$1,187,708	\$1,187,708	\$1,107,300	\$0	\$80,40
			Total	\$0	\$0	\$0	\$0	\$0	\$1,957,300	\$1,957,300	\$1,107,300	\$0	\$850,00
WEBER	20308 Scop Will Not A	-	F-R199(349)	С	THER	ROW; 400 N Bridge/ Right of Way for the				rridor Preservatio nuter Rail Station		у	
	LOCAL	_GOVT		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,00
	STP_CC	_	- \$1,	,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	
	STP_UF	RB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Total \$1,	,500,000	\$200,000	\$0	\$0	\$0	\$0	\$1,700,000	\$1,500,000	\$0	\$200,0
WEBER	20334 ST To Be Adv D		F-R199(353)	С	THER	1500 North Sidewall 1500 North Sidewalk				destrian/Bike facil	ity		
	LOCAL			\$0	\$18,235	\$0	\$0	\$0	\$0	\$18,235	\$0	\$0	\$18,2
	TAP_UF	RB_O/L		\$0	\$110,265	\$0	\$0	\$0	\$0	\$110,265	\$102,800	\$0	\$7,4
			Total	\$0	\$128,500	\$0	\$0	\$0	\$0	\$128,500	\$102,800	\$0	\$25,7
WEBER	21236 Fund To Be Adv D	•	NEWPROJ(2123	36) C	THER	Roy City Bldg. Elect Roy Municipal Bldg.		•		ner - Enhancemen) West	t Project		
NEW	CARBO	N_O/L		\$0	\$100,500	\$0	\$0	\$0	\$0	\$100,500	\$93,696	\$0	\$6,8
WEBER	19564 ST To Be Adv D		UT-FLAP-WEB(1	10)1		Causey Reservoir A Causey Reservoir A		• • •		deral Lands Acces	ss Program		
	FLHP			\$0	\$0	\$7,900,000	\$0	\$0	\$0	\$7,900,000	\$7,900,000	\$0	:
WEBER	18802 ST To Be Adv I		F-LC57(50)0			UTA - On-Board Tec UTA Transit Authori	•••••	Quarters, 669 \		A/Transit It Lake City, Utah			
	LOCAL	_		\$0	\$4,785,477	\$0	\$0	\$0	\$0	\$4,785,477	\$0	\$0	\$4,785,4
	STP_UF	RB_O/L		\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,5
			Total	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$200,000	\$0	\$4,800,0



These are listed in the 2023-2028 TIP as programs that identify the funding source for the programs and not the specific projects in the program.

These programs include Bridge Inspection, Region Project Concept Development, and Bridge Loading, Scour Inspection, Pavement Rehabilitation, Pavement Maintenance, Transportation Solutions Program, etc.





UDOT electronic Program Management

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Region	PIN	Program Des	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County I	Progr	ams										
1	16615	REGION ONE; TRA	ANSPORTATION SO	LUTIONS PROGRAM								
		HSIP	\$2,814,416	\$0	\$0	\$0	\$0	\$0	\$2,814,416	\$2,623,880	\$190,536	\$0
		LOCAL_GOVT	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		L_BETTERMENT	\$0	\$308,531	\$0	\$0	\$0	\$0	\$308,531	\$0	\$0	\$308,531
		NHPP_BR	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$10,155	\$0
		NHPP_IM	\$1,423,480	\$0	\$0	\$0	\$0	\$0	\$1,423,480	\$1,340,634	\$82,847	\$0
		NHPP_NHS	\$5,062	\$199,775	\$0	\$0	\$0	\$0	\$204,837	\$190,969	\$13,867	\$0
		OTHER_STATE	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		STP_FLX_ST	\$24,869,330	\$15,690,498	\$0	\$0	\$0	\$0	\$40,559,828	\$37,813,928	\$2,745,900	\$0
		STP_UB_O/L_U	\$300,000	\$5,358,299	\$0	\$0	\$0	\$0	\$5,658,299	\$5,275,232	\$383,067	\$0
		ST_APPROP	\$0	\$90,544	\$0	\$0	\$0	\$0	\$90,544	\$0	\$90,544	\$0
		ST_PVMT	\$4,625,000	\$874,862	\$0	\$0	\$0	\$0	\$5,499,862	\$0	\$5,499,862	\$0
		ST_PVMT_LV2	\$0	\$4,086,751	\$0	\$0	\$0	\$0	\$4,086,751	\$0	\$4,086,751	\$0
		ST_TIF	\$990,000	\$1,107,115	\$0	\$0	\$0	\$0	\$2,097,115	\$0	\$2,097,115	\$0
		ST_TRANS_SOL	\$13,763,088	\$670,932	\$0	\$0	\$0	\$0	\$14,434,020	\$0	\$14,434,020	\$0
		Total	\$48,940,376	\$28,562,306	\$0	\$0	\$0	\$0	\$77,502,682	\$47,384,488	\$29,684,663	\$433,531
1	19033	CMPO FEDERAL F	UNDS EXCHANGE	PROGRAM								
		ST TIF	\$0	\$3,162,337	\$0	\$0	\$0	\$0	\$3,162,337	\$0	\$3,162,337	\$0
		ST_TIFEX_CPO	\$12,074,542	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$12,074,542	\$0 \$0	\$12,074,542	\$0 \$0
		Total	\$12,074,542	\$3,162,337	\$0	\$0	\$0	\$0	\$15,236,880	\$0	\$15,236,880	\$0



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STIP 2024-2029

Report Run on: Ju	ıl 11,	2023,	06:48	A.M
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Region	PIN	Program Des	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
2	16616	REGION TWO; TRA	NSPORTATION SO	LUTIONS PROGRAM	И							
		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_GOVT	\$10,991,004	\$194,942	\$0	\$0	\$0	\$0	\$11,185,946	\$0	\$0	\$11,185,94
		L_BETTERMENT	\$394,427	\$391,189	\$0	\$0	\$0	\$0	\$785,617	\$0	\$0	\$785,617
		NHPP_IM	\$2,820,000	\$11,289,058	\$0	\$0	\$0	\$0	\$14,109,058	\$13,287,911	\$821,147	\$
		NHPP_NHS	\$2,400,000	\$850,000	\$0	\$0	\$0	\$0	\$3,250,000	\$3,029,975	\$220,025	\$0
		STP_FLX_ST	\$37,168,760	\$17,890,446	\$0	\$0	\$0	\$0	\$55,059,206	\$51,331,698	\$3,524,021	\$203,487
		STP_HIF_ST	\$0	\$4,515,056	\$0	\$0	\$0	\$0	\$4,515,056	\$4,209,387	\$305,669	\$0
		STP_SU_JHC	\$1,608,925	\$0	\$0	\$0	\$0	\$0	\$1,608,925	\$1,500,000	\$0	\$108,924
		STP_URB_SL	\$1,072,616	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		STP_URB_SL_U	\$610,000	\$2,442,509	\$0	\$0	\$0	\$0	\$3,052,509	\$2,845,854	\$206,655	\$0
		ST_APPROP	\$666	\$0	\$0	\$0	\$0	\$0	\$666	\$0	\$666	\$0
		ST_ATMS	\$13,389	\$23,846	\$0	\$0	\$0	\$0	\$37,235	\$0	\$37,235	\$0
		ST_ATMS_AM	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_BARRIER	\$0	\$92,326	\$0	\$0	\$0	\$0	\$92,326	\$0	\$92,326	\$
		ST_BRIDGE	\$62,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$62,000	\$
		ST_CONCPT_D2	\$132,513	\$0	\$0	\$0	\$0	\$0	\$132,513	\$0	\$132,513	\$0
		ST_CONT_R2	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_ITS	\$225,437	\$92,328	\$0	\$0	\$0	\$0	\$317,765	\$0	\$317,765	\$0
		ST_PVMT	\$91,643	\$30,223	\$0	\$0	\$0	\$0	\$121,866	\$0	\$121,866	\$
		ST PVMT LV2	\$194,318	\$7,298,853	\$0	\$0	\$0	\$0	\$7,493,171	\$0	\$7,493,171	\$(
		ST_RET_ROW	\$764,673	\$0	\$0	\$0	\$0	\$0	\$764,673	\$0	\$764,673	\$0
		ST_SPOT_SFTY	\$0	\$34,031	\$0	\$0	\$0	\$0	\$34,031	\$0	\$34,031	\$0
		ST_TRANS_SOL	\$4,193,000	\$4,681,524	\$0	\$0	\$0	\$0	\$8,874,524	\$0	\$8,874,524	\$0
		Total	\$65,443,371	\$49,876,331	\$0	\$0	\$0	\$0	\$115,319,703	\$79,628,805	\$23,406,924	\$12,283,974
2	18351	GREEN BIKE/BIKE	SHARE PROGRAM	- SALT LAKE								
-		CMAQ_WFRC_1	\$23,308	\$1,615,012	\$400,000	\$0	\$0	\$400,000	\$2,438,320	\$2,438,320	\$0	\$(
		L_PASS_MATCH	\$0	\$131,748	\$0	\$0	\$0	\$58,092	\$189,840	\$0	\$0	\$189,84
		ST_PVMT_LV2	\$300	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$300	\$100,01
		TAP UR WFRC1	\$0	\$200,000	\$0	\$0 \$0	\$0	\$0 \$0	\$200,000	\$200,000	\$0	\$(
		Total	\$23,608	\$1,946,761	\$400,000	\$0	\$0	\$458,092	\$2,828,460	\$2,638,320	\$300	\$189,840
						••	• •	• • • • • • •	• • • • • • •	• • • • • • •	• • • • •	
3	15480			NMENTS EXCHANGE		•-				• • • • • • • • •		
		STP_UB_P/O_U	\$0	\$11,565,958	\$0	\$0	\$0	\$0	\$11,565,958	\$10,782,943	\$783,015	\$(
		ST_PVMT_LV2	\$6,232,338	\$0	\$0	\$0	\$0	\$0	\$6,232,338	\$0	\$6,232,338	\$
		ST_TIF	\$2,753,448	\$0	\$0	\$0	\$0	\$0	\$2,753,448	\$0	\$2,753,448	\$
		ST_TIFEX_MAG	\$12,679,805	\$0	\$0	\$0	\$0	\$0	\$12,679,805	\$0	\$12,679,805	\$0
		Total	\$21,665,591	\$11,565,958	\$0	\$0	\$0	\$0	\$33,231,549	\$10,782,943	\$22,448,606	\$0



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



STIP 2024-2029

Report Run on: Ju	ıl 11,	2023,	06:48	A.M
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Region	PIN	Program Desc	ription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
4	16618	REGION FOUR; TRA	NSPORTATIONS	SOLUTIONS PROGRA	M							
		HSIP	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		LOCAL_GOVT	\$1,112,598	\$150,402	\$0	\$0	\$0	\$0	\$1,263,000	\$0	\$0	\$1,263,000
		NHPP_BR	\$330,978	\$0	\$0	\$0	\$0	\$0	\$330,978	\$308,571	\$22,407	\$0
		NHPP_IM	\$3,568,300	\$1,482,089	\$0	\$0	\$0	\$0	\$5,050,388	\$4,756,456	\$293,933	\$0
		NHPP_NHS	\$1,537,274	\$498,802	\$0	\$0	\$0	\$0	\$2,036,076	\$1,898,233	\$137,842	\$0
		OTHER	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
		OTHER_STATE	\$0	\$1,064,255	\$0	\$0	\$0	\$0	\$1,064,255	\$0	\$1,064,255	\$0
		STP_BRIDGE	\$119,022	\$0	\$0	\$0	\$0	\$0	\$119,022	\$110,964	\$8,058	\$0
		STP_FLX_ST	\$45,081,629	\$19,110,805	\$0	\$0	\$0	\$0	\$64,192,434	\$59,846,606	\$4,345,828	\$0
		STP_HIF_ST	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		STP_RURAL	\$0	\$1,248,272	\$0	\$0	\$0	\$0	\$1,248,272	\$1,163,764	\$84,508	\$0
		ST_APPROP	\$265	\$98,169	\$0	\$0	\$0	\$0	\$98,434	\$0	\$98,434	\$0
		ST_ATMS_AM	\$100,000	\$0	\$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_PARK_LEG	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$0	\$1,700,000	\$0
		ST PVMT	\$1,410,768	\$1,201,362	\$0	\$0	\$0	\$0	\$2,612,131	\$0	\$2,612,131	\$0
		ST_PVMT_LV2	\$1,221,092	\$5,423,785	\$0	\$0	\$0	\$0	\$6,644,877	\$0	\$6,644,877	\$0
		ST_TRANS_SOL	\$10,620,742	\$719,038	\$0	\$0	\$0	\$0	\$11,339,781	\$0	\$11,339,781	\$0
		Total	\$69,102,670	\$33,066,978	\$0	\$0	\$0	\$0	\$102,169,647	\$71,813,794	\$28,792,853	\$1,563,000
							* *		•••••,•••,•••	••••••••••	<i>4</i> -0,10-,000	¢1,000,000
9	15046		•	CLE REPLACEMENT	F)							
		ST_APPROP	¢0.070									
			\$8,272	\$0	\$0	\$0	\$0	\$0	\$8,272	\$0	\$8,272	
		ST_ATMS	\$8,272 \$1,668,739	\$0 \$148	\$0 \$0	\$0	\$0	\$0	\$8,272 \$1,668,887	\$0 \$0	\$8,272 \$1,668,887	\$0
												\$0
		ST_ATMS	\$1,668,739	\$148	\$0	\$0	\$0	\$0	\$1,668,887	\$0	\$1,668,887	\$0 \$0 \$0
		ST_ATMS ST_ATMS_AM	\$1,668,739 \$84,000	\$148 \$404	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,668,887 \$84,404	\$0 \$0	\$1,668,887 \$84,404	\$0 \$0 \$0
		ST_ATMS ST_ATMS_AM ST_CONT_R1	\$1,668,739 \$84,000 \$18,900	\$148 \$404 \$0 \$0 \$70,798	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900	\$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900	\$0 \$0 \$0 \$0
		ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2	\$1,668,739 \$84,000 \$18,900 \$69,300	\$148 \$404 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300	\$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300	\$0 \$0 \$0 \$0 \$0
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total	\$1,668,739 \$84,000 \$18,900 \$69,300 \$739,202 \$2,588,414	\$148 \$404 \$0 \$0 \$70,798	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000	\$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000	\$0 \$0 \$0 \$0 \$0 \$0
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total	\$1,668,739 \$84,000 \$18,900 \$69,300 \$739,202 \$2,588,414	\$148 \$404 \$0 \$0 \$70,798 \$71,350	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000	\$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total	\$1,668,739 \$84,000 \$18,900 \$69,300 \$739,202 \$2,588,414 ONOMOUS VEHICL	\$148 \$404 \$0 \$0 \$70,798 \$71,350 LE PROGRAM - FY 20	\$0 \$0 \$0 \$0 \$0 \$0 20	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763	\$0 \$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total CONNECTED / AUTO FA_ATCMTD	\$1,668,739 \$84,000 \$18,900 \$739,202 \$2,588,414 ONOMOUS VEHICL \$3,000,000	\$148 \$404 \$0 \$0 \$70,798 \$71,350 LE PROGRAM - FY 20 \$0	\$0 \$0 \$0 \$0 \$0 20 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$3,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total CONNECTED / AUTO FA_ATCMTD ST_APPROP	\$1,668,739 \$84,000 \$18,900 \$739,202 \$2,588,414 ONOMOUS VEHICL \$3,000,000 \$67,974	\$148 \$404 \$0 \$0 \$70,798 \$71,350 .E PROGRAM - FY 20 \$0 \$0 \$0 \$11,442	\$0 \$0 \$0 \$0 \$0 20 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$3,000,000 \$67,974 \$1,450,748	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$0 \$0 \$67,974	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total CONNECTED / AUTO FA_ATCMTD ST_APPROP ST_ATMS ST_CAV	\$1,668,739 \$84,000 \$18,900 \$739,202 \$2,588,414 ONOMOUS VEHICL \$3,000,000 \$67,974 \$1,439,306 \$1,610,068	\$148 \$404 \$0 \$0 \$70,798 \$71,350 LE PROGRAM - FY 20 \$0 \$0 \$11,442 \$469,932	\$0 \$0 \$0 \$0 \$0 20 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$3,000,000 \$67,974 \$1,450,748 \$2,080,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$0 \$67,974 \$1,450,748 \$2,080,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total CONNECTED / AUTO FA_ATCMTD ST_APPROP ST_ATMS ST_CAV ST_CONT_R3	\$1,668,739 \$84,000 \$18,900 \$739,202 \$2,588,414 ONOMOUS VEHICL \$3,000,000 \$67,974 \$1,439,306 \$1,610,068 \$0	\$148 \$404 \$0 \$0 \$70,798 \$71,350 LE PROGRAM - FY 20 \$0 \$0 \$11,442 \$469,932 \$50,000	\$0 \$0 \$0 \$0 \$0 20 20 50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$3,000,000 \$67,974 \$1,450,748 \$2,080,000 \$50,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$3,000,000 \$0 \$0	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$0 \$67,974 \$1,450,748 \$2,080,000 \$50,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total CONNECTED / AUTO FA_ATCMTD ST_APPROP ST_ATMS ST_CAV ST_CONT_R3 ST_PVMT	\$1,668,739 \$84,000 \$18,900 \$739,202 \$2,588,414 ONOMOUS VEHICL \$3,000,000 \$67,974 \$1,439,306 \$1,610,068 \$0 \$5,300,000	\$148 \$404 \$0 \$0 \$70,798 \$71,350 LE PROGRAM - FY 20 \$0 \$0 \$11,442 \$469,932 \$50,000 \$0	\$0 \$0 \$0 \$0 \$0 \$0 20 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$3,000,000 \$67,974 \$1,450,748 \$2,080,000 \$50,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$0 \$67,974 \$1,450,748 \$2,080,000 \$50,000 \$5,300,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
9	17583	ST_ATMS ST_ATMS_AM ST_CONT_R1 ST_CONT_R2 ST_EXPRESS Total CONNECTED / AUTO FA_ATCMTD ST_APPROP ST_ATMS ST_CAV ST_CONT_R3	\$1,668,739 \$84,000 \$18,900 \$739,202 \$2,588,414 ONOMOUS VEHICL \$3,000,000 \$67,974 \$1,439,306 \$1,610,068 \$0	\$148 \$404 \$0 \$0 \$70,798 \$71,350 LE PROGRAM - FY 20 \$0 \$0 \$11,442 \$469,932 \$50,000	\$0 \$0 \$0 \$0 \$0 20 20 50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$3,000,000 \$67,974 \$1,450,748 \$2,080,000 \$50,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$1,668,887 \$84,404 \$18,900 \$69,300 \$810,000 \$2,659,763 \$0 \$67,974 \$1,450,748 \$2,080,000 \$50,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$



UDOT electronic Program Management

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
9	17872	STATEWIDE SIGNA	LS MAINTENANCE	& OPERATION - FY	2020							
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	17873			ITENANCE PROGRA					• • • • • • • •	•		
		ST_ATMS	\$420,150	\$6,555	\$0	\$0	\$0	\$0	\$426,705	\$0	\$426,705	\$0
		ST_ATMS_AM	\$179,881	\$295,119	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_FWY_OPS	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total	\$700,031	\$301,674	\$0	\$0	\$0	\$0	\$1,001,705	\$0	\$1,001,705	\$0
9	17874	ITS DEPLOYMENT	& MAINTENANCE P	ROGRAM - FY 2020								
		ST_ATMS	\$888,743	\$5,572	\$0	\$0	\$0	\$0	\$894,315	\$0	\$894,315	\$0
		ST_ATMS_AM	\$97,958	\$0	\$0	\$0	\$0	\$0	\$97,958	\$0	\$97,958	\$0
		ST_PVMT	\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
		Total	\$994,701	\$5,572	\$0	\$0	\$0	\$0	\$1,000,273	\$0	\$1,000,273	\$0
9	18642			E PROGRAM - FY 20	101							
5	10042	FA ATCMTD	\$5,450,000	\$0		¢o	¢o	\$0	\$5,450,000	\$5,450,000	\$0	¢0
		FA_MISC_100%	\$200,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$200,000	\$200,000	\$0 \$0	\$0 \$0
		LOCAL_INKIND	\$200,000 \$0	\$950,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$950,000	\$200,000	\$0 \$0	\$950,000
		ST_ATMS_AM	\$188,711	\$61,289	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$250,000	\$0 \$0	\$250,000	\$330,000 \$0
		ST CAV	\$850,543	\$879,842	\$0 \$0	\$0	\$0 \$0	\$0	\$1,730,385	\$0	\$1,730,385	\$0 \$0
		ST_TRANS_SOL	\$8,120	\$4,491,880	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		Total	\$6,697,373	\$6,383,012	\$0	\$0	\$0	\$0	\$13,080,385	\$5,650,000	\$6,480,385	\$950,000
						**	**	•••	<i>+</i> ,,,,,	<i>~<i>·············</i></i>	<i>v</i> , <i>v</i>	<i>4000,000</i>
9	18643	STATEWIDE SIGNA	LS MAINTENANCE	& OPERATION - FY	2021							
		ST_SIGNL_M&O	\$4,614,205	\$921,742	\$0	\$0	\$0	\$0	\$5,535,947	\$0	\$5,535,947	\$0
		Total	\$4,614,205	\$921,742	\$0	\$0	\$0	\$0	\$5,535,947	\$0	\$5,535,947	\$0
9	18644	FREEWAY OPS DEI	PLOYMENT & MAIN	ITENANCE PROGRA	M - FY 2021							
		ST_FWY_OPS	\$2,677,956	\$233,505	\$0	\$0	\$0	\$0	\$2,911,461	\$0	\$2,911,461	\$0
		ST_TRANS_SOL	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total	\$2,683,956	\$233,505	\$0	\$0	\$0	\$0	\$2,917,461	\$0	\$2,917,461	\$0
		. • 141				•		•				• •



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Des	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
9	18645	ITS DEPLOYMENT	& MAINTENANCE P	ROGRAM - FY 2021								
		STP_FLX_ST	\$1,190,000	\$0	\$0	\$0	\$0	\$0	\$1,190,000	\$1,109,437	\$80,563	\$0
		ST_APPROP	\$14,267	\$771	\$0	\$0	\$0	\$0	\$15,038	\$0	\$15,038	\$0
		ST_ATMS_AM	\$297,027	\$151,362	\$0	\$0	\$0	\$0	\$448,389	\$0	\$448,389	\$0
		ST_ITS	\$2,335,580	\$73,439	\$0	\$0	\$0	\$0	\$2,409,019	\$0	\$2,409,019	\$0
		ST_PVMT_LV2	\$3,557,219	\$1,532,781	\$0	\$0	\$0	\$0	\$5,090,000	\$0	\$5,090,000	\$0
		ST_TRANS_SOL	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$0
		Total	\$7,504,093	\$1,758,352	\$0	\$0	\$0	\$0	\$9,262,446	\$1,109,437	\$8,153,009	\$0
9	18646	CONNECTED / AUT	ONOMOUS VEHICL	E PROGRAM - FY 20	22							
9	18647	STATEWIDE SIGNA		& OPERATION - FY	2022							
5	10047	ST_SIGNL_M&O	\$2,017,019	\$30,332	\$0	\$0	\$0	\$0	\$2,047,351	\$0	\$2,047,351	\$0
									.,,,			
9	18648	FREEWAY OPS DE	PLOYMENT & MAIN	TENANCE PROGRA	M - FY 2022							
		ST_FWY_OPS	\$1,961,144	\$1,703,987	\$0	\$0	\$0	\$0	\$3,665,130	\$0	\$3,665,130	\$0
9	18649	ITS DEPLOYMENT	& MAINTENANCE P	ROGRAM - FY 2022								
		ST_APPROP	\$1,662	\$0	\$0	\$0	\$0	\$0	\$1,662	\$0	\$1,662	\$0
		ST_ATMS	\$234	\$0	\$0	\$0	\$0	\$0	\$234	\$0	\$234	\$0
		ST_ATMS_AM	\$78,013	\$571,987	\$0	\$0	\$0	\$0	\$650,000	\$0	\$650,000	\$0
		ST_ITS	\$4,802,181	\$1,632,927	\$0	\$0	\$0	\$0	\$6,435,108	\$0	\$6,435,108	\$0
		Total	\$4,882,091	\$2,204,914	\$0	\$0	\$0	\$0	\$7,087,005	\$0	\$7,087,005	\$0
9	18650	CONNECTED / AUT	ONOMOUS VEHICL	E PROGRAM - FY 20	23							
		ST_CAV	\$191,717	\$427,898	\$0	\$0	\$0	\$0	\$619,615	\$0	\$619,615	\$0
9	18651	STATEWIDE SIGNA	LS MAINTENANCE	& OPERATION - FY	2023							
		ST_SIGNL_M&O	\$2,873,274	\$1,356,476	\$0	\$0	\$0	\$0	\$4,229,751	\$0	\$4,229,751	\$0
9	18652			TENANCE PROGRA	M - EV 2023							
9	10052	ST_FWY_OPS	\$810,657	\$2,507,395	\$0	\$0	\$0	\$0	\$3,318,051	\$0	\$3,318,051	\$0
					•••	•••	**	* •	*• ,• • •,• •		+c , c : c , c :	•••
9	18653		& MAINTENANCE P									
		ST_ATMS	\$18,485	\$0	\$0	\$0	\$0	\$0	\$18,485	\$0	\$18,485	\$0
		ST_ATMS_AM	\$1,823,242	\$1,119,255	\$0	\$0	\$0	\$0	\$2,942,496	\$0	\$2,942,496	\$0
		ST_FWY_OPS	\$76,182	\$48,818	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_ITS	\$2,202,398	\$2,870,517	\$0 \$0	\$0 \$0	\$0 \$0	\$0 ©0	\$5,072,915	\$0	\$5,072,915	\$0 ©0
		ST_T&S_ FUND	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total	\$4,170,307	\$4,038,590	\$0	\$0	\$0	\$0	\$8,208,897	\$0	\$8,208,897	\$0



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Region	PIN	Program Descri	ption									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
9	20640	FIBER DEPLOYMENT &	MAINTENANCE	PROGRAM - FY 2023								
		OTHER	\$122,245	\$0	\$0	\$0	\$0	\$0	\$122,245	\$0	\$0	\$122,245
		STP_FLX_ST	\$1,068,650	\$586	\$0	\$0	\$0	\$0	\$1,069,236	\$996,849	\$72,387	\$0
		ST_ATMS_AM	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		ST_ITS	\$1,686,933	\$513,067	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$0
		Total	\$2,877,829	\$523,653	\$0	\$0	\$0	\$0	\$3,401,481	\$996,849	\$2,282,387	\$122,245
9	20641	FIBER DEPLOYMENT &	& MAINTENANCE	PROGRAM - FY 2024								
9	20642	FIBER DEPLOYMENT &	& MAINTENANCE	PROGRAM - FY 2025								
9	20814	FIBER DEPLOYMENT &	& MAINTENANCE	PROGRAM - FY 2026								
9	20815	CONNECTED / AUTON	OMOUS VEHICLE	PROGRAM - FY 2026								
9	20816	STATEWIDE SIGNALS	MAINTENANCE &	OPERATION - FY 202	6							
9	20817	FREEWAY OPS DEPLC	YMENT & MAINT	ENANCE PROGRAM -	FY 2026							
9	20828	ITS DEPLOYMENT & M	AINTENANCE PR	OGRAM - FY 2026								
В	14862	STATEWIDE SAFETY E	DUCATION AND	ENFORCEMENT PROC	GRAM							
		OTHER	\$30,100	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$0	\$30,100
		SPR_P	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$24,000	\$6,000	\$0
		ST_ADA_RAMPS	\$23,671	\$0	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_APPROP	\$143	\$0	\$0	\$0	\$0	\$0	\$143	\$0	\$143	\$0
		ST_BARRIER	\$6,034	\$0	\$0	\$0	\$0	\$0	\$6,034	\$0	\$6,034	\$0
		ST_CONT_R2	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_ITS	\$30,000	\$50,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
		ST_PVMT	\$150,543	\$0	\$0 \$0	\$0	\$0	\$0	\$150,543	\$0	\$150,543	\$0
		ST_SIGNALS	\$31,675	\$29,732	\$0 ¢0	\$0 ¢0	\$0	\$0 \$0	\$61,406	\$0	\$61,406	\$0 ¢0
		ST_SPOT_SFTY ST_T&S_ FUND	\$176,306 \$6,176,717	\$166 \$7,694,160	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$176,472 \$13,870,877	\$0 \$0	\$176,472 \$13,870,877	\$0 \$0
			\$6,675,189	\$7,774,057	\$0 \$0	\$0	\$0	\$0	\$13,870,877	\$0	\$13,870,877	\$0 \$30,100
		Total	40,070,109	\$1,114,001	φU	ΦŪ	φU	ΦŪ	φ14,449,24 7	 φ24,000	\$14,333,14 <i>1</i>	φ30,100



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Region	PIN	Program Des	•								_	
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progra	ams										
Р	15995	PLANNING										
		SPR_P_100%	\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
		Total	\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
Р	18683	STATEWIDE COR										
r	10003	LOCAL_CMPO	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
		LOCAL_GOVT	\$150,855	\$139,333	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$290,188	\$0 \$0	\$0 \$0	\$30,000
		OTHER	\$9,442	\$65,559	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$75,000	\$0 \$0	\$0 \$0	\$75,000
		ST_CONT_R1	\$104,613	\$70,387	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$175,000	\$0 \$0	\$175,000	\$0
		ST_CONT_R3	\$25,048	\$49,952	\$0	\$0	\$0	\$0	\$75,000	\$0 \$0	\$75,000	\$0
		ST_CONT_R4	\$75,000	\$10,000	\$0	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$0
		ST_EMERGING	\$963	\$149,037	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_STUDIES	\$538,917	\$1,421,588	\$0	\$0	\$0	\$0	\$1,960,505	\$0	\$1,960,505	\$0
		Total	\$934,837	\$1,905,856	\$0	\$0	\$0	\$0	\$2,840,693	\$0	\$2,445,505	\$395,188
S	9369	BRIDGE INSPECT		A-- <i>i</i>	••	••	••					
		BR_ON/OFF	\$82,634	\$531	\$0	\$0	\$0	\$0	\$83,165	\$66,532	\$16,633	\$0
		NHPP_BR	\$2,152,969	\$188	\$0	\$0	\$0	\$0	\$2,153,156	\$2,007,388	\$145,769	\$0
		STP_BR	\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE	\$15,472,600	\$5,100,000	\$0	\$0	\$0	\$2,400,000	\$22,972,600	\$21,417,355	\$1,555,245	\$0
		ST_BRIDGE	\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total	\$17,708,203	\$6,351,251	\$0	\$0	\$0	\$2,400,000	\$26,459,454	\$24,652,554	\$1,806,900	\$0
S	9615	LOAD RATING PR	OGRAM									
		NHPP_BR	\$1,750,000	\$2,400	\$0	\$0	\$0	\$0	\$1,752,400	\$1,633,763	\$118,638	\$0
		STP_BR	\$546,393	\$0	\$0	\$0	\$0	\$0	\$546,393	\$509,403	\$36,991	\$0
		STP_BRIDGE	\$850,000	\$300,000	\$0	\$0	\$0	\$600,000	\$1,750,000	\$1,631,525	\$118,475	\$0
		ST_BRIDGE	\$30,000	\$12,338	\$0	\$0	\$0	\$0	\$42,338	\$0	\$42,338	\$0
		Total	\$3,176,393	\$314,739	\$0	\$0	\$0	\$600,000	\$4,091,132	\$3,774,690	\$316,442	\$0
S	9616	BRIDGE SCOUR I	NSPECTION PROGRA	AM								
Ū	0010	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	10948		IALS MAINTENANCE									
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12135	2016 PAVEMENT	REHABILITATION (PU	JRPLE BOOK) PRO	GRAM							
		ST_CONCPT_D1	\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0
		Total	\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0



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Region	PIN	Program Desci	•									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	12136	2017 PAVEMENT RE	HABILITATION (P	URPLE BOOK) PROG	RAM							
		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	12138	2016 STATEWIDE BR		/E MAINTENANCE PI	ROGRAM							
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12139	2017 STATEWIDE BR	IDGE PREVENTI	/E MAINTENANCE PI	ROGRAM							
		STP_BRIDGE	\$0	\$36,009	\$0	\$0	\$0	\$0	\$36,009	\$33,572	\$2,438	\$0
		ST_BRIDGE	\$430,277	\$20,224	\$0	\$0	\$0	\$0	\$450,500	\$0	\$450,500	\$0
		Total	\$430,277	\$56,233	\$0	\$0	\$0	\$0	\$486,510	\$33,572	\$452,938	\$0
S	12781	UNOBLIGATED TIF/C	HNF FUNDS PRO	GRAM								
-		ST CHF	\$0	\$435,748	\$0	\$0	\$0	\$0	\$435,748	\$0	\$435,748	\$0
		ST_CHF_TIF	\$0	\$7,365,804	\$0	\$0	\$0	\$0	\$7,365,804	\$0	\$7,365,804	\$0
		ST_GF_CHN	\$0	\$4,181,853	\$0	\$0	\$0	\$0	\$4,181,853	\$0	\$4,181,853	\$0
		ST_GF_HB173	\$0	\$67,231	\$0	\$0	\$0	\$0	\$67,231	\$0	\$67,231	\$0
		ST_SB215	\$0	\$635,702	\$0	\$0	\$0	\$0	\$635,702	\$0	\$635,702	\$0
		ST_TIF	\$0	\$21,145,413	\$0	\$0	\$0	\$0	\$21,145,413	\$0	\$21,145,413	\$0
		ST_TIFEX_MAG	\$0	\$847,086	\$0	\$0	\$0	\$0	\$847,086	\$0	\$847,086	\$0
		ST_TIF_EXCH	\$0	\$7,063	\$0	\$0	\$0	\$0	\$7,063	\$0	\$7,063	\$0
		ST_TIF_HB377	\$0	\$962,441	\$0	\$0	\$0	\$0	\$962,441	\$0	\$962,441	\$0
		ST_TIF_HB433	\$0	\$206,723	\$0	\$0	\$0	\$0	\$206,723	\$0	\$206,723	\$0
		ST_TIF_SB229	\$0	\$338,123	\$0	\$0	\$0	\$0	\$338,123	\$0	\$338,123	\$0
		ST_TTIF	\$0	\$179,888	\$0	\$0	\$0	\$0	\$179,888	\$0	\$179,888	\$0
		Total	\$0	\$36,373,073	\$0	\$0	\$0	\$0	\$36,373,073	\$0	\$36,373,073	\$0
S	12957	2018 PAVEMENT REI	HABILITATION (P	URPLE BOOK) PROG	RAM							
		HSIP	\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$2,144,290	\$155,710	\$0
		L_BETTERMENT	\$2,092,997	\$0	\$0	\$0	\$0	\$0	\$2,092,997	\$0	\$0	\$2,092,997
		NHPP_IM	\$8,000,000	\$20,000	\$0	\$0	\$0	\$0	\$8,020,000	\$7,553,236	\$466,764	\$0
		NHPP_NHS	\$9,161,613	\$499,000	\$0	\$0	\$0	\$0	\$9,660,613	\$9,006,589	\$654,023	\$0
		STP_FLX_ST	\$463,356	\$367,881	\$0	\$0	\$0	\$0	\$831,237	\$774,963	\$56,275	\$0
		STP_UB_P/O_U	\$12,331,409	\$0	\$0	\$0	\$0	\$0	\$12,331,409	\$11,496,573	\$834,836	\$0
		ST_CONCPT_D3	\$6,516	\$0	\$0	\$0	\$0	\$0	\$6,516	\$0	\$6,516	\$0
		ST_PVMT_LV2	\$3,378	\$36,622	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
		Total	\$34,359,269	\$923,502	\$0	\$0	\$0	\$0	\$35,282,771	\$30,975,650	\$2,214,124	\$2,092,997



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Region	PIN	Program Desc	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	12958	2018 STATEWIDE B		/E MAINTENANCE P	ROGRAM							
		ST_BRIDGE	\$1,222,001	\$478,439	\$0	\$0	\$0	\$0	\$1,700,440	\$0	\$1,700,440	\$0
		Total	\$1,222,001	\$478,439	\$0	\$0	\$0	\$0	\$1,700,440	\$0	\$1,700,440	\$0
S	13311	TRANSPORTATION	ALTERNATIVE PR	OGRAM (TAP)								
-		LOCAL_GOVT	\$1,498,611	\$36,389	\$0	\$0	\$0	\$0	\$1,535,000	\$0	\$0	\$1,535,000
		L_PASS_MATCH	\$0	\$10,607,748	\$0	\$0	\$0	\$0	\$10,607,748	\$0	\$0	\$10,607,748
		ST_CONT_R1	\$160,000	\$12,828	\$0	\$0	\$0	\$0	\$172,828	\$0	\$172,828	\$0
		ST_CONT_R3	\$0	\$37,000	\$0	\$0	\$0	\$0	\$37,000	\$0	\$37,000	\$0
		ST_CONT_R4	\$114,540	\$0	\$0	\$0	\$0	\$0	\$114,540	\$0	\$114,540	\$0
		ST_PVMT	\$5,544,417	\$1,827,609	\$0	\$0	\$0	\$0	\$7,372,026	\$0	\$7,372,026	\$0
		ST_PVMT_LV2	\$194	\$1,499,806	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		ST_TIF	\$269,443	\$365,557	\$0	\$0	\$0	\$0	\$635,000	\$0	\$635,000	\$0
		ST_TRANS_SOL	\$376,648	\$1,589,987	\$0	\$0	\$0	\$0	\$1,966,635	\$0	\$1,966,635	\$0
		TAP_FLEX	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		Total	\$7,963,854	\$17,976,923	\$0	\$0	\$0	\$0	\$25,940,776	\$1,864,600	\$11,933,429	\$12,142,748
S	13716	2016 ASSET MANA	GEMENT PROGRA	M								
Ū	10110	ST_CONCPT_D1	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
-												
S	13717	2017 ASSET MANA					•					
		STP_BRIDGE	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,025,530	\$74,470	\$0
		STP_FLX_ST	\$1,657,678	\$0	\$0	\$0	\$0	\$0	\$1,657,678	\$1,545,453	\$112,225	\$0
		ST_CODE_ONE	\$71	\$14,929	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_TRANS_SOL	\$0	\$2,004	\$0	\$0	\$0	\$0	\$2,004	\$0	\$2,004	\$0
		Total	\$2,757,749	\$16,933	\$0	\$0	\$0	\$0	\$2,774,682	\$2,570,983	\$203,699	\$0
S	13771	2018 LOW VOLUMI	E REHABILITATION	I (PURPLE BOOK) PI	ROGRAM							
		ST_PVMT_LV2	\$5,103,187	\$10,000	\$0	\$0	\$0	\$0	\$5,113,187	\$0	\$5,113,187	\$0
		Total	\$5,103,187	\$10,000	\$0	\$0	\$0	\$0	\$5,113,187	\$0	\$5,113,187	\$0
S	13952	2019 HIGH VOLUME	E PAVEMENT PRES	SERVATION (OB) PR	OGRAM							
Ū		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						• •	• -		••	••	••	• •
S	13953			ABILITATION (PB) PR								
		L_BETTERMENT	\$32,480	\$0	\$0	\$0	\$0	\$0	\$32,480	\$0	\$0	\$32,480
		STP_FLX_ST	\$1,662,310	\$0	\$0	\$0	\$0	\$0	\$1,662,310	\$1,549,771	\$112,538	\$0
		ST_RET_ROW	\$862,399	\$0	\$0	\$0	\$0	\$0	\$862,399	\$0	\$862,399	\$0
		Total	\$2,557,189	\$0	\$0	\$0	\$0	\$0	\$2,557,189	\$1,549,771	\$974,938	\$32,480



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Region	PIN	Program De	escription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progra	ams										
S	14314	2019 LOW VOL	UME REHABILITATION	I (PURPLE BOOK) I	PROGRAM							
		OTHER_STATE	\$212,531	\$43,202	\$0	\$0	\$0	\$0	\$255,733	\$0	\$255,733	\$0
		ST_PVMT_LV2	\$2,654,582	\$91,464	\$0	\$0	\$0	\$0	\$2,746,046	\$0	\$2,746,046	\$0
		Tota	al \$2,867,113	\$134,666	\$0	\$0	\$0	\$0	\$3,001,779	\$0	\$3,001,779	\$0
S	14350	2018 BRIDGE M	AINTENANCE PROGR	AM								
		Tota	al \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	14351	2019 BRIDGE M	AINTENANCE PROGR	AM								
		Tota	al \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	15195		UME PAVEMENT PRES	. ,		••				A		
		NHPP_IM	\$0	\$2,750,963	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,750,963	\$2,590,857	\$160,106	\$0 \$0
		NHPP_NHS	\$0 \$0	\$1 \$5,517,375	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1 \$5,517,375	\$1 \$5,143,849	\$0 \$373,526	\$0 \$0
		STP_FLX_ST ST_BRIDGE	\$0 \$16,393	\$3,517,375 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,517,375 \$16,393	\$3,143,849 \$0	\$373,526 \$16,393	\$0 \$0
		ST_PVMT	\$10,393	\$0 \$2,873	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$30,000	\$0 \$0	\$30,000	\$0 \$0
				\$8,271,212	\$0	\$0	\$0	\$0	\$8,314,732	\$7,734,707	\$580,026	\$0
		Tota	al \$43,521	\$0,271,212	φU	φU	φU	φU	\$0,314,732	\$7,734,707	\$500,020	φU
S	15196	2020 HIGH VOLU	UME PAVEMENT REHA	ABILITATION (PB) P	ROGRAM							
		HSIP	\$2,844,274	\$0	\$0	\$0	\$0	\$0	\$2,844,274	\$2,651,717	\$192,557	\$0
		HSIP_100%	\$1,159,493	\$0	\$0	\$0	\$0	\$0	\$1,159,493	\$1,159,493	\$0	\$0
		NHPP_IM	\$8,404,797	\$0	\$0	\$0	\$0	\$0	\$8,404,797	\$7,915,638	\$489,159	\$0
		NHPP_NHS	\$0	\$15,003	\$0	\$0	\$0	\$0	\$15,003	\$13,987	\$1,016	\$0
		STP_FLX_ST	\$2,396,772	\$0	\$0	\$0	\$0	\$0	\$2,396,772	\$2,234,510	\$162,261	\$0
		STP_HIF_ST	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$11,187,600	\$812,400	\$0
		STP_RURAL	\$1,039,000	\$0	\$0	\$0	\$0	\$0	\$1,039,000	\$968,660	\$70,340	\$0
		ST_TIF_PRES	\$7,266,719	\$1,074,171	\$0	\$0	\$0	\$0	\$8,340,890	\$0	\$8,340,890	\$0
		ST_TOLL_CR Tota	\$0 al \$35,111,055	\$84,198 \$1,173,371	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$84,198	\$0 \$26,131,605	\$84,198 \$10,152,822	\$0 \$0
						ψυ	40	ψŪ	\$30,204,42 1	φ20,131,003	ψ10,132,022	ΨŪ
S	15197		JME PAVEMENT PRES	• •								
		STP_FLX_ST	\$1,470,574	\$0	\$0	\$0	\$0	\$0	\$1,470,574	\$1,371,016	\$99,558	\$0
		Tota	al \$1,470,574	\$0	\$0	\$0	\$0	\$0	\$1,470,574	\$1,371,016	\$99,558	\$0
S	15198	2020 LOW VOLU	JME PAVEMENT REHA	BILITATION (PB) P	ROGRAM							
		STP_FLX_ST	\$8,948,967	\$0	\$0	\$0	\$0	\$0	\$8,948,967	\$8,343,122	\$605,845	\$0
		Tota	al \$8,948,967	\$0	\$0	\$0	\$0	\$0	\$8,948,967	\$8,343,122	\$605,845	\$0



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program De	scription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progra	ams										
S	15199	2020 BRIDGE PR	ESERVATION PROGR	RAM								
		STP_BRIDGE	\$0	\$41,321	\$0	\$0	\$0	\$0	\$41,321	\$38,523	\$2,797	\$0
		ST_BRIDGE	\$1,917,229	\$4,171,653	\$0	\$0	\$0	\$0	\$6,088,881	\$0	\$6,088,881	\$0
		Total	\$1,917,229	\$4,212,974	\$0	\$0	\$0	\$0	\$6,130,202	\$38,523	\$6,091,679	\$0
S	15200	2020 BRIDGE MA	INTENANCE PROGRA	AM								
		ST_BRIDGE	\$254,622	\$65,404	\$0	\$0	\$0	\$0	\$320,025	\$0	\$320,025	\$0
		Total	\$254,622	\$65,404	\$0	\$0	\$0	\$0	\$320,025	\$0	\$320,025	\$0
S	16193	2023 HIGH VOLU	ME PAVEMENT PROC	GRAM								
		NHPP_IM	\$59,382,755	\$698,605	\$0	\$0	\$0	\$0	\$60,081,360	\$56,584,625	\$3,496,735	\$0
		NHPP_NHS	\$33,599,408	\$5,030,035	\$0	\$0	\$0	\$0	\$38,629,443	\$36,014,230	\$2,615,213	\$0
		STP_FLX_ST	\$51,496,155	\$2,840,267	\$0	\$0	\$0	\$0	\$54,336,422	\$50,657,846	\$3,678,576	\$0
		STP_SU_JHC	\$290,000	\$0	\$0	\$0	\$0	\$0	\$290,000	\$270,367	\$19,633	\$0
		STP_URB_O/L	\$3,801,540	\$0	\$0	\$0	\$0	\$0	\$3,801,540	\$3,544,176	\$257,364	\$0
		ST_BRIDGE	\$460,000	\$0	\$0	\$0	\$0	\$0	\$460,000	\$0	\$460,000	\$0
		ST_CONCPT_D3	\$9,569	\$0	\$0	\$0	\$0	\$0	\$9,569	\$0	\$9,569	\$0
		ST_TIF_PRES	\$4,909,128	\$0	\$0	\$0	\$0	\$0	\$4,909,128	\$0	\$4,909,128	\$0
		Total	\$153,948,555	\$8,568,907	\$0	\$0	\$0	\$0	\$162,517,463	\$147,071,244	\$15,446,218	\$0
S	16194	2021 ((HIGH VOL	UME)) PAVEMENT P	ROGRAM								
		CMAQ_WFRC	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$69,923	\$5,078	\$0
		HSIP	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$2,600,000	\$2,423,980	\$176,020	\$0
		NHPP_BR	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		NHPP_IM	\$25,922,589	\$9,862,730	\$0	\$0	\$0	\$0	\$35,785,319	\$33,702,613	\$2,082,705	\$0
		NHPP_NHS	\$21,637,934	\$6,231,429	\$0	\$0	\$0	\$0	\$27,869,363	\$25,982,607	\$1,886,756	\$0
		STP_BRIDGE	\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000	\$316,982	\$23,018	\$0
		STP_FLX_ST	\$25,709,658	\$5,037,999	\$0	\$0	\$0	\$0	\$30,747,657	\$28,666,041	\$2,081,616	\$0
		ST_TIF_PRES	\$1,189,563	\$78,905	\$0	\$0	\$0	\$0	\$1,268,467	\$0	\$1,268,467	\$0
		ST_TRANS_SOL	\$12,071	\$129	\$0	\$0	\$0	\$0	\$12,200	\$0	\$12,200	\$0
		Total	\$78,486,815	\$21,211,192	\$0	\$0	\$0	\$0	\$99,698,006	\$92,094,445	\$7,603,561	\$0
S	16195	2023 LOW VOLU	ME PAVEMENT PROG	RAM								
		NHPP_NHS	\$179,794	\$4,497,524	\$0	\$0	\$0	\$0	\$4,677,319	\$4,360,664	\$316,654	\$0
		STP_FLX_ST	\$19,374,540	\$1,356,860	\$0	\$0	\$0	\$0	\$20,731,400	\$19,327,884	\$1,403,516	\$0
		STP_SU_JHC	\$3,739,924	\$0	\$0	\$0	\$0	\$0	\$3,739,924	\$3,486,731	\$253,193	\$0
		ST_PVMT_LV2	\$176,203	\$18,052,397	\$0	\$0	\$0	\$0	\$18,228,600	\$0	\$18,228,600	\$0
		Total	\$23,470,461	\$23,906,781	\$0	\$0	\$0	\$0	\$47,377,242	\$27,175,280	\$20,201,963	\$0



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Region	PIN	Program Des	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	16196	2021 ((LOW VOLUM		ROGRAM								
J	10130	L_BETTERMENT	\$55,500	\$4,500	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000
		STP_FLX_ST	\$1,248,158	\$10,331,825	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$11,579,982	\$10,796,018	\$783,965	\$00,000 \$0
		ST APPROP	\$98,303	\$195,501	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$293,804	\$10,730,010 \$0	\$293,804	\$0 \$0
		ST_PVMT_LV2	\$1,719,219	\$7,314,788	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$9,034,007	\$0	\$9,034,007	\$0 \$0
		ST_T&S_ FUND	\$4,500	\$0	\$0	\$0	\$0	\$0 \$0	\$4,500	\$0 \$0	\$4,500	\$0 \$0
		ST_TRANS_SOL	\$3,550	\$0 \$0	\$0	\$0	\$0	\$0	\$3,550	\$0 \$0	\$3,550	\$0 \$0
			\$3,129,229	\$17,846,614	\$0	\$0	\$0	\$0	\$20,975,843	\$10,796,018	\$10,119,825	\$60,000
		Total	\$3,123,223	\$17,040,014	φŪ	φυ	φU	φŪ	\$20,57 , 5,645	\$10,750,010	\$10,119,023	\$00,000
S	16197	2021 BRIDGE PRE	SERVATION PROG	RAM								
		ST_BRIDGE	\$311,908	\$866,471	\$0	\$0	\$0	\$0	\$1,178,380	\$0	\$1,178,380	\$0
		Total	\$311,908	\$866,471	\$0	\$0	\$0	\$0	\$1,178,380	\$0	\$1,178,380	\$0
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S	16198	2021 BRIDGE MAIN	NTENANCE PROGR	AM								
		ST_APPROP	\$0	\$1,177	\$0	\$0	\$0	\$0	\$1,177	\$0	\$1,177	\$0
		ST_BRIDGE	\$66,038	\$205,417	\$0	\$0	\$0	\$0	\$271,455	\$0	\$271,455	\$0
		Total	\$66,038	\$206,593	\$0	\$0	\$0	\$0	\$272,631	\$0	\$272,631	\$0
•												
S	16780	STATEWIDE TRAN										
		ER_2019@93.2	\$0	\$16,297	\$0	\$0	\$0	\$0	\$16,297	\$15,194	\$1,103	\$0
		ER_2022	\$1,341,618	\$2,503,156	\$0	\$0	\$0	\$0	\$3,844,774	\$3,584,483	\$260,291	\$0
		ER_2022@100	\$693,616	\$6,384	\$0	\$0	\$0	\$0	\$700,000	\$700,000	\$0	\$0
		HSIP	\$0	\$0	\$3,000,000	\$0	\$0 \$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0 \$0
		NHPP_NHS	\$400,000	\$22,300,000	\$0 ¢0	\$0	\$0 \$0	\$0	\$22,700,000	\$21,163,210	\$1,536,790	\$0 \$105 000
		OTHER STP_COVID_ST	\$105,000 \$12,024,808	\$0 \$731,050	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$105,000 \$12,755,858	\$0 \$12,755,858	\$0 \$0	\$105,000 \$0
		STP_FLX_ST	\$12,024,808	\$13,513,781	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$12,755,658 \$27,556,573	\$25,690,993	ەت \$1,865,580	\$0 \$0
		STP_FEX_ST	\$14,042,792	\$13,513,781	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$27,330,373 \$711	\$663	\$1,805,580	\$0 \$0
		STP_UB_P/O_U	\$8,285,098	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$8,285,098	\$7,724,197	\$560,901	\$0 \$0
		ST_CONST	\$2,936,349	\$63,651	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,000,000	\$7,724,157	\$3,000,000	\$0 \$0
		ST CONT PG	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0
		ST_PVMT	\$0 \$0	\$1,442,868	\$0	\$0	\$0	\$0	\$1,442,868	\$0	\$1,442,868	\$0 \$0
		ST_PVMT_LV2	\$0	\$26,840,082	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$26,840,082	\$0	\$26,840,082	\$0 \$0
		ST_RET_ROW_S	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$0	\$5,500,000	\$0
		ST_TIF	\$0	\$14,222,343	\$0	\$0	\$0	\$0	\$14,222,343	\$0	\$14,222,343	\$0
		ST_TIF_PRES	\$0	\$1,170	\$0	\$0	\$0	\$0	\$1,170	\$0	\$1,170	\$0
		ST_TRANS_SOL	\$42,737,050	\$27,615,438	\$0	\$0	\$0	\$0	\$70,352,488	\$0	\$70,352,488	\$0
		Total	\$88,066,331	\$109,256,933	\$3,000,000	\$0	\$0	\$0	\$200,323,263	\$74,431,498	\$125,786,765	\$105,000
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UDOT electronic Program Management

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Region	PIN	Program Des	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	/ Progr	ams										
S	16885	2022 HIGH VOLUM	E PAVEMENT PRO	GRAM								
		L_BETTERMENT	\$70,392	\$15,621	\$0	\$0	\$0	\$0	\$86,013	\$0	\$0	\$86,013
		NHPP_BR	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$344,951	\$25,049	\$0
		NHPP_IM	\$30,835,637	\$3,094,585	\$0	\$0	\$0	\$0	\$33,930,222	\$31,955,483	\$1,974,739	\$0
		NHPP_NHS	\$48,268,367	\$2,611,199	\$0	\$0	\$0	\$0	\$50,879,567	\$47,435,020	\$3,444,547	\$0
		STP_FLX_ST	\$66,365,526	\$4,355,181	\$0	\$0	\$0	\$0	\$70,720,707	\$65,932,915	\$4,787,792	\$0
		ST_BRIDGE	\$42	\$349,958	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$0
		ST_PVMT	\$12,438	\$885	\$0	\$0	\$0	\$0	\$13,323	\$0	\$13,323	\$0
		ST_PVMT_LV2	\$158,351	\$1,271,649	\$0	\$0	\$0	\$0	\$1,430,000	\$0	\$1,430,000	\$0
		ST_RET_ROW	\$5,677,568	\$0	\$0	\$0	\$0	\$0	\$5,677,568	\$0	\$5,677,568	\$0
		ST_RET_ROW_S	\$7,180,280	\$419,720	\$0	\$0	\$0	\$0	\$7,600,000	\$0	\$7,600,000	\$0
		ST_T&S_ FUND	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_TIF_PRES	\$1,701,077	\$5,811,298	\$0	\$0	\$0	\$0	\$7,512,375	\$0	\$7,512,375	\$0
		ST_TRANS_SOL	\$0	\$364	\$0	\$0	\$0	\$0	\$364	\$0	\$364	\$0
		Total	\$160,639,680	\$17,955,459	\$0	\$0	\$0	\$0	\$178,595,138	\$145,668,369	\$32,840,756	\$86,013
S	16886	2022 LOW VOLUME	E PAVEMENT PROG	GRAM								
		NHPP_NHS	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$65,261	\$4,739	\$0
		STP_FLX_ST	\$14,342,433	\$1,199,942	\$0	\$0	\$0	\$0	\$15,542,375	\$14,490,156	\$1,052,219	\$0
		STP HIF RURL	\$1,058,431	\$0	\$0	\$0	\$0	\$0	\$1,058,431	\$986,775	\$71,656	\$0
		STP_HIF_ST	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_RURAL	\$5,316,305	\$0	\$0	\$0	\$0	\$0	\$5,316,305	\$4,956,391	\$359,914	\$0
		ST_CONT_R3	\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	\$0	\$49,000	\$0
		ST_PVMT_LV2	\$19,886,939	\$243,210	\$0	\$0	\$0	\$0	\$20,130,149	\$0	\$20,130,149	\$0
		ST_RET_ROW_S	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total	\$44,223,108	\$1,443,152	\$0	\$0	\$0	\$0	\$45,666,260	\$22,363,183	\$23,303,076	\$0
S	16887	2022 BRIDGE PRES	SERVATION PROGE	RAM								
-		NHPP_BR	\$8,030,000	\$4,050,000	\$0	\$0	\$0	\$0	\$12,080,000	\$11,262,184	\$817,816	\$0
		STP_BRIDGE	\$2,582,576	\$1,922,424	\$0 \$0	\$0	\$0	\$0	\$4,505,000	\$4,200,011	\$304,989	\$0
		STP_FLX_ST	\$175,354	\$74,646	\$0 \$0	\$0	\$0	\$0 \$0	\$250,000	\$233,075	\$16,925	\$0
		ST BRIDGE	\$2,491,908	\$7,872,235	\$0 \$0	\$0	\$0	\$0	\$10,364,143	\$0	\$10,364,143	\$0 \$0
		ST_TRANS_SOL	\$0	\$600,000	\$0 \$0	\$0	\$0	\$0 \$0	\$600,000	\$0 \$0	\$600,000	\$0
		Total	\$13,279,838	\$14,519,305	\$0	\$0	\$0	\$0	\$27,799,143	\$15,695,270	\$12,103,873	\$0
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S	17359	2022 BRIDGE MAIN										
		ST_BRIDGE	\$236,859	\$263,141	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0



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Region	PIN	Program Dese	•									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	17784	STORMWATER MIT	IGATION - STATEV	VIDE								
		ST_APPROP	\$0	\$7,205	\$0	\$0	\$0	\$0	\$7,205	\$0	\$7,205	\$0
		ST_CONT_R4	\$32,970	\$28,395	\$0	\$0	\$0	\$0	\$61,365	\$0	\$61,365	\$0
		ST_TRANS_SOL	\$55,000	\$0	\$0	\$0	\$0	\$0	\$55,000	\$0	\$55,000	\$0
		ST_TSP_MS4	\$22,395,898	\$5,851,756	\$0	\$0	\$0	\$0	\$28,247,654	\$0	\$28,247,654	\$0
		Total	\$22,483,867	\$5,887,357	\$0	\$0	\$0	\$0	\$28,371,224	\$0	\$28,371,224	\$0
S	18259	2023 BRIDGE PRES	ERVATION PROGE	RAM								
		NHPP_BR	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		ST_BRIDGE	\$32,478	\$8,817,261	\$0	\$0	\$0	\$0	\$8,849,739	\$0	\$8,849,739	\$0
		Total	\$32,478	\$10,917,261	\$0	\$0	\$0	\$0	\$10,949,739	\$1,957,830	\$8,991,909	\$0
S	18260	2023 BRIDGE MAIN	TENANCE PROGR	AM								
5	10200	ST_BRIDGE	\$207,191	\$406,933	\$0	\$0	\$0	\$0	\$614,124	\$0	\$614,124	\$0
S	18866	FY 2020 EMERGEN				••	••	••		.	* / • • - • •	
		ER_2020	\$181,886	\$2,324,804	\$0	\$0	\$0	\$0	\$2,506,690	\$2,336,987	\$169,703	\$0
		ER_2020_100% ER 2022	\$0 \$1,738,114	\$10,911	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$10,911 \$1,738,114	\$10,911 \$1,620,444	\$0 \$117,670	\$0 \$0
		ST_PVMT_LV2	\$1,738,114 \$0	\$0 \$4	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,738,114	\$1,620,444 \$0	\$117,670	\$0 \$0
		Total	\$1,920,000	\$2,335,719	\$0	\$0	\$0	\$0	\$4,255,719	\$3,968,342	\$287,377	\$0
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S	18984	PAVEMENT RECON	ISTRUCTION PROC									
		NHPP_IM	\$0	\$1,615,069	\$0	\$0	\$0	\$0	\$1,615,069	\$1,521,072	\$93,997	\$0
		STP_FLX_ST	\$0	\$6,000,000	\$25,000,000	\$77,000,000	\$0	\$0	\$108,000,000	\$100,688,400	\$7,311,600	\$0
		Total	\$0	\$7,615,069	\$25,000,000	\$77,000,000	\$0	\$0	\$109,615,069	\$102,209,472	\$7,405,597	\$0
S	19030	2024 BRIDGE PRES	ERVATION PROGR	RAM								
		NHPP_BR	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
		STP_BRIDGE	\$0	\$3,610,000	\$0	\$0	\$0	\$0	\$3,610,000	\$3,365,603	\$244,397	\$0
		ST_BRIDGE	\$0	\$14,350,000	\$0	\$0	\$0	\$0	\$14,350,000	\$0	\$14,350,000	\$0
		ST_TIF_PRES	\$0	\$4,250,000	\$0	\$0	\$0	\$0	\$4,250,000	\$0	\$4,250,000	\$0
		Total	\$0	\$22,410,000	\$0	\$0	\$0	\$0	\$22,410,000	\$3,552,063	\$18,857,937	\$0
S	19031	2024 BRIDGE MAIN	TENANCE PROGR	AM								
		ST_BRIDGE	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0



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Region	PIN	Program Desc	•									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	19094	WFRC PLANNING P	ROGRAM									
		FTA_5303_100	\$1,555,312	\$0	\$0	\$0	\$0	\$0	\$1,555,312	\$1,555,312	\$0	\$0
		L_PASS_MATCH	\$0	\$883,524	\$0	\$0	\$0	\$0	\$883,524	\$0	\$0	\$883,524
		PL_WFRC	\$0	\$1,964,453	\$0	\$0	\$0	\$0	\$1,964,453	\$1,964,453	\$0	\$0
		PL_WFRC_100	\$5,490,271	\$783,283	\$0	\$0	\$0	\$0	\$6,273,554	\$6,273,554	\$0	\$0
		STP_URB_O/L	\$0	\$894,556	\$0	\$0	\$0	\$0	\$894,556	\$894,556	\$0	\$0
		STP_URB_SL	\$0	\$1,653,981	\$0	\$0	\$0	\$0	\$1,653,981	\$1,653,981	\$0	\$0
		STP_URB_SL@1	\$1,418,634	\$0	\$0	\$0	\$0	\$0	\$1,418,634	\$1,418,634	\$0	\$0
		STP_UR_O/L@1	\$869,486	\$0	\$0	\$0	\$0	\$0	\$869,486	\$869,486	\$0	\$0
		Total	\$9,333,702	\$6,179,796	\$0	\$0	\$0	\$0	\$15,513,498	\$14,629,975	\$0	\$883,524
S	19146	2024 HIGH VOLUME	PAVEMENT PRO	OGRAM								
		HSIP	\$0	\$1,223,000	\$0	\$0	\$0	\$0	\$1,223,000	\$1,140,203	\$82,797	\$0
		NHPP_IM	\$4,641,497	\$25,015,000	\$0	\$0	\$0	\$0	\$29,656,497	\$27,930,489	\$1,726,008	\$0
		NHPP_NHS	\$4,987,500	\$64,856,146	\$0	\$0	\$0	\$0	\$69,843,646	\$65,115,231	\$4,728,415	\$0
		STP FLX ST	\$3,995,100	\$68,625,952	\$0	\$0	\$0	\$0	\$72,621,052	\$67,704,607	\$4,916,445	\$0
		STP_UB_P/O_U	\$0	\$1,517,848	\$0	\$0	\$0	\$0	\$1,517,848	\$1,415,090	\$102,758	\$0
		STP URB O/L	\$0	\$2,524,000	\$0	\$0	\$0	\$0	\$2,524,000	\$2,353,125	\$170,875	\$0
		STP_URB_SL_U	\$728,503	\$0	\$0	\$0	\$0	\$0	\$728,503	\$679,183	\$49,320	\$0
		ST_PVMT_LV2	\$6,347	\$1,101,653	\$0	\$0	\$0	\$0	\$1,108,000	\$0	\$1,108,000	\$0
		ST_SIGNL_M&O	\$0	\$276,000	\$0	\$0	\$0	\$0	\$276,000	\$0	\$276,000	\$0
		ST_TIF_PRES	\$0	\$7,345,687	\$0	\$0	\$0	\$0	\$7,345,687	\$0	\$7,345,687	\$0
		ST_TRANS_SOL	\$0	\$1,025,000	\$0	\$0	\$0	\$0	\$1,025,000	\$0	\$1,025,000	\$0
		Total	\$14,358,947	\$173,510,286	\$0	\$0	\$0	\$0	\$187,869,233	\$166,337,928	\$21,531,305	\$0
S	19147	2024 LOW VOLUME	PAVEMENT PRO	GRAM								
		STP_FLX_ST	\$840,000	\$10,985,000	\$0	\$0	\$0	\$0	\$11,825,000	\$11,024,448	\$800,553	\$0
		STP_RURAL	\$0	\$4,766,192	\$0	\$0	\$0	\$0	\$4,766,192	\$4,443,521	\$322,671	\$0
		ST PVMT LV2	\$0	\$4,800,000	\$0	\$0	\$0	\$0	\$4,800,000	\$0	\$4,800,000	\$0
		ST_TRANS_SOL	\$0	\$8,233,808	\$0	\$0	\$0	\$0	\$8,233,808	\$0	\$8,233,808	\$0
		Total	\$840,000	\$28,785,000	\$0	\$0	\$0	\$0	\$29,625,000	\$15,467,969	\$14,157,031	\$0
S	19661	NATIONAL HIGHWA		RAM								
Ū	10001	NHFP	\$0	\$38,998,090	\$12,911,751	\$12,911,751	\$0	\$0	\$64,821,591	\$60,433,169	\$4,388,422	\$0
		STP_FLX_ST	\$121,740	\$9,667,349	\$0	\$0	\$0 \$0	\$0 \$0	\$9,789,089	\$9,126,367	\$662,721	\$0 \$0
		ST_TRANS_SOL	\$121,740	\$146,728	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$188,209	\$9,120,307 \$0	\$188,209	\$0 \$0
			\$163,220	\$48,812,167	\$12,911,751	\$12,911,751	\$0	\$0	\$74,798,888	\$69,559,536	\$5,239,352	\$0
		Total	\$103,ZZU	⊅40,01∠,10 /	\$12,911,/01	φ1∠,911,/ 0 1	φU	ΦŪ	\$14,190,000	\$03,003,000	\$J,239,352	φU



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	-									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	19727	EMERGING AREA PL	ANNNING									
		ST_CONT_R3	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		ST_EMERGING	\$75,653	\$774,347	\$0	\$0	\$0	\$0	\$850,000	\$0	\$850,000	\$0
		Total	\$75,653	\$779,347	\$0	\$0	\$0	\$0	\$855,000	\$0	\$855,000	\$0
S	19834	2025 HIGH VOLUME	PAVEMENT PRO	GRAM								
		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	\$66,000,000	\$0	\$0	\$0	\$66,000,000	\$61,531,800	\$4,468,200	\$0
		ST_PVMT	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total	\$0	\$0	\$164,000,000	\$0	\$0	\$0	\$164,000,000	\$151,336,600	\$12,663,400	\$0
S	19835	2025 LOW VOLUME	PAVEMENT PRO	GRAM								
		ST_PVMT_LV2	\$0	\$0	\$35,000,000	\$0	\$0	\$0	\$35,000,000	\$0	\$35,000,000	\$0
S	19836	2025 BRIDGE PRESE	RVATION PROGE	RAM								
		ST BRIDGE	\$0	\$150,000	\$8,300,000	\$0	\$0	\$0	\$8,450,000	\$0	\$8,450,000	\$0
		ST_TIF_PRS_S	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		Total	\$0	\$150,000	\$8,700,000	\$0	\$0	\$0	\$8,850,000	\$0	\$8,850,000	\$0
S	19837	2025 BRIDGE MAINT	ENANCE PROGR	AM								
•		ST_BRIDGE	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
S	20087	BRIDGE FORMULA F	PROGRAM (BFP)									
•		BFP_BR_MAIN	\$3,522,000	\$51,644,415	\$41,027,566	\$41,027,566	\$0	\$0	\$137,221,548	\$127,931,649	\$9,289,899	\$0
		BFP_BR_MN/OF	\$3,445,000	\$21,305,000	\$0	\$0	\$0	\$0	\$24,750,000	\$24,750,000	\$0	\$0
		BFP_BR_MN_L	\$0	\$26,300,000	\$0	\$0	\$0	\$0	\$26,300,000	\$24,519,490	\$1,780,510	\$0
		BFP_BR_OFF	\$2,921,464	\$30,578,536	\$6,750,000	\$6,750,000	\$0	\$0	\$47,000,000	\$47,000,000	\$0	\$0
		STP_BRIDGE	\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		Total	\$9,888,464	\$129,827,952	\$47,777,566	\$47,777,566	\$0	\$0	\$235,271,549	\$224,201,140	\$11,070,409	\$0
S	20122	NATIONAL ELECTRI	C VEHICLE INFRA	STRUCTURE PRO	DG. (NEVI)							
		NEVI	\$819.010	\$0	\$0	\$0	\$0	\$0	\$819,010	\$655,208	\$163,802	\$0
		NEVI@100%	\$12,448,944	\$7,731,422	\$7,731,421	\$7,731,421	\$0	\$0	\$35,643,208	\$35,643,208	\$0	\$0
		ST_MATCH	\$0	\$5,045,091	\$1,932,855	\$1,932,855	\$0	\$0	\$8,910,802	\$0	\$8,910,802	\$0
		ST_TRANS_SOL	\$257,922	\$0	\$0	\$0	\$0	\$0	\$257,922	\$0	\$257,922	\$0
		Total	\$13,525,876	\$12,776,513	\$9,664,276	\$9,664,276	\$0	\$0	\$45,630,942	\$36,298,416	\$9,332,526	\$0
S	20162	PUBLIC TRANSIT CA		MENT PROGRAM								
		ST_TTIF	\$210,281	\$39,719	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		÷	¥210,201	<i>400,110</i>	ΨŬ	* *	ΨŪ	43	<i>\</i> 200,000	ΨŪ	\$200,000	ΨŬ



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UDOT electronic Program Management

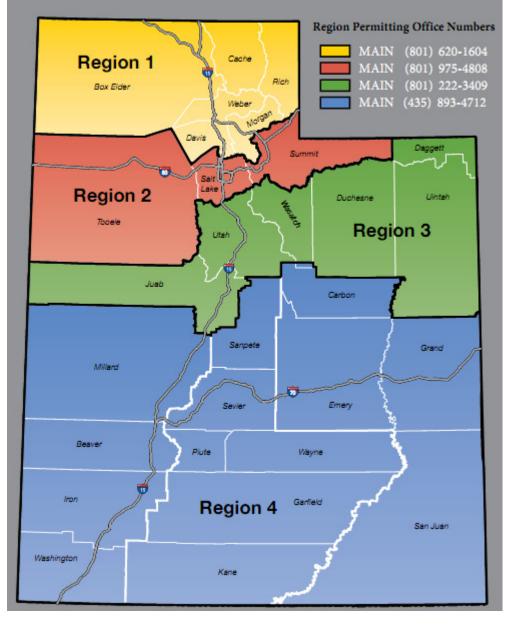
DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Descri	-								_	
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County	Progra	ams										
S	20502	STATE PARK ACCESS	6 PROGRAM									
		ST_PARK_LEG	\$176,073	\$4,323,927	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
S	20696	2026 BRIDGE PRESER	VATION PROGR	АМ								
		ST_BRIDGE	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
		ST_TIF_PRS_S	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
		Total	\$0	\$0	\$0	\$25,000,000	\$0	\$0	\$25,000,000	\$0	\$25,000,000	\$0
S	20697	2026 BRIDGE MAINTE	NANCE PROGRA	M								
Ū	2000.	ST_BRIDGE	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		•				<i>↓</i> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		* *	• 1,000,000		¢1,000,000	* *
S	20740	2026 HIGH VOLUME P	AVEMENT PROC	GRAM								
		NHPP_IM	\$0	\$0	\$0	\$33,600,000	\$0	\$0	\$33,600,000	\$31,644,480	\$1,955,520	\$0
		NHPP_NHS	\$0	\$0	\$0	\$50,400,000	\$0	\$0	\$50,400,000	\$46,987,920	\$3,412,080	\$0
		STP_FLX_ST	\$0	\$0	\$0	\$84,000,000	\$0	\$0	\$84,000,000	\$78,313,200	\$5,686,800	\$0
		ST_PVMT	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total	\$0	\$0	\$0	\$170,000,000	\$0	\$0	\$170,000,000	\$156,945,600	\$13,054,400	\$0
S	20741	2026 LOW VOLUME P	AVEMENT PROG	RAM								
		ST_PVMT_LV2	\$0	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$0	\$35,000,000	\$0
S	21120	PROTECT PROGRAM										
·		NHPP_NHS	\$2,293,589	\$256,411	\$0	\$0	\$0	\$0	\$2,550,000	\$2,377,365	\$172,635	\$0
		PROTECT FLEX	\$8,886,480	\$18,404,364	\$0 \$0	\$0	\$0	\$0	\$27,290,844	\$21,832,675	\$5,458,169	\$0
		PROTECT FX 1	\$0	\$0	\$12,515,034	\$12,505,034	\$0	\$0	\$25,020,068	\$25,020,068	\$0	\$0
		PROTECT PLAN	\$505,810	\$255,409	\$255,409	\$255,409	\$0	\$0	\$1,272,037	\$1,272,037	\$0	\$0
		STP_FLX_ST	\$740,000	\$3,166,363	\$0	\$0	\$0	\$0	\$3,906,363	\$3,641,902	\$264,461	\$0
		ST_CONT_R4	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_MATCH	\$36,730	\$0	\$927,344	\$927,344	\$0	\$0	\$1,891,418	\$0	\$1,891,418	\$0
		ST_PVMT_LV2	\$972	\$0	\$0	\$0	\$0	\$0	\$972	\$0	\$972	\$0
		ST_TRANS_SOL	\$182,116	\$0	\$0	\$0	\$0	\$0	\$182,116	\$0	\$182,116	\$0
		Total	\$12,695,697	\$22,082,547	\$13,697,787	\$13,687,787	\$0	\$0	\$62,163,817	\$54,144,047	\$8,019,770	\$0
S	21121	CARBON REDUCTION	PROGRAM									
		CARBON_FLEX	\$0	\$4,216,290	\$4,216,290	\$4,216,290	\$0	\$0	\$12,648,869	\$11,792,541	\$856,328	\$0
	19196	AIRPORT CONCEPT										

Region & County

Many of these projects will reside within the Wasatch Front Regional Council (WFRC) area but all projects are listed in the TIP for reference and program management.





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UDOT electronic Program Management

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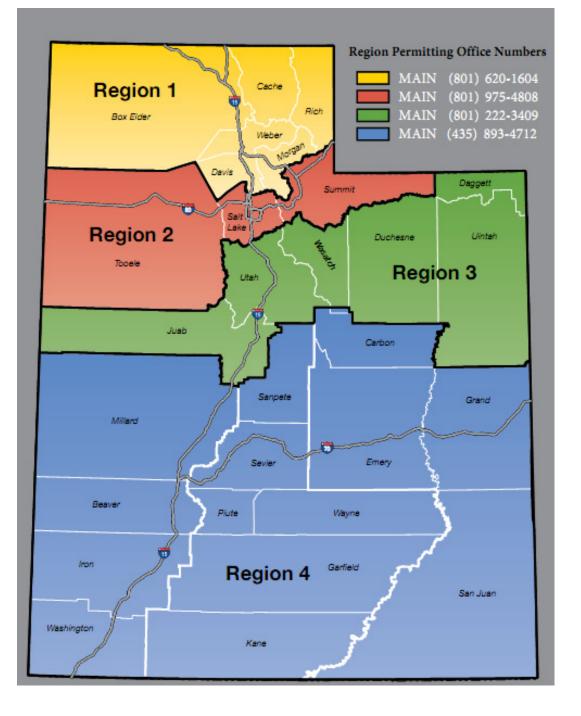


Region	PIN	Progra	m Desci	ription									
		Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Region	Count	y Programs											
1	5981	REGION C	NE COMM	UTER LINK PROGR	AM								
		CMAQ_PM2.5		\$525,000	\$0	\$0	\$0	\$0	\$0	\$525,000	\$489,458	\$35,543	\$0
		CMAQ_WFRC		\$6,824,914	\$0	\$0	\$0	\$0	\$760,828	\$7,585,742	\$7,072,187	\$513,555	\$0
			Total	\$7,349,914	\$0	\$0	\$0	\$0	\$760,828	\$8,110,742	\$7,561,645	\$549,097	\$0
2	5996			OMMUTER LINK									
2	3330	CMAQ PM2.5		\$739,907	\$0	\$0	\$0	\$0	\$0	\$739,907	\$689,815	\$50,092	\$0
		CMAQ_WFRC		\$7,111,512	\$482,257	\$0	\$0	\$0	\$0	\$7,593,769	\$7,079,671	\$514,098	\$0
		FA_SHRP2		\$139,288	\$0	\$0	\$0	\$0	\$0	\$139,288	\$139,288	\$0	\$0
		HSIP		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		OTHER		\$150,133	\$0	\$0	\$0	\$0	\$0	\$150,133	\$0	\$0	\$150,133
		ST_ATMS		\$65,294	\$184,706	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_PVMT		\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
			Total	\$8,256,133	\$672,963	\$0	\$0	\$0	\$0	\$8,929,097	\$7,955,389	\$823,575	\$150,133
3	5999	REGION T	HREE COM	MUTER LINK - EXF	ANSION HARDWA	RE							
		CMAQ_MAG		\$0	\$78,159	\$0	\$0	\$0	\$0	\$78,159	\$72,868	\$5,291	\$0
			Total	\$0	\$78,159	\$0	\$0	\$0	\$0	\$78,159	\$72,868	\$5,291	\$0

Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The "Statewide County Projects" will identify projects and programs in each of the UDOT Regions across the state, but for programming and information purposes, they are listed all together.





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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	cription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
atewi	de Cou	inty Programs										
9	5954	STATEWIDE ITS EX	PANSION PROGRA	AM								
		STP_FLX_ST	\$0	\$1,930,764	\$0	\$0	\$0	\$0	\$1,930,764	\$1,800,051	\$130,713	
		ST_ATMS	\$500,349	\$128,562	\$0	\$0	\$0	\$0	\$628,911	\$0	\$628,911	
		ST_ATMS_AM	\$672,680	\$248,535	\$0	\$0	\$0	\$0	\$921,214	\$0	\$921,214	
		ST_CAV	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	
		ST_ITS	\$81,585	\$29,615	\$0	\$0	\$0	\$0	\$111,199	\$0	\$111,199	
		ST_SIGNL_M&O	\$117,580	\$7,420	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	
		ST_TRANS_SOL	\$2,132,554	\$67,446	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	
		Total	\$3,574,747	\$2,412,341	\$0	\$0	\$0	\$0	\$5,987,088	\$1,800,051	\$4,187,037	
в	6019	HIGHWAY SAFETY	IMPROVEMENT PF	OGRAM - (HSIP)								
-		CMAQ_MAG	\$722,650	\$0	\$0	\$0	\$0	\$0	\$722,650	\$673,727	\$48,923	
		EM_RPF1@93.2	\$0	\$128,381	\$0	\$0	\$0	\$0	\$128,381	\$119,690	\$8,691	
		HSIP	\$71,540,330	\$33,365,319	\$24,540,000	\$0	\$0	\$0	\$129,445,649	\$120,682,178	\$8,763,470	
		HSIP_100%	\$256,546	\$0	\$0	\$0	\$0	\$0	\$256,546	\$256,546	\$0	
		HSIP_FLEX	\$2,500,000	\$3,965,957	\$2,882,979	\$0	\$0	\$0	\$9,348,936	\$8,716,013	\$632,923	
		HSIP_HRRR	\$60,196	\$0	\$0	\$0	\$0	\$0	\$60,196	\$56,121	\$4,075	
		HSIP_HRRR_SR	\$2,118,977	\$1,914,667	\$0	\$0	\$0	\$0	\$4,033,644	\$3,760,566	\$273,078	
		HSIP_VRU	\$650,125	\$6,663,750	\$0	\$0	\$0	\$0	\$7,313,875	\$6,818,726	\$495,149	
		LOCAL_GOVT	\$1,988,816	\$610,002	\$0	\$0	\$0	\$0	\$2,598,818	\$0	\$0	\$2,598,
		L BETTERMENT	\$133,114	\$83	\$0	\$0	\$0	\$0	\$133,197	\$0	-\$83	\$133,
			\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$250,000	\$235,450	\$14,550	• • • • •
		NHPP_NHS	\$1,914,904	\$85,096	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	
		SEC154_HSIP	\$38,156	\$0	\$0	\$0	\$0	\$0	\$38,156	\$35,573	\$2,583	
		SEC164_HSIP	\$282,467	\$0	\$0	\$0	\$0	\$0	\$282,467	\$263,344	\$19,123	
		STP_FLX_ST	\$639,677	\$1,619,023	\$0	\$0	\$0	\$0	\$2,258,700	\$2,105,786	\$152,914	
		ST_APPROP	\$0	\$5,870	\$0	\$0	\$0	\$0	\$5,870	\$0	\$5,870	
		ST_ATMS	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	
		ST_CONT_R1	\$96,155	\$166	\$0	\$0	\$0	\$0	\$96,320	\$0	\$96,320	
		ST_ITS	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	
		ST_PVMT	\$341,919	\$0	\$0	\$0	\$0	\$0	\$341,919	\$0	\$341,919	
		ST_PVMT_LV2	\$1,203,644	\$4,384,702	\$0	\$0	\$0	\$0	\$5,588,346	\$0	\$5,588,346	
		ST_SIGNALS	\$0	\$275,000	\$0	\$0	\$0	\$0	\$275,000	\$0	\$275,000	
		ST_SIGNL_M&O	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	
		ST_TOLL_CR	\$0	\$18,629	\$0	\$0	\$0	\$0	\$18,629	\$0	\$18,629	
		ST_TRANS_SOL	\$169,197	\$523,795	\$0	\$0	\$0	\$0	\$692,992	\$0	\$692,992	
		Total	\$85,056,874	\$54,160,441	\$27,422,979	\$0	\$0	\$0	\$166,640,294	\$145,588,321	\$18,319,874	\$2,732,
S	5775	STATEWIDE SPOT	SAFETY IMPROVE	MENT PROGRAM								
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	ription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewic	de Cou	inty Programs										
S	5925	2007-2009 STATEW	IDE CORRIDOR ST	TUDIES / CEVP PRO	GRAM							
		ST_CORR_CEVP	\$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
S	5928	2009 PAVEMENT PR	ESERVATION PRO	OGRAM								
		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 MAINTE	NANCE SPOT IMP	ROVEMENTS PROG	RAM							
		ST_SPOT_MNT	\$30,036	\$663,236	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
		Total	\$30,036	\$663,236	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
S	5947	STATEWIDE SAFE S	BIDEWALK & ADA	INSTALLATION PRO	OGRAM							
		L_PASS_MATCH	\$0	\$853,401	\$0	\$0	\$0	\$0	\$853,401	\$0	\$0	\$853,401
		ST_CONT_R1	\$0	\$141,047	\$0	\$0	\$0	\$0	\$141,047	\$0	\$141,047	\$0
		ST_CONT_R3	\$0	\$15,368	\$0	\$0	\$0	\$0	\$15,368	\$0	\$15,368	\$0
		ST_LIGHTING	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SAFE_SIDE	\$875,253	\$1,840,465	\$0	\$0	\$0	\$0	\$2,715,717	\$0	\$2,715,717	\$0
		Total	\$881,253	\$2,850,281	\$0	\$0	\$0	\$0	\$3,731,533	\$0	\$2,878,132	\$853,401



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Des	scription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewi	de Cou	unty Programs										
S	5952	STATEWIDE TRAF	FFIC SIGNALS NEW	CONSTRUCTION								
		LOCAL_GOVT	\$156,700	\$1,500,000	\$0	\$0	\$0	\$0	\$1,656,700	\$0	\$0	\$1,656,700
		L_BETTERMENT	\$343,871	\$518,098	\$0	\$0	\$0	\$0	\$861,968	\$0	\$0	\$861,968
		STP_UB_P/O_U	\$186,000	\$0	\$0	\$0	\$0	\$0	\$186,000	\$173,408	\$12,592	\$0
		ST_APPROP	\$0	\$16,791	\$0	\$0	\$0	\$0	\$16,791	\$0	\$16,791	\$0
		ST_CONT_R1	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$130,000	\$0
		ST_CONT_R3	\$448,434	\$243,960	\$0	\$0	\$0	\$0	\$692,394	\$0	\$692,394	\$0
		ST_CONT_R4	\$15,000	\$120,000	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
		ST_EXCH_MAG	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_GF_CHN	\$10	\$99,990	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT	\$162,000	\$0	\$0	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$0
		ST_PVMT_LV2	\$100,022	\$64,978	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		ST_SIGNALS	\$24,431,015	\$24,040,142	\$0	\$0	\$0	\$0	\$48,471,157	\$0	\$48,471,157	\$0
		ST_SIGNL_M&O	\$5,422,188	\$5,186,325	\$0	\$0	\$0	\$0	\$10,608,513	\$0	\$10,608,513	\$0
		ST_TRANS_SOL	\$1,681,602	\$11,398	\$0	\$0	\$0	\$0	\$1,693,000	\$0	\$1,693,000	\$0
		TAP_FLEX	\$157,620	\$656,380	\$0	\$0	\$0	\$0	\$814,000	\$758,892	\$55,108	\$0
		Total	\$33,259,462	\$32,458,061	\$0	\$0	\$0	\$0	\$65,717,523	\$932,300	\$62,266,555	\$2,518,668
•	0005		EATIONAL TRAILS P	DOCDAM								
S	6025						••	A -			••	••
		NRT	\$0	\$7,050,698	\$0	\$0	\$0	\$0	\$7,050,698	\$7,050,698	\$0	\$0
		ST_MATCH	\$0	\$17,934,159	\$0	\$0	\$0	\$0	\$17,934,159	\$0	\$17,934,159	\$0
		Total	\$0	\$24,984,857	\$0	\$0	\$0	\$0	\$24,984,857	\$7,050,698	\$17,934,159	\$0
S	6064	RAILROAD CROS	SING PROGRAM									
		CMAQ_MAG	\$295,000	\$411,000	\$0	\$0	\$0	\$0	\$706,000	\$658,204	\$47,796	\$0
		HSIP	\$283,183	\$16,817	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		LOCAL_GOVT	\$0	\$160,990	\$0	\$0	\$0	\$0	\$160,990	\$0	\$0	\$160,990
		R/H_DEVIC90S	\$3,480,826	\$317,302	\$0	\$0	\$0	\$0	\$3,798,127	\$3,418,315	\$379,813	\$0
		R/H_DEVICS90	\$995,430	\$0	\$0	\$0	\$0	\$0	\$995,430	\$895,887	\$99,543	\$0
		R/H_HZ_EL90S	\$2,987,178	\$135,860	\$0	\$0	\$0	\$0	\$3,123,039	\$2,810,735	\$312,304	\$0
		R/H_HZ_ELM1	\$858,124	\$3,777,342	\$0	\$0	\$0	\$0	\$4,635,466	\$4,635,466	\$0	\$0
		R/H_HZ_ELM90	\$871,259	\$641,776	\$0	\$0	\$0	\$0	\$1,513,035	\$1,361,732	\$151,304	\$0
		ST_CONT_R3	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_PVMT	\$18,939	\$145,444	\$0	\$0	\$0	\$0	\$164,383	\$0	\$164,383	\$0
		ST_T&S_ FUND	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	\$0
		Total	\$9,789,938	\$5,996,532	\$0	\$0	\$0	\$0	\$15,786,470	\$14,060,028	\$1,565,452	\$160,990
-												
S	6129											
		ST_LIGHTING	\$76,154	\$95,930	\$0	\$0	\$0	\$0	\$172,084	\$0	\$172,084	\$0
		Total	\$76,154	\$95,930	\$0	\$0	\$0	\$0	\$172,084	\$0	\$172,084	\$0



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UDOT electronic Program Management

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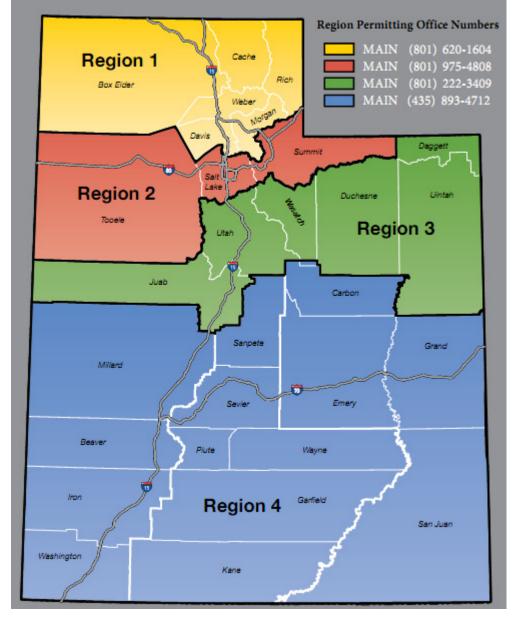


Region	PIN	Program Des	•									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewi	de Cou	Inty Programs										
S	6212	STATEWIDE SAFE	ROUTES TO SCHO	OL PROGRAM								
		LOCAL_INKIND	\$0	\$13,202	\$0	\$0	\$0	\$0	\$13,202	\$0	\$0	\$13,202
		ST_PVMT	\$1,048,873	\$1,242,006	\$0	\$0	\$0	\$0	\$2,290,879	\$0	\$2,290,879	\$0
		TAP_FLEX	\$88,460	\$5,265,837	\$2,120,536	\$0	\$0	\$0	\$7,474,832	\$6,968,786	\$14,317	\$491,730
		TAP_FLEX1	\$181,799	\$0	\$0	\$0	\$0	\$0	\$181,799	\$181,799	\$0	\$0
		TAP_SU_CMPO	\$0	\$18,369	\$0	\$0	\$0	\$0	\$18,369	\$17,126	\$1,244	\$0
		Total	\$1,319,132	\$6,539,414	\$2,120,536	\$0	\$0	\$0	\$9,979,081	\$7,167,710	\$2,306,440	\$504,931
S	6672	STATEWIDE HIGH	VAY JURISDICTION	IAL TRANSFERS P	ROGRAM							
•		ST_HWY_TRNSF	\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		ST_TIF	\$745,976	\$3,254,024	\$0 \$0	\$0	\$0 \$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0 \$0
		Total	\$745,976	\$5,347,591	\$0	\$0	\$0	\$0	\$6,093,567	\$0	\$6,093,567	\$0
					**	* •	**	•••	*0 ,000,001	* •	*• ,•••,•••	~
S	6850	STATEWIDE; BRID	GE PROGRAM UNS	PENT FUNDS								
		NHPP_BR	\$0	\$41,792	\$0	\$0	\$0	\$0	\$41,792	\$38,962	\$2,829	\$0
		STP_BRIDGE	\$0	\$73	\$0	\$0	\$0	\$0	\$73	\$68	\$5	\$0
		ST_BRIDGE	\$1,605,949	\$2,362,901	\$0	\$0	\$0	\$0	\$3,968,850	\$0	\$3,968,850	\$0
		Total	\$1,605,949	\$2,404,765	\$0	\$0	\$0	\$0	\$4,010,714	\$39,030	\$3,971,684	\$0
S	7231	STATEWIDE BRIDO	SE COLLISION REP	AIR PROJECTS								
		ST_APPROP	\$7,546	\$82	\$0	\$0	\$0	\$0	\$7,628	\$0	\$7,628	\$0
		ST_BRIDGE	\$228,147	\$402,467	\$0	\$0	\$0	\$0	\$630,614	\$0	\$630,614	\$0
		ST_INS-RECOV	\$2,456,765	\$2,938,089	\$0	\$0	\$0	\$0	\$5,394,854	\$0	\$5,394,854	\$0
		Total	\$2,692,458	\$3,340,638	\$0	\$0	\$0	\$0	\$6,033,096	\$0	\$6,033,096	\$0
S	7496	SCENIC BYWAYS		e								
3	7490	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
		Total	ψŬ	<i>403,000</i>	ψŪ	ψŪ	ψŪ	ΨŪ	<i>403,000</i>	\$33,200	ψŬ	<i>10,000</i>
S	8922	PUBLIC RELATION	S 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	\$8,540,222	\$529,445	\$0	\$0	\$0	\$0	\$9,069,667	\$0	\$9,069,667	\$0
		ST_TRANS_SOL	\$34,220	\$0	\$0	\$0	\$0	\$0	\$34,220	\$0	\$34,220	\$0
		Total	\$9,569,442	\$529,445	\$0	\$0	\$0	\$0	\$10,098,887	\$0	\$10,098,887	\$0

Various

Projects that are included in "Various Projects" often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The "Various Projects" will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	ription									
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various	Coun	ty Programs										
1	5599	Region One Conting	ency Funds									
		ST_APPROP	\$0	\$50	\$0	\$0	\$0	\$0	\$50	\$0	\$50	\$0
		ST_CONST	\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1	\$3,119,681	\$5,879,408	\$0	\$0	\$0	\$0	\$8,999,089	\$0	\$8,999,089	\$0
		ST_CONT_R2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_TIF	\$874,258	\$383,614	\$0	\$0	\$0	\$0	\$1,257,871	\$0	\$1,257,871	\$0
		Total	\$4,973,939	\$6,263,071	\$0	\$0	\$0	\$0	\$11,237,010	\$0	\$11,237,010	\$0
2	5589	Region Two Conting	jency Funds									
		LOCAL_GOVT	\$269,976	\$6,183	\$0	\$0	\$0	\$0	\$276,159	\$0	\$0	\$276,159
		OTHER	\$21,000	\$61,500	\$0	\$0	\$0	\$0	\$82,500	\$0	\$0	\$82,500
		OTHER_STATE	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_APPROP	\$0	\$141	\$0	\$0	\$0	\$0	\$141	\$0	\$141	\$0
		ST_CONST	\$23	\$79,631	\$0	\$0	\$0	\$0	\$79,654	\$0	\$79,654	\$0
		ST_CONT_R2	\$1,934,384	\$4,444,571	\$0	\$0	\$0	\$0	\$6,378,956	\$0	\$6,378,956	\$0
		ST_CONT_R3	\$30,000	\$23,000	\$0	\$0	\$0	\$0	\$53,000	\$0	\$53,000	\$0
		ST_GF_TPA	\$93,000	\$0	\$0	\$0	\$0	\$0	\$93,000	\$0	\$93,000	\$0
		ST_SIGNL_M&O	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_SPOT_MNT	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_STUDIES	\$105,874	\$9,126	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		ST_TRANS_SOL	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0
		ST_TTIF	\$15,364	\$14,636	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		Total	\$2,475,621	\$5,538,788	\$0	\$0	\$0	\$0	\$8,014,408	\$0	\$7,655,750	\$358,659
3	5597	Region Three Contin	ngency Funds									
		L_PASS_MATCH	\$0	\$37,500	\$0	\$0	\$0	\$0	\$37,500	\$0	\$0	\$37,500
		ST_ATMS_AM	\$4,427	\$95,573	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BRIDGE	\$0	\$18,750	\$0	\$0	\$0	\$0	\$18,750	\$0	\$18,750	\$0
		ST_CONT_R3	\$1,699,285	\$3,613,878	\$0	\$0	\$0	\$0	\$5,313,163	\$0	\$5,313,163	\$0
		ST_ITS	\$0	\$50,525	\$0	\$0	\$0	\$0	\$50,525	\$0	\$50,525	\$0
		ST_SIGNALS	\$629,796	\$11,204	\$0	\$0	\$0	\$0	\$641,000	\$0	\$641,000	\$0
		ST_STUDIES	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total	\$2,433,508	\$3,827,430	\$0	\$0	\$0	\$0	\$6,260,938	\$0	\$6,223,438	\$37,500



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



			orintion				,					
Region	FIN	Program Des Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
/arious	Coun	ty Programs										
4	5591	Region Four Contin	ngency Funds									
		LOCAL_GOVT	\$151,248	\$106,051	\$0	\$0	\$0	\$0	\$257,300	\$0	\$0	\$257,30
		OTHER_STATE	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$
		ST_APPROP	\$0	\$5,855	\$0	\$0	\$0	\$0	\$5,855	\$0	\$5,855	\$
		ST_CONT_R4	\$3,063,307	\$4,196,820	\$0	\$0	\$0	\$0	\$7,260,127	\$0	\$7,260,127	\$
		ST_GF_TPA	\$69,922	\$0	\$0	\$0	\$0	\$0	\$69,922	\$0	\$69,922	9
		Total	\$3,284,477	\$4,458,726	\$0	\$0	\$0	\$0	\$7,743,203	\$0	\$7,485,904	\$257,30
S	6062	PROGRAMMING D	RECTOR CONTING	ENCY FUNDS								
		ST_CLS_ADJ	\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$
		ST_CONT_PG	\$540,004	\$2,404,204	\$0	\$0	\$0	\$0	\$2,944,208	\$0	\$2,944,208	\$
		ST_CONT_R1	\$124,427	\$15,573	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	:
		ST_CONT_R2	\$103,024	\$191,976	\$0	\$0	\$0	\$0	\$295,000	\$0	\$295,000	:
		ST_CONT_R3	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	:
		ST_CONT_R4	\$2,839	\$22,161	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	:
		ST_STLMNT	\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	:
		ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	:
		Total	\$1,245,294	\$2,926,905	\$0	\$0	\$0	\$0	\$4,172,200	\$0	\$4,172,200	\$

Wasatch Front Regional Council | Public Review and Comment Period – June 24 to July 29, 2023

Draft 2024 - 2029 Transit Administration Funds

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

						Prior	(won't show										
Funding Type	PIN	Description	Project Sponsor	Share Ratio			STIP Transit Section)		2024		2025		2026	2027	2028	2029	Total
			S	alt Lake	e/West Valley	Jrb	anized A	rea	Formule	a -	Section 5	307	7				
FTASEC_5307	T- 008733	ADA OPERATING ASSISTANCE FOR P	ARATRANSIT SERVICE	80/20	Total Fed + Req. Match	\$	7,883,279	\$	7,962,111	\$	8,041,732	\$	8,122,150	\$ 8,203,371	\$ 8,285,405	\$ 8,368,259	\$ 56,866,307
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	6,306,623	\$	6,369,689	\$	6,433,386	\$	6,497,720	\$ 6,562,697	\$ 6,628,324	\$ 6,694,607	\$ 45,493,046
					Req. Match	\$	1,576,656	\$	1,592,422	\$	1,608,346	\$	1,624,430	\$ 1,640,674	\$ 1,657,081	\$ 1,673,652	\$ 11,373,261
FTASEC_5307	T- 007255	5307 Related Safety/S	Security	80/20	Total Fed + Req. Match	\$	452,622	\$	460,889	\$	470,178	\$	481,944	\$ 486,763	\$ 491,631	\$ 496,547	\$ 3,340,574
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	362,098	\$	368,711	\$	376,143	\$	385,555	\$ 389,410	\$ 393,305	\$ 397,238	\$ 2,672,459
					Req. Match	\$	90,524	\$	92,178	\$	94,035	\$	96,389	\$ 97,353	\$ 98,327	\$ 99,309	\$ 668,115
FTASEC_5307	T- 004278	Preventive Maintenance of Bus/Rail	Vehciles and Facilities	80/20	Total Fed + Req. Match	\$	36,445,757	\$	36,810,214	\$	37,178,316	\$	37,550,099	\$ 37,925,600	\$ 38,304,856	\$ 38,687,905	\$ 262,902,747
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	29,156,605	\$	29,448,171	\$	29,742,653	\$	30,040,080	\$ 30,340,480	\$ 30,643,885	\$ 30,950,324	\$ 210,322,199
					Req. Match	\$	7,289,152	\$	7,362,043	\$	7,435,663	\$	7,510,019	\$ 7,585,120	\$ 7,660,971	\$ 7,737,581	\$ 52,580,548
FTASEC_5307	T- 017584 PL	FROM UTA 5 YR CAP. PLAN WWW.RIDEUTA.COM/20		80/20	Total Fed + Req. Match	\$	480,569	\$	855,656	\$	1,327,604	\$	2,040,162	\$ 2,060,564	\$ 2,081,170	\$ 2,101,983	\$ 10,947,708
		SALT LAKE URBANIZED AREA			Federal	\$	384,455	\$	684,525	\$	1,062,083	\$	1,632,130	\$ 1,648,451	\$ 1,664,936	\$ 1,681,586	\$ 8,758,167
			UTA WFRC PROJECT		Req. Match	\$	96,114	\$	171,131	\$	265,521	\$	408,032	\$ 412,113	\$ 416,234	\$ 420,397	\$ 2,189,541
G	rand Total	of Salt Lake/West Valley UZ	A Formula - Sectio	n 5307 "F	ederal"	\$	36,209,781	\$	36,871,096	\$	37,614,265	\$	38,555,484	\$ 38,941,039	\$ 39,330,450	\$ 39,723,755	\$ 267,245,870
Gra	ind Total o	f Salt Lake/West Valley UZA	Formula - Section !	5307 "Re	q. Match"	\$	9,052,446	\$	9,217,774	\$	9,403,565	\$	9,638,871	\$ 9,735,259	\$ 9,832,612	\$ 9,930,939	\$ 66,811,466
Grand To	tal of Salt	Lake/West Valley UZA Formu	ıla - Section 5307 '	Total Fee	d + Req. Match"	\$	45,262,227	\$	46,088,870	\$	47,017,830	\$	48,194,355	\$ 48,676,298	\$ 49,163,062	\$ 49,654,694	\$ 334,057,336

Wasatch Front Regional CouncilPublic Review and Comment Period – June 24 to July 29, 2023

						Prior (won't show										
Funding Type	PIN	Description	Project Sponsor	Share Ratio		-	TIP Transit ection)		2024		2025		2026	2027	2028	2029	Total
				Ogde	n/Layton Urb	anize	ed Area	Foi	rmula - S	ect	tion 5307	,					
FTASEC_5307	T- 004279	ADA OPERATING ASSISTANCE FOR P	ARATRANSIT SERVICE	80/20	Total Fed + Req. Match	\$	3,730,174	\$	3,767,475	\$	3,805,150	\$	3,843,202	\$ 3,881,634	\$ 3,920,450	\$ 3,959,655	\$ 26,907,740
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	2,984,139	\$	3,013,980	\$	3,044,120	\$	3,074,561	\$ 3,105,307	\$ 3,136,360	\$ 3,167,724	\$ 21,526,191
					Req. Match	\$	746,035	\$	753,495	\$	761,030	\$	768,641	\$ 776,327	\$ 784,090	\$ 791,931	\$ 5,381,549
FTASEC_5307	T- 005163	5307 Related Safety/S	Security	80/20	Total Fed + Req. Match	\$	213,667	\$	217,569	\$	221,954	\$	227,508	\$ 229,783	\$ 232,081	\$ 234,402	\$ 1,576,964
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	170,933	\$	174,055	\$	177,563	\$	182,007	\$ 183,827	\$ 185,665	\$ 187,522	\$ 1,261,571
					Req. Match	\$	42,734	\$	43,514	\$	44,391	\$	45,501	\$ 45,956	\$ 46,416	\$ 46,880	\$ 315,393
FTASEC_5307	T- 007023	Preventive Maintenance of Bus/Rail	Vehciles and Facilities	80/20	Total Fed + Req. Match	\$	17,245,236	\$	17,417,689	\$	17,591,865	\$	17,767,784	\$ 17,945,462	\$ 18,124,917	\$ 18,306,166	\$ 124,399,119
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	13,796,189	\$	13,934,151	\$	14,073,492	\$	14,214,227	\$ 14,356,370	\$ 14,499,933	\$ 14,644,933	\$ 99,519,295
					Req. Match	\$	3,449,047	\$	3,483,538	\$	3,518,373	\$	3,553,557	\$ 3,589,092	\$ 3,624,984	\$ 3,661,233	\$ 24,879,824
FTASEC_5307	T- 017585 PI	FROM UTA 5 YR CAP. PLAN WWW.RIDEUTA.COM/20	-	80/20	Total Fed + Req. Match	\$	177,589	\$	354,161	\$	576,453	\$	912,322	\$ 921,446	\$ 930,661	\$ 939,968	\$ 4,812,600
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	142,071	\$	283,329	\$	461,162	\$	729,858	\$ 737,157	\$ 744,529	\$ 751,974	\$ 3,850,080
					Req. Match	\$	35,518	\$	70,832	\$	115,291	\$	182,464	\$ 184,289	\$ 186,132	\$ 187,994	\$ 962,520
	Grand	Fotal of Ogden/Layton UZA Fo	ormula - Section 53	07 "Fede	ral"	\$	17,093,332	\$	17,405,515	\$	17,756,338	\$	18,200,653	\$ 18,382,660	\$ 18,566,487	\$ 18,752,152	\$ 126,157,137
	Grand To	tal of Ogden/Layton UZA Forr	nula - Section 530	7 "Req. M	latch"	\$	4,273,334	\$	4,351,379	\$	4,439,084	\$	4,550,163	\$ 4,595,665	\$ 4,641,622	\$ 4,688,039	\$ 31,539,286
Gran	d Total of	Ogden/Layton UZA Formula -	Section 5307 "Tot	al Fed + R	eq. Match"	\$	21,366,666	\$	21,756,894	\$	22,195,422	\$	22,750,816	\$ 22,978,325	\$ 23,208,109	\$ 23,440,191	\$ 157,696,423

Public Review and Comment Period – June 24 to July 29, 2023 | Wasatch Front Regional Council

						Prior (won't show											
Funding Type	PIN	Description	Project Sponsor	Share Ratio			TIP Transit ection)		2024		2025		2026	2027	2028	2029		Total
			SALT LA	KE/ WE	ST VALLEY - OG	DEN	/LAYTO	N U	IRBANIZ	ED .	AREA Se	ctic	on 5309					
FTASEC_5309		FrontRunner Forward	UTAH DEPT. OF TRANSPORTATION		5309 Small Starts							\$	130,250,000	\$ 130,250,000	\$ 130,250,000	\$ 130,250,000	\$	521,000,000
UTA_FUNDS	New		UTAH DEPT. OF TRANSPORTATION		UTA Funds	\$	5,000,000	\$	5,000,000	\$	5,000,000	\$	5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 45,000,000	\$	75,000,000
LOCAL_GOVT			UTAH DEPT. OF TRANSPORTATION		UT Legisl. Funds			\$	370,000,000								\$	370,000,000
		Total: Frontrunner Forw	ard - Section 530)9		\$	5,000,000	\$	375,000,000	\$	5,000,000	\$	135,250,000	\$ 135,250,000	\$ 135,250,000	\$ 175,250,000	\$	966,000,000
CMAQ_PM2.5	16934	Ogden-WSU BRT - Construction	UTA		CMAQ PM2.5	\$	1,608,925										\$	1,608,925
CMAQ_WFRC	16934	oguen-wso bkr - construction	UIA		CMAQ_PWIZ.5	Ş	1,008,925										ې \$	1,008,925
FTASEC_5309	16934				5309 Small Starts	\$	97,903,590										\$	97,903,590
LOCAL_INKIND	16934				LOCAL INKIND	\$	4,570,000										, \$	4,570,000
LOCAL_GOVT	16934				LOCAL_GOVT												\$	-
STP_URB-O/L	16934				STP_URB-O/L												\$	-
TFER_2_UTA	16934				TFER_2_UTA	\$	3,754,157										\$	3,754,157
UTA_FUNDS	16934				UTA_FUNDS	\$	4,478,513										\$	4,478,513
LOCAL_GOVT	15906	Ogden-WSU BRT - Design	UTA		LOCAL_GOVT												\$	-
STP_URB-O/L	15906				STP_URB-O/L												\$	-
ST_CONT_PG	15906				ST_CONT_PG	\$	9,240										\$	9,240
TFER_2_UTA	15906				TFER_2_UTA	\$	1,608,925										\$	1,608,925
CMAQ_PM2.5	14846	Ogden-WSU BRT	UTA		CMAQ_PM2.5												\$	-
CMAQ_WFRC	14846				CMAQ_WFRC												\$	-
TFER_2_UTA	14846				TFER_2_UTA	\$	1,072,616										\$	1,072,616
UTA_FUNDS	14846				UTA_FUNDS												\$	-
CMAQ_PM2.5	18829	Ogden-WSU On-route Charging Infrastructure	UTA		CMAQ_PM2.5			\$	1,500,000								\$	1,500,000
ST_TTIF	18855	Ogden-WSU			ST_TTIF			\$	4,000,000								\$	4,000,000
		Total: Ogden-WSU BR	T - Section 5309			\$ 1	115,005,966	\$	5,500,000	\$	-	\$	-	\$ -	\$ -	\$ -	\$	120,505,966

Wasatch Front Regional Council | Public Review and Comment Period – June 24 to July 29, 2023

						Prior (w	on't show												
Funding Type	PIN	Description	Project Sponsor	Share Ratio			P Transit ction)		2024		2025		2026	2027		2028	2029		Total
FTASEC_5309	17842	Mid-Valley BRT	UTA		5309 Small Starts									\$ 64,550,000				\$	64,550,000
CMAQ_PM2.5	17842				CMAQ_PM2.5					\$	2,000,000							\$	2,000,000
ST_TTIF	17842				ST_TTIF			\$	22,800,000									\$	22,800,000
LOCAL_INKIND	17842				Donated ROW									\$ 4,650,000				\$	4,650,000
LOCAL_GOVT	17842				UT Legisl. Funds									\$ 11,000,000				\$	11,000,000
		Total: Mid-Valley BR	T - Section 5309					\$	22,800,000	\$	2,000,000			\$ 80,200,000				\$	105,000,000
						/													
		r	SALT LA	KE/ WE	ST VALLEY - OG	iDEN/	LAYTO	NL	IRBANIZ	ED .	AREA Se	ctioi	n 5337		1			_	
FTASEC_5337	T-006176	Preventive Maintenance of Rail Ve	ehicles and Facilities	80/20	Total Fed + Req. Match	\$ 3	3,740,907	\$	3,778,316	\$	3,816,101	\$	3,854,261	\$ 3,892,804	\$	3,931,732	\$ 3,971,049	\$	26,985,170
		SALT LAKE/OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 2	2,992,726	\$	3,022,653	\$	3,052,881	\$	3,083,409	\$ 3,114,243	\$	3,145,386	\$ 3,176,839	\$	21,588,136
					Req. Match	\$	748,181	\$	755,663	\$	763,220	\$	770,852	\$ 778,561	\$	786,346	\$ 794,210	\$	5,397,034
FTASEC_5337	T-017586	SGR FROM 5 YR CAP. PLAN WWW.RIDEUTA.COM/20		80/20	Total Fed + Req. Match	\$ 36	6,571,371	\$	37,372,094	\$	38,011,154	\$	38,829,028	\$ 39,217,319	\$	39,609,492	\$ 40,005,587	\$	269,616,045
		SALT LAKE/OGDEN/LAYTON URBANIZED AREA			Federal	\$ 29	9,257,097	\$	29,897,675	\$	30,408,923	\$	31,063,222	\$ 31,373,855	\$	31,687,593	\$ 32,004,470	\$	215,692,836
			UTA WFRC PROJECT		Req. Match	\$	7,314,274	\$	7,474,419	\$	7,602,231	\$	7,765,806	\$ 7,843,464	\$	7,921,899	\$ 8,001,117	\$	53,923,209
																		_	
		alt Lake/West Valley and Ogden/L	•			\$ 32	2,249,823	\$	32,920,328	\$	33,461,804	\$	34,146,631	\$ 34,488,098	\$	34,832,979	\$ 35,181,309	\$	237,280,972
Grand	Total of Salt	Lake/West Valley and Ogden/Lay	rton UZA Formula - S	ection 5337	7 "Req. Match"	\$ 8	8,062,455	\$	8,230,082	\$	8,365,451	\$	8,536,658	\$ 8,622,025	\$	8,708,245	\$ 8,795,327	\$	59,320,243
Grand Total	of Salt Lake,	/West Valley and Ogden/Layton U	ZA Formula - Section	5337 "Tot	al Fed + Req. Match"	40312	2278.41	\$	41,150,410	\$	41,827,255	\$	42,683,289	\$ 43,110,123	\$	43,541,224	\$ 43,976,636	\$	296,601,215

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						Prior	(won't show											
Funding Type	PIN	Description	Project Sponsor	Share Ratio			TIP Transit Section)		2024		2025	2026	2027	2	2028		2029	Total
			SALT LAK	E/WES	T VALLEY - OGD	DEN/	LAYTON	I UF	RBANIZE	D A	REA Sect	tion 5339(a)						
FTA_5339_80A	T-007030	BUS PURCHASE/OVERHAUL, BUS STO FACILITIES	PS, AND BUS RELATED	80/20	Total Fed + Req. Match	\$	2,263,293	\$	2,468,445	\$	2,518,120	\$ 2,578,980	\$ 2,882,038	\$	2,910,858	\$	2,939,966	\$ 18,561,700
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	1,810,634	\$	1,974,756	\$	2,014,496	\$ 2,063,184	\$ 2,305,630	\$	2,328,686	\$	2,351,973	\$ 14,849,359
					Req. Match	\$	452,659	\$	493,689	\$	503,624	\$ 515,796	\$ 576,408	\$	582,172	\$	587,993	\$ 3,712,341
FTA_5339_80A	T-017587	BUS PURCHASE/OVERHAUL, BUS STO FACILITIES	PS, AND BUS RELATED	80/20	Total Fed + Req. Match	\$	1,241,756	\$	1,354,314	\$	1,381,568	\$ 1,414,959	\$ 1,581,231	\$	1,597,044	\$	1,613,014	\$ 10,183,886
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$	993,405	\$	1,083,451	\$	1,105,254	\$ 1,131,967	\$ 1,264,985	\$	1,277,635	\$	1,290,411	\$ 8,147,108
					Req. Match	\$	248,351	\$	270,863	\$	276,314	\$ 282,992	\$ 316,246	\$	319,409	\$	322,603	\$ 2,036,778
			SAITIAN		T VALLEY - OGD					ח <i>ו</i>	DEA Cod	tion 5220/h						
			SALI LAK	E/ WES			LATION		DAINIZE	DA	area seci	.1011 5333(1)				1		
FTA_5339_80B		FY19 Bus Stop Improvement and	Operator Facilities	80/20	Total Fed + Req. Match			\$	3,797,500									
	_		UTA WFRC PROJECT		Federal			\$	3,038,000									
					Req. Match			\$	759,500									
FTA_5339_80B		FY19 Bus Stop Improvement and Ope Pads	erator Facilities (ADA	90/10	Total Fed + Req. Match			\$	202,500									
					Federal			\$	182,250									
					Req. Match			\$	20,250									
G	Grand Tota	l of Salt Lake/Ogden/Layton UZA C	Competative - Section	n 5339(b) "I	ederal"			\$	3,220,250									
Gra	and Total o	f Salt Lake/Ogden/Layton UZA Cor	npetative - Section 5	339(b) "Re	q. Match"			\$	779,750									
Grand To	otal of Salt	Lake/Ogden/Layton UZA Competa	tive - Section 5339(b) "Total Fe	d + Req. Match"			\$	4,000,000									
			SALT LAK	E/WES	T VALLEY - OGD	DEN/	LAYTON	I UF	BANIZE	D A	AREA Sec	tion 5339(c)						
						Other I	ITA Capital P	rniect	·c									
UTA_FUNDS	T- 004272	SEE ALSO UTA'S 5 YR CAPITAL PLAN: WWW.RIDEUTA.COM/2023BUDGET	?UTA? Or ?Program and Planning?	100/0	Total Fed + Req. Match		cupitul P		-									
		· · · · · · · · · · · · · · · · · · ·			Federal	1												
					Req. Match													
					Additional Local													

Wasatch Front Regional Council | Public Review and Comment Period – June 24 to July 29, 2023

Air Quality Memorandum - draft

- **REPORT NO.** 41a
- **DATE** June 15, 2023
- **SUBJECT** CONFORMITY ANALYSIS FOR THE WFRC 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM.
- ABSTRACT The Infrastructure Investment and Jobs Act (IIJA) 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 April 2012 and according to FHWA guidelines found in the IIJA 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 2024-2029 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, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2024-2029 TIP are found to conform.

Wasatch Front Regional Council

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

aq memo41a_tip_2024-2029_draft.docx

The following conformity findings for the WFRC 2024-2029 TIP are based on the transportation systems and planning assumptions described in the WFRC 2023-2050 RTP and the Air Quality Memorandum 41 dated May 26, 2023.

The 2024-2029 TIP conforms to the "Build less than 1990" emission test and the emission Х budgets in the Ogden City PM₁₀ Maintenance Plan. All projects in Ogden City included in the TIP may go forward. Х The 2024-2029 TIP conforms to the emission budgets in the Salt Lake County PM_{10} Maintenance Plan.PM₁₀. All projects in Salt Lake County included in the TIP may go forward. Х The 2024-2029 TIP conforms to the interim "Build less than 2008" emissions test for emissions in the Salt Lake PM_{2.5} non-attainment area. All projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward. Х The 2024-2029 TIP conforms to the interim emission budgets from the 1997 Ozone Maintenance Plan for Salt Lake and Davis Counties. All projects in the Northern Wasatch Front ozone non-attainment area including eastern Tooele, 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 2029 in order to achieve the transportation system envisioned by the 2023-2050 RTP are included in the 2024-2029 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 41. 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 41 demonstrates that the WFRC 2023-2050 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 demonstration for the 2023-2050 RTP has been documented in Air Quality Memorandum 41. The FHWA concurrence with this demonstration of conformity is documented in a letter dated May 31, 2023.

All of the regionally significant projects in the 2024-2029 TIP are identified in the 2023-2050 RTP without any substantial changes to design or scope. All of the projects identified in the 2023-2050 RTP are included in the regional emissions analysis.

Public Comment

The 2024-2029 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 41a (this document) is available to the public upon request and has been posted to the WFRC website (www.wfrc.org).

PUBLIC COMMENT SUMMARY WFRC 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan (RTP). 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. The draft 2024-2029 TIP was available for public review and comment from June 24, 2023 through July 29, 2023. The following summarizes the comments received.

TIP Public Comments and Responses - Summary

Comment	Response
Support was expressed for more and safer bicycle facilities. Comments were also made regarding the need for safer pedestrian crossings.	Progress is occurring in addressing the need for safe and connected transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.
Requests were made to accelerate specific roadway projects.	Inflation and worker shortage are putting pressure on the construction industry. UDOT and others are actively working to enable these projects to move forward.
Requests were made for more transit service and improvements to existing service.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, available funding, and other relevant considerations.
Support was expressed for double-tracking FrontRunner.	WFRC appreciates the work of Utah's congressional delegation, Governor, State Legislature, the State Transportation Commission, UTA, and UDOT to advance strategic double-tracking of FrontRunner, which is also included in the WFRC RTP.
Many comments supported the enhanced bus service, mobility hubs, and tolling in Little and Big Cottonwood Canyons identified in the TIP, and expressed desire to identify metrics for evaluating these improvements.	UDOT and UTA are advancing these projects, utilizing funding set aside by the State and other sources. WFRC will support UDOT and UTA in implementing and evaluating these improvements.

a pedestrian bridge across 7000 South at 1500 West.

Many comments were received expressing the need for WFRC will continue working with UDOT and local governments to help see this already-funded pedestrian bridge through to completion.

WASATCH FRONT REGIONAL COUNCIL

TIP 2024-2029 Public Comment List

Comment	Project Description
I am extremely in favor of this pedestrian bridge being built. I have taught at Heartland Elementary for many years. We are a title one school. We are also a walking school. Busses only bring children with special needs, meaning almost all of our student body walks to school. My classroom window faces 7000 S. I am always nervous about our students crossing 7000 S to come to school or participate in school activities. There is a crossing guard on duty before and after school. We also have summer breakfast and lunch, before and after school activities, and some evening activities. Most are limited to times a crossing guard can be on duty. A bridge would allow students to come to and go from school safely at any time. In addition to Heartland students, many community members are accessing 7000 S all day long; middle and high school students, shoppers at Smiths, bikers, runners, etc. PLEASE consider making this community by a BUSY road safer for everyone! Thank you.	7000 South & 1500 West Pedestrian Bridge
I have been a member of this community for the past eight years, as I have been a teacher at Heartland Elementary. Our students need a safe way to get to school, as our school is a walking school (meaning all students that come to us either get dropped off by a parent/guardian or walk to school). It is vital that this project gets funded and done in a timely manner so our children in the community can get to and from school safely. I have had many close calls with people driving too fast and not obeying the speed limit, during school hours and outside of school hours on this road, it is too busy of a road, not to be supporting the safety of our children.	7000 South & 1500 West Pedestrian Bridge
I am thrilled about this project. Cars do not want to slow down on this busy road. I have witnessed close calls with cars and pedestrians. This will be a wonderful addition to this community who relies heavily on alternative forms of transportation. Heartland Elementary students and families will greatly benefit, due to needs of students to gain access to food and after school programs.	7000 South & 1500 West Pedestrian Bridge
Please build the pedestrian bridge! It has been promised to our community. It will help with the flow of traffic, vs a crosswalk, but more importantly the safety of our school children and community. I have seen the positive effects of a similar bridge across redwood at 7575 south. My younger sister was hit by a car crossing the street before that bridge was built. She survived, fortunately, but not without extensive medical care and lifelong consequences. Heartland has not yet had such tragedies, but near misses avoided only by vigilant crossing guards and divine blessings. Additional use after school hours by the community, especially the children will be so much safer than currently, when we have to rely on a flag and a prayer that drivers will look up and let us cross the street. The beauty and welcoming nature of a bridge also is a bonus! We as a PTA and SCC have met and communicated with our West Jordan city officials, Jordan District reps,, parents, and others. It's time now	7800 So Jordan River Pedestria Bridge at 1100 W
This bridge is crucial to the safety of these elementary kids! Heartland is a "walking school"lets allow them to walk safely. We have been fighting to have this installed since my recent high school graduate was a 1st grader! The land is ready, the bridge is builtlets get it installed! Dark fall mornings and rising sun summer mornings make seeing the crossing guards, lights and children difficult. Heartland serves as a phenomenal community resource (after school programs, summer lunch)this bridge will allow safe crossing no matter what time of day or year.	7000 South & 1500 West Pedestrian Bridge

TIP 2024-2029 Public Comment List

6 I don't use the "trail system", but I drop off and pick up my granddaughter from school frequently. I see the children and pa walking down the street to the stop light on 1300 west and crossing at the light to get to the northside of 7000 south. a pe	
would be used by many and provide another visual reminder that we are driving through a school zone. I believe it would many more to send their children to school by walking rather than driving and dropping off.	
7 It's time to build this pedestrian bridge! It's time to prioritize safety and keep promises to our children and community. We with WJ Mayor, JSD reps, and Heartland families! We have been promised this bridge for nearly 10 years, but have express concern for much longer. My sister was hit in a crosswalk on redwood road before the bridge was built at 7525 south. She but the impact was devastating for our family—extended medical care, and lifelong changes. The pedestrian bridge across was built largely because of my sister. Heartland needs more than empty promises and someday. Please put the kids first! community will also benefit from after hours access to pedestrian safety. Flags alone are not enough. The crossing guards a but near misses from stressed out, distracted drivers are increasingly scary! The bridge will be a welcoming entrance to the the safety of our students far supercedes the look. Please keep your promises now!!!	ed Pedestrian Bridge survived, redwood The are good,
8 I have been a part of this community for a long time. Even when my kids were teenagers I refused to allow them to use the crosswalk on 7000 S, because I know that people don't stop for the pedestrians. We have been promised this bridge for 10 Our kids deserve a safe place to cross. With many working parents not able to walk their kids to school, this bridge would a them to know their kids were getting to school safely. We also have after school tutoring, choir and orchestra, but there ar crossing guards at that time of the afternoon; so students have to cross alone. So scary!) years. Pedestrian Bridge allow
9 I cannot tell you how many years I have heard that this bridge was coming. It is so desperately needed for that busy street, and day there are people trying to cross at that location. Morning commute mixed with kids drop off is a nightmare. Even a evening commute there are so many cars going west it's bumper to bumper traffic and cars are not paying attention to people trying to cross at that location.	during the Pedestrian Bridge
10 Do it!	7000 South & 1500 West Pedestrian Bridge
11 I have a child that attends Heartland Elementary and have had kids go there for 15 years. I take my kids to school everyday and watch this crosswalk that I stop at have people sped through it, run through with kids and crossing cards in the interse traffic backs up and there is angry drivers. I would never let my child cross the street there because of the cars I have seen through there. It is an accident waiting to happen. It scares me everyday.	ection. The Pedestrian Bridge
Heartland is a walking school and this would be a crucial step in keeping kids from half of the boundary area safe. The cross guards, especially Tracy, do a great job during crossing times. But when they aren't there, the other options are redwood or both places where pedestrians have been hit while legally crossing. This would be a good expenditure of tax dollars to keep people safe.	or 1300, Pedestrian Bridge
13 This would be such a great improvement for safety! I know it would help children cross to and from school safely. As a mot definitely gives peace of mind for all children that attend Heartland.	ther it 7000 South & 1500 West Pedestrian Bridge
14 Please hurry this is so needed.	7000 South & 1500 West Pedestrian Bridge
15 This bridge is so important for the safety of our kids. Crossing the street is extremely dangerous even with the crossing guad do not slow down. There are countless times I have watched the crossing guards nearly get hit while trying to help student to/from school. So many families live right across the street from the school but cannot let their kids walk because it is so dangerous. This bridge is long over due and will significantly improve our neighborhood.	

TIP 2024-2029 Public Comment List

16	Heartland Elementary needs the pedestrian bridge put into place for the safety of the students in walking to and from school. Please seriously build the bridge. Children should feel safe walking to school and not fearing being hit by a car. Please keep our children safe at Heartland Elementary!	7000 South & 1500 West Pedestrian Bridge
17	This is absolutely not a want it is a NEED! This area is not safe for crossing even with the amazing crossing guards that are provided by the city! The school has many after school opportunities that all students should be able to participate in and don't be because of having to crossing a major 5 lane road. It's dangerous enough during the day and more than at night with very very poor lighting. This community gas been pleading with UDOT to do something for years, the opportunity is there please do the right thing and put the bridge in that has been promised every to the community every summer for the past 3 years!	7000 South & 1500 West Pedestrian Bridge
18	Very busy street. This has been needed for years so students can stay safe!!	7000 South & 1500 West Pedestrian Bridge
19	It is simply not safe for children to cross 7000 south at either Redwood or 1300 west as they are both simply too busy and I would never allow them to cross the walk in front of the school as its a four lane road and mixh too dangerous. Heartland has many times that children need to cross the street when crossing guard are not present and it's simply not safe.	7000 South & 1500 West Pedestrian Bridge
20	I think it would be great to have a bridge here. This s always so busy and it would be a lot safer for the kids and the drivers.	7000 South & 1500 West Pedestrian Bridge
21	This is bridge is necessary for the safety of our children. The community needs this bridge BEFORE a kid dies	7000 South & 1500 West Pedestrian Bridge
22	Why hasn't this already happened? What's the holdup?	7000 South & 1500 West Pedestrian Bridge
23	This road is far too busy to not have a bridge for elementary students. These little ones need a safe route to walk home.	7000 South & 1500 West Pedestrian Bridge
24	This bridge is worth the time and money invested to secure our childrens safety.	7000 South & 1500 West Pedestrian Bridge
25	Yes, yes, yes! The neighborhood needs this bridge. People wait forever trying to cross at the crosswalk but drivers are too impatient. Please, please, please put in the bridge straightaway!	7000 South & 1500 West Pedestrian Bridge
26	8 8	7000 South & 1500 West Pedestrian Bridge
27	Heartland Elementary is an amazing school with Alger at the helm. Let's improve the neighborhood and safety, one bridge at a time	7000 South & 1500 West Pedestrian Bridge
28	This bridge is a step in the right direction in my book	7000 South & 1500 West Pedestrian Bridge
29	So excited for the upcoming bridge 🤞	7000 South & 1500 West Pedestrian Bridge
30	Please, I beg you to fund this project. I've lived in the area for 20 years and have seen too many close calls with pedestrians trying to	
31	I think having a pedestrian bridge would be a great idea. It would make it safer for our kids to cross and would help improve the	7000 South & 1500 West Pedestrian Bridge

32	Please put in a Bridge here for the safety of our children	7000 South & 1500 West
		Pedestrian Bridge
	I am a Kindergarten teacher at Heartland Elementary School, and I'm asking you to please put in this bridge for the safety of my little ones. This is a very busy road, and a pedestrian bridge would greatly improve the commute for the students and staff of Heartland Elementary, both in safety and convenience.	7000 South & 1500 West Pedestrian Bridge
34	This is definitely needed, people do not follow the school zone limit and kids have to cross 5 lanes.	7000 South & 1500 West Pedestrian Bridge
35	Please!	7000 South & 1500 West Pedestrian Bridge
	We need better bus stops in so many places that actually shelter you from the sun, and bus operators need places to use the bathroom!	Bus purchase/overhaul, stops, and operater relief
	This bridge would provide safe access to school and the Smiths shopping area without affecting the flow of traffic or making people walk two blocks to the light.	7000 South & 1500 West Pedestrian Bridge
38	Please fund this project for the safety of our children.	7000 South & 1500 West Pedestrian Bridge
39	Please support funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyons. Thank you	WASATCH BOULEVARD & 7650 SOUTH
40	The pedestrian bridge would protect the kids. Please support the bridge project.	7000 South & 1500 West Pedestrian Bridge
	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in the in any planned	Highland Drive & 4500 South
	improvements to the roads and intersections as this is already a very dangerous area for pedestrians and cyclists.	Intersection Imp
	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in any planned improvements to the roads and intersections.	4705 South 1500 East Full Stop Pedestrian Crossing
	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in any planned improvements to the roads and intersections.	Holladay Signal Optimization Enhancements
	This is kind of a test comment, but legit- as a frequent FrontRunner commuter, I fully support double tracking and the resulting increased service and frequency. It would benefit so many commuters!	FrontRunner Strategic Double Track
	This project just seems so half-baked. So we get the North-South bike route off of Redwood, but then don't provide ANY east-west connections to all the shops on Redwood, and then the route just stops awkwardly at 4800S. No provision for going further north. It just ends at a canal (that's full of goat heads) and then the inhospitable car gutter we call 4500S.	1300 W; 6400 S to 4800 S - Active Transportation
46	Do not widen Redwood. Are you kidding me?	Redwood Road 4100 South to 5400 South
	This road is incredibly dangerous. The 39 bus gets a lot of use, and this area has a lot of residents that use the bus, but there are basically no provisions for crossing the road. Furthermore, there's almost no lighting, and there are no sidewalks. We need one way protected bike lanes on both sides of the road, as well as decent sidewalks, with trees in the median. I'm disappointed to see this doesn't go further to actually cross I-15 to connect up to the Meadowbrook TRAX station.	3900 South Bike Lanes; Redwood Rd to Jordan River
48	טט וני	TRAX Rail Trail Design

49	Please keep in mind future streetcar alignment on this road! We need more fixed guideway transit!	1300 East: 3300 South to 3600 South
50	Spending this insane amount of money to shave off a few minutes of commute time at peak with UTA would need only \$400m to drastically improve commuter service is crazy. Please prioritize funding the Future of Light Rail projects instead of this Bangerter highway "improvement" that's just going to dump more cars on local streets and take 200 homes from lower income people. Absolutely ridiculous to prioritize this in a year when we are going to blow through EPA limits on ozone.	Bangerter Interchanges; 4100 S to California
51	We need to work on getting the alignment nailed down as quickly as possible so we can start making acquisitions with corridor preservation funds as potential properties appear on the market. Without it we are only guessing where it's going and can't make any real decisions regarding plans.	Midvalley Highway Re-evaluation
52	What about a mid-block crossing up the street where Cortez St. meets 500 N.? This part of the neighborhood is dangerous and inconvenient for visitors and residents. Nobody wants to walk a half block to loop around and cross safely here. Adding intensity around this area with a HAWK or like feature might get private vehicle traffic to drive the speed limit instead of well above it.	Bicycle Lanes up Capitol Hill
	This project could very well be the zenith of public funding for private venture. Please don't use my tax dollars to further a developer's plans for their pocketbook.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	No tax dollars should be used for this, if the resorts want it, they should pay for it, we also don't need to have the beauty of the canyon ruined by a gondola, this is not the answer!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Build the Gondola	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
56	The Gondola doesn't solve any issues. It would not stop any vehicles in the canyons, and would crowd the resorts even more. A real solution would be a lightrail system (one that connects resorts too), and closing the canyon for periods of time with the only access being the lightrail. And the resorts should be paying for a good chunk of this. The gondola seems completely unnecessary as it solves no problems and instead creates more while also bleeding ridiculous amounts of money to even build it. \$13,719,000 i bet ends up a gross underestimation of the work needing to be done.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
57	We should not fund a project with public funds that has specific utility to specific users - charge a use fee or have the resorts pay for the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
58	I can't believe this plan for gondolas is even being considered. Besides the environmental impact and the visual blight it will create, this project is a waste of tax dollars and will not solve the traffic problems in the canyon. Please go back to the drawing board and come up with a plan that will serve the people paying for it.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
59	I am opposed to building a gondola in Little Cottonwood. The exorbitant cost is improper for a 15-20 day problem, and doesn't account for the impact on the canyon. Moreover, private ski resort funds should fund any remedy, not tax money. The gondola will negatively impact critical watershed. A gondola will also shift the traffic problem to Wasatch Blvd, and will not solve the issue. The gondola will also negatively impact the organic and natural beauty of the canyon. The canyon should be preserved and protected and not permanently altered and destroyed. The electric bus option is better and has fewer long-term impacts. Please choose a different alternative than the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
60	Don't see the gondola solving problems - a huge expenditure that negatively impacts the environment, hikers, climbers, anyone who isn't trying to get to a ski resort. Why aren't we considering half-sized, nimble busses and shuttles? It seems like comments are gathered and then, in the Utah way, the comments are ignored (unless the commenter is a developer).	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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61	I recognize there are some benefits to a gondola, but mostly negatives. I also realize there are political/economic realities that will likely win-the-day in favor of the gondola. That said, I believe one real solution to future/continuing economic funding of any plan, and a way to limit 'some' of the unsustainable vehicle traffic in LCC and BCC will likely require a toll to enter the canyon(s). I personally am in favor of a heavy tollheavy enough to deter those who don't care enough about the canyons to spend their money to help support them.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
62	I disagree with the gondola. Its carrying capacity seems limited the environmental cost seems high.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
63	Strongly oppose the Gondola. Waste of taxpayer funds to the benefit of Snowbird and Alta. We haven't even tried other, more cost effective measures such as bus incentive, forced carpooling or toll fees. In the end, it will be utilized strictly for tourists and marketed that way. Locals are going to drive themselves up and avoid the hassle and cost of Gondola. How it got this far without an environmental study is beyond comprehension. Thank goodness we have some sound minded politicians questioning the sanity of this proposal that UTOT is so enamored with.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
64	I support the gondola. Build gondolas that connect the entire Wasatch Mountains from Park City to American Fork canyon. Open up the entire area for recreation.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
65	I am very opposed to the gondola in LCC. I don't think it will solve the problems and will negatively impact the beauty of the canyon and put the watershed at risk of contamination. I don't believe taxpayers money should be used for this project.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Thank you for allowing me to comment on the LCC gondola proposal. I favor a multi-modal approach to the LCC traffic problems that includes greatly increased bus service with electric buses, increased carpooling apps, tolls, snow sheds. limits on total visitors up the canyon and a gondola. All of these together will decrease traffic, decrease pollution and preserve the extraordinary beauty of the canyon to the greatest degree. Complex problems necessitate complex solutions, and LCC certainly presents significant transportation challenges. Put cafes, restaurants, ski shops, bike shops, etc at the base hub, and the have the profits from those businesses help pay for operation of the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
67	I do not see how a constant throughput transportation system like a gondola can solve the peak hour(s) problem in LCC. It will require major costs and dramatic changes to the canyon. I believe a much simpler and effective solution would be to ban private vehicles in winter and deploy electric buses that could be scheduled with plows and surged at peak hours. The only infrastructure needed would be parking and charging in The Valley.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
68	A gondola takes cars off the road and eliminates the need to try and widen the road. A gondola would clear the road reducing traffic for backcountry skies and those who want to stop at places other than the resorts. My complaint would be that I would prefer a higher speed technology alternative or faster next gen gondola (if such a thing can be done.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
69	The proposed gondola for Little Cottonwood Canyon must NOT be built. This ski resort construction project is being presented as a "traffic improvement", but in reality will turn the canyon into an amusement park benefiting only the ski resort owners. A significant portion of canyon users want to hike and explore the canyons at various intermittent stops and a gondola does not address the needs of the outdoor enthusiast community. Tax payer money is not a gift for UDOT to build a fun zone tourist ride. Use the money for more bus drivers during ski season. Don't cut the bus drivers and then point to traffic problems, when the shuttles can't handle the seasonal ski rider volume demand.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
70	The Gondola is the best solution to protecting the canyon. It is the cleanest and safest solution. It will eliminate the problem of people being stuck at the resorts or not being able to get to the resorts because of avalanches. Our mayor should take a trip to Europe	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

71	I oppose the gondola. It is not fiscally responsible and will not ease the burden of traffic in LCC. Add more buses and capacity to the	Cottonwood Canyons Enhanced
/1	existing public transportation. Build additional parking garages to encourage bus riders.	Bus, Tolling, and Hub
72	I oppose the gondola in LCC. This does not provide a benefit to the greater salt lake community. This uses our tax dollars to pad the	Cottonwood Canyons Enhanced
/2	pockets of private ski resort owners who have created this problem without contributing financially to a solution. If the ski resorts	Bus, Tolling, and Hub
	are so desperate to solve this traffic problem, they need to be the primary financial backers of the solution, not the general taxpayer	
	who can't afford to ski. This project would be detrimental to the environment and destroy critical outdoor areas close to the road	
	that attract tourists and local climbing enthusiasts outside of the ski season. An express bussing solution would be the	
	environmentally and financially responsible plan to implement.	
22	A Gondola is not the best solution to traffic congestion on a very few winter days in Little Cottonwood Canyon. Increased bus service	Cattonwood Convers Enhanced
/3		-
		Bus, Tolling, and Hub
	operate on days that vehicle traffic is closed to LCC so it has limited utility in reducing traffic congestion in LCC. Besides the negative	
74	impact on the vistas of LCC, the taxpayer shouldn't be asked or required to foot the bill for a vanity project of wealthy ski resorts.	
74	Thank you for considering comments from the community. I have been hiking in Little Cottonwood Canyon year-round for over 30	Cottonwood Canyons Enhanced
		Bus, Tolling, and Hub
	traffic burden on the canyon, not less. I have confidence that we can do better than the gondola especially if we give other options	
	similar financial backing. We can explore the other options and solve our problems without endangering the delicate ecosystems	
	that provide our recreation opportunities. We must take responsibility for the risks to the environment, to clean air, clean water,	
	and the beauty that brings us there. Please pick another option. I believe we have better options for solving congestion without	
	putting our gorgeous canyon and clean water in danger so that more people can ski for a few months a year.	
75	I am opposed to the gondola and to widening the road if it is paid with taxpayer money. I understand that there's a congestion	Cottonwood Canyons Enhanced
	problem. But the people who are most affected and the people who want it changed are the resorts. I believe if they want to	Bus, Tolling, and Hub
	change it, they should have to pay for it. I don't think taxpayer money should be spent on such a large solution. I would be OK for	
	taxpayer money to be spent on smaller solutions such as more buses to travel up the existing road. And I don't mind the idea of	
	charging individual cars hefty large fees to incentivize people to ride the buses. But I don't think taxpayer money should be spent on	
	a gondola or widening the road to benefit the resorts .	
76	Taxpayer money should not be used to support the privately owned ski resorts. Will taxpayers in Logan, St George and other areas	Cottonwood Canyons Enhanced
	of the state also be paying for the gondola? If they are, do they even know about the gondola and will it bring them any benefit?	Bus, Tolling, and Hub
	The gondola only goes to the ski resorts, it does not help people who want to use any other parts of the canyon. Someone has	
	mentioned putting a reservation system in place for the ski resorts. Many other businesses require a reservation to enjoy their	
	facilities. I believe the ski resorts are going to need to go to a reservation type program. We can't pack more people up the canyon	
	at the resorts and expect people to have great experiences with the overcrowding. Why do we need MORE and MORE people up	
	the canyon. There has to be a a point when it is too overcrowded and the beauty of the canyon is diminished. The ski resorts need	
	to start a reservation program for skiing and for parking and that will decrease the road crowds.	
77	I support the idea of a gondola. I am opposed to widening the road, however I do support an increase of bus routes during winter	Cottonwood Canyons Enhanced
	peaks. One of the biggest draws of living in Sandy is the ease of accessibility to our great Cottonwood Canyons. I have	Bus, Tolling, and Hub
	hiked/climbed/camped/ridden/etc in these canyons for 30 years. I love being able to stop on the side of the road, unload gear, and	
	enjoy nature immediately. Widening the road will limit nature accessibility to designated areas only. (See ruined Guardsmans Pass	
	and Mt Olympus) A gondola is a great way of future-proofing demand while keeping the raw natural feel in the canyon itself.	

78		Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	person living in West Valley working a minimum wage job who can't afford to ski, or use the gondola, shouldn't be forced to subsidize the wealthy nor private corporations (e.g. ski areas). Tax payer money should not be used to fund the playground of the rich. Introducing a hefty toll to use our natural resources has the	Cottonwood Canyons Enhanced
	same effect, only the rich will be able to use our canyons. Isn't it funny that everything we do to "improve or preserve" the environment has a pay option to nullify the benefit/intent? HOV tolls for example. All these do is allow the rich to opt out of preservation efforts. They are ethically wrong. Let's go back to the drawing board and find a solution to the real problem of accessing our canyons. IF a gondola, widening the road, or light rail is really part of the solution, the tax payers who can't afford to use it shouldn't flip the bill. Whatever the solution, I'm sure we can do it without impacting the environment.	Bus, Tolling, and Hub
	It was a mistake and a waste of taxpayer money to not build Bangerter and MVC as a freeway to begin with. UDOT got that wrong. Utah's growth can and will support avoiding these short sided decisions in the future. The remaining Bangerter interchanges should already be under construction to change them to freeway intersections (I.e 13400, 2700 W, 9800, etc.). Let's go.	Bangerter Highway South Interchanges
81	-	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I do not believe the gondola will solve any problems. It think the use will be minimal like the bus systems through out the county. And the government and tax payors will need to cover the bills for this when it does not pay for itself over time. I would be on board to support the project if no it is made so that no public cars or trucks are allowed in any of the canyons so all people are forced to use the gondola or not go up and visit the canyons. I hope the later of the two. So that we can cut all vehicles from the canyon. Thanks	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
83	I am strongly opposed to the gondola project. This project is fiscally irresponsible and a misuse of taxpayer funds. The gondola will destroy the beauty of two canyons. The aggressive marketing campaign against bus alternatives was a blatant attempt to manipulate citizens to support the gondola and clearly shows a large advertising budget used in an effort to lead to enrichment of private entities. UDOT should NOT be supporting this option.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
		Cottonwood Canyons Enhanced Bus, Tolling, and Hub

	I understand the draw of the gondola but I think it would have really negative environmental impacts and would just shift the congestion elsewhere. I know users of the resorts would prefer to just get on a gondola and then be at their destination rather than take a bus but I don't think that the desire to make it easy should come at the expense of the environment. It also seems crazy to invest so much (taxpayer!) money into a problem that is only an issue 20-30 days per year. Skiing and snowboarding do not pretend to be sports accessible to everyday people, so we shouldn't frame this as an issue of "accessibility"- it's only the accessibility of the wealthy and lazy (ie unwilling to take the existing public transportation system) that are at stake here. The amount of environmental destruction needed to achieve this "accessibility" is too high a cost.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	politicians already made. Alternatives should be gathered from diverse and wide sources. You have to also consider if it would be good/safe experiences for the skiers to be even more crowded. Also, those who benefit most(ski resorts, skiers) should have to pay for large portion of the cost of any improvements.	Bus, Tolling, and Hub
87	I am opposed to this project for two main reasons. The first is that we haven't tried additional bus/shuttle services. The second is that I think instead of trying to fund a gondola, the resorts and the state should be more focused on extending ski season by funding more Great Salt Lake conservation efforts. Recent environmental studies confirmed that ski season was 17 days shorter in 2022 because dust from the dry lake bed scattered on the snow in the canyons, causing a premature rush of snowmelt (sand heats up faster than snow, causing the melt). We need to protect the watershed, no one wants to drink gondola grease. Recreation is a big part of Utah culture, and we should do our best to limit private traffic so the buses can run unimpeded, and incentivize the use of electric busses to reduce environmental impact, and we should not pour our money into a gondola as a solution to a mainly winter problem when the negative effects of gondola construction would be present year-long.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
88	I strongly oppose the proposed gondola in LCC. To say the least, the beauty of the canyon should not be compromised by building permanent structures up and down the canyon. Furthermore, this project should not be funded by taxpayers, when it will only benefit private entities (the ski resorts). I fully support the common sense solutions that have been outlined by Mayor Wilson.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
89	I oppose the gondola. It doesn't serve all that use the canyon and solves a problem that exists only a few days a year. Make it a toll canyon, expand bus services, anything but the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
90	I strongly oppose the gondola in LCC. It will only serve rich tourists and will not improve canyon access for the locals. Less impactful alternatives should be prioritized.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
91	I support the Gondola. the Canyon has been a mess in recent years if you want to try and go skiing at any peak time at all. After reading the concerns from the Mayor, none of them change my mind that a gondola would be a beneficial solution. It will change the view in the canyon, but I don't think it will be detrimental - it will offer a new unique view of the canyon to anyone who rides and better access up and down	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
92	I am opposed to the gondola in LCC for many reasons. I believe better alternatives exist. We should implement the other alternatives before spending public dollars to benefit private business interests. Also who benefits from this use of public dollars. I am tired of public servants using taxpayer dollars to line their own pockets with these development projects. The gondola will destroy many beautiful bouldering areas that line the roadside of LCC. Hikers, snow shoe, back country skiers still need access to the canyon but their favorite areas will be greatly impacted by the gondola. Let's try other options and pay to play and public options. Thank you.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

	I strongly oppose the gondola. It is a project that will cost the taxpayers a lot of money and will only benefit a few. Taxpayer money should be spent to improve the lives of the citizens, not to enrich a couple of people who own the elands the gondola will be built	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	on. A better solution is a large parking structure near 9400S Highland drive with a fleet of busses. Also, close the canyons for a 1.5 to	bus, roning, and rub
	2 hours each morning except to bus and emergency traffic. Make the busses express that go to certain stops rather than taking an	
	hour to stop 10 times through snowbird and it will move fast.	
	The average citizen is against the gondola project as it will raise our taxes, and is a service that only the very rich and ski resorts will	Cottonwood Canyons Enhanced
	benefit from. I've also noticed that the process for making comments was made very difficult, likely to deter people from making	Bus, Tolling, and Hub
	comments against the project. Let us keep our mountains beautiful, and access available to everyone, not just the wealthy. We	
	already have a high tax burden and cost of living here, it's unreasonable to make things worse for the middle class, who will never	
	be able to afford the use of the expensive ski resorts anyway. We can still at least afford going up to the mountains to enjoy their	
	beauty. Don't take everything from us, just to line the ski resorts' and politicians' pockets.	
95	At first i thought a gondola was a very good option. But after realizing it would only serve the two ski areas, I am strongly opposed	Cottonwood Canyons Enhanced
	to it! The Canyon is for everyone! Increased shuttle bus service has advantage of less cars on the road. The busses could be	Bus, Tolling, and Hub
-	mandatory during busy times reducing the need to widen the road.	
	Quail Run Development LLC, CW Management, and Gondola works are run by Chris McCandless, Wayne Neiderhauser, and Kevin	Cottonwood Canyons Enhanced
	Gates. Why are they the ones pushing the gondola? Could it be that they could earn millions from it? UDOT SHOULD MAKE	Bus, Tolling, and Hub
	PROJECTS FOR THE PEOPLE. NOT FOR BILLIONAIRES. Ask yourself who is a gondola serving?? And then ALSO remember that Carlos	
	Braceras met his wife at Snowbird. This and more at: https://littlesis.org/oligrapher/8500-money-behind-the-utah-gondola	
	This project could very well be the zenith of public funding for private venture. Please don't use my tax dollars to further a	Cottonwood Canyons Enhanced
	developer's plans for their pocketbook. I THOUGHT THIS WAS SUPPOSED TO BE A REPUBLICAN PARTY??? WHO TF WANTS THIS?!	Bus, Tolling, and Hub
	LIBERAL ASS COMMIES WAYNE NEIDERHAUSER, CHRIS MCCANDLESS, AND KEVIN GATES.	
	Using tax money paid by every citizen to buy something that only benefits those interested in an increasingly cost-prohibitive hobby	Cottonwood Canyons Enhanced
	sounds like the opposite of Robin Hood. Steal from the poor to benefit the rich. I'm sure we can come up with much better ways to	Bus, Tolling, and Hub
	use that money for the benefit of most, if not all.	
	I strongly oppose the proposed gondola project as part of this infrastructure package. While the gondola attempts to address the	Cottonwood Canyons Enhanced
	problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially	Bus, Tolling, and Hub
	responsible solution among other options available. The gondola as it's proposed has not clearly shown itself as the premier option when compared to other proposals including expanded bussing services in combination with restricting personal vehicle usage. It is	
	wise to start with the simplest and lowest cost reforms before initiating such a large infrastructure investment like the gondola.	
	Especially when there is a need for these proposed funds elsewhere in our community to address maintenance of our current	
	infrastructure. It is irresponsible for public personnel and leadership to support this initiative in the face of more pressing needs	
	which serve a larger portion of the community.	
	when serve a larger portion of the community.	1

100	There are other alternatives to this costly and destructive project. This is a project that benefits the ski resorts, so Alta and Snowbird should participate in solving the traffic problem in Little Cottonwood Canyon. First, the resorts can institute a reservation system for skiers. (A reservation system for parking doesn't work, as evidenced by Solitude's failed pay-to-park programpeople just park on the road.) This would limit their revenue, of course, but that's better than burdening the taxpayer. Second, UDOT could increase bus service and make it speedier and, during especially busy times, require that people use the bus to access the canyon. Last year's record snow fall aside, the mountains will continue to experience lower snowfall, and building a costly gondola that becomes obsolete isn't a smart use of money. (Remember the Great Salt Lake pumps, now high and dry?)	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
101	I strongly oppose the gondola. I'm against using tax payer money to benefit a few developers and resorts. This option does nothing for hikers, campers, and people who want to go to other areas of the canyon. Plus it would negatively impact the canyon itself with all of the high-impact infrastructure required.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
102	I support the gondola. Widening the road would leave a massive footprint and destroy the nature we are trying to protect. Plus widening the road does not solve the problem of road closures due to weather (a gondola would). As far as busses go, they run into the same problems related to road closures.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
103	I like the gondola	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
104	I oppose the gondola. Using public or even private money to destroy the aesthetics of a treasured landscape so accessible to a major city is indefensible. Buses, tolls, reservations, limiting skier numbers, etc. are all viable alternatives.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I oppose the gondola. There are other cost-effective ways to deal with the congestion that we currently have. These include implementing tolls, adding busses and shuttles and requiring reservations. Please look at common sense solutions detailed by Salt Lake City's offices.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I oppose the gondola plan. I would like there to be increased bus service and potentially a toll for cars. People do not need to drive their cars into the canyon and we do not need an expensive gondola when bus service would accomplish the same ends.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	the gondola option is not viable based on the avalanche paths. it will also ruin the natural beauty of the canyon, and require a significant amount of additional tax payer dollars when the towers and gondola cars are destroyed by avalanches.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	In the long run the gondola is the only way to go. All of the other suggested solutions are only short term fixes. It talks about enhanced bus service. The only way to enhance the bus service would be to add two more lanes of roadway and the only way to do that would be to pipe little cottonwood creek and run roads over piped creek beds. To add to the gondola it needs to start in the middle of the valley somewhere.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
109	PLEASE put a traffic light on 9000 S and 1075 W. It is needed now and with the road widening, residents will struggle more than now to exit the neighborhoods.	SR-209 (9000 S); Redwood Rd to State St.
	NO Gondola!!! NEVER!! Spend the state taxpayers' on something that will actually benefit the taxpayers and not the ski resorts! The ski resorts will do just fine on their own. Enhanced bussing with affordable fares, along with improving public transit from around the valley to the mouth of the canyons (Big & Little Cottonwood as well as Millcreek) would really go a long way in helping to alleviate the current vehicular traffic congestion in all of the canyons.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

111	I support the Cottonwood Canyons enhanced bus, tolling, and hub proposal to reduce the traffic and congestion in the	Cottonwood Canyons Enhanced
	Cottownwoods during the winter season. I strongly oppose the gondola proposal and believe that the buses offer a better option for transportation service to and from the ski resorts without the significant environmental impact the gondola would have on Little Cottonwood Canyon. The gondola only proposes a solution for one canyon, when the congestion and traffic issue is a symbiotic issue in both canyons. You cannot solve this issue by ignoring one canyon and only addressing the issue in the other. The enhanced bus, tolling, and hub proposal offers solutions for both canyons which will ensure sustainable traffic and congestion reduction for years to come. The people have spoken. The majority of Utahns DO NOT SUPPORT THE GONDOLA. The gondola cannot continue to be driven by the state legislature and sky resort tycoons as the lead proposal when it is opposed by the majority.	-
112	I oppose using taxpayer dollars to fund this project. Make busing mandatory on high congestion days. There's a more common sense alternative than an expensive gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I want to be on record as opposing the gondola option to be the preferred alternative in the phased implementation approach. There are other solutions that make more sense, are less invasive, and cost way less. Please look at the SLCO mayor's "Common Sense Solutions" as the phases progress. The Gondola is a bad idea.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I oppose the gondola option as the preferred alternative in the phased implementation approach. There are other solutions that make more sense, are less invasive, and cost way less. Please look at the SLCO mayor's "Common Sense Solutions" as the phases progress. The Gondola is a bad idea. The people have spoken. The majority of Utahns DO NOT SUPPORT THE GONDOLA.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
115	I have not seen anything proposed that states that local residence would have a reduced toil. Many states have a set price for resident verses non resident. I pay taxes and think it's ridiculous that I would have to pay this in addition to my regular taxes. Many local residence do not ski or go up the canyons. I am a proponent of extending the bus system.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I am a skier who frequents both Big and Little Cottonwood Canyons and am adamantly opposed to the gondola. It will be an eyesore and once installed will be there forever (along with the associated damage to the canyon). The project will cost double what is estimated (all projects go over budget massively anymore), the costs will be pushed onto average taxpayers, many of whom do not even visit these canyons. The gondola will not move enough people to remove cars from the canyon. It solves nothing. Enhanced bus service, more incentives to carpool, and avalanche sheds to mitigate the avalanche danger issue are a cheaper and better alternative for LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
117	I strongly oppose the gondola in LCC. There are much simpler and more effective solutions that will benefit everyone, instead of only benefiting the people who can afford to go to the ski resorts. Aside from the fact that the gondola will limit access to PUBLIC lands and only allow access to the very private and expensive ski resorts. The environmental issues will remain forever if this gondola is built. Not sure how there are signs everywhere that this is a watershed to be protected yet it will be irreversibly damaged by construction.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I would like to see the alternative costs for initial build, operation and maintenance for gondola vs. entry fee like Millcreek Canyon. Of course the difference is that Little Cottonwood has resorts. How much of their costs are borne by the resorts?	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
119	My preference is an expanded bus/shuttle system with vehicle tolls and a reservation system. Using an expanded bus/shuttle allows for satellite parking lots easing traffic at the base of the canyon. I believe the proposed alternative of a gondola and 2500 car parking lot at the base of the canyon is not for the benefit of the public but lines the pockets of large corporations. Here's an idea. Force the ski resorts to pay for traffic mitigation. Afterall, they created the problems in LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
120	I support just about anything OTHER THAN a tram. To me, the negative impact of a tram is equivalent to putting a tram in Yosemite Valley. Little Cottonwood Canyon is that beautiful and should remain that way.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

	My family skis exclusively in this canyon. I adamantly oppose a gondola system to ease congestion. I support more busses, more	Cottonwood Canyons Enhanced
	parking, and tolls on the busiest days. Yes, I would rather pay a toll than see the gondola. Yes! Double track where ever it is feasible.	Bus, Tolling, and Hub FrontRunner Strategic Double
123	Yes!It will be nice to see it completed. To Utah County and beyond!	Track MVC from 2100 N to Porter
124	Yes! It is a beautiful area for families to explore.	Rockwell 14600 South; Railroad Bridge to Redwood Bike/ Ped
125	Yes! A great spot for trails.	First/ Last Mile POM Active Transportation Study
	I like that MVC was planned for the future. However, the future is coming faster than expected. I hope to see the corridor turned into a freeway before I am too old to drive it	MVC; Old Bing Hwy to Porter Rockwell
	Reading the previous comment, I am reminded that a lot can be done if there is the money. That, of course means higher taxes or tolls. Anyway, it would have been nice to have planned Bangerter as a freeway from the beginning. I am amazed how creative the planning has been to retrofit the corridor with bridges. I hope to see other intersections completed soon.	Bangerter Highway South Interchanges
	There is no better investment to be had than when public officials can be convinced to shift the financial risk and environmental costs to the tax paying public while a very thin slice of the wealthy and politically well-connected reap the financial rewards. The gondola project is political pork barrel at its very best. The WFRC and the taxpaying public have many more deserving projects in need of public funding that benefit a much broader cross section of our communities with significantly fewer irreversible and irretrievable environmental costs.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	It would be nice to have a Trax station at 40th West and Old Bingham highway. It could be right behind the Smith's store. It is an important intersection and retail hub. It would be convenient for shoppers and commuters. Also, I would like to see Old Bingham connect up in that area. That would alleviate traffic jams for people using Old Bingham to connect to 90th South or to continue on Old Bingham. There already is a light at the Railroad crossing. I think it would not be very difficult to do that. I know that there is a rail spur issue and, I assume, some private property issues. I hope both projects could be done.	TRAX Rail Trail Design
	I am strongly opposed to the tax-funded Gondola system. The cost:benefit is too high: monetarily, environmentally, practically. I support the common sense alternatives proposed by the Salt Lake County Council & Mayor Wilson.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I feel the gondola is a horrific idea for our canyon. There will always be growths in the number of people wanting to use the canyon, especially during the ski season. But there comes a time when we must recognize that enough is enough. Some businesses will state, "I'm sorry, but we are at capacity". This is what needs to happen in our canyons. We can't keep accommodating more and more people to the detriment of the canyon as well as the residents.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Constructing a gondola system in Little Cottonwood Canyon would defeat the purpose so many people use the canyon for: to enjoy	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

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133	Please fund these alternatives to reduce congestion that occurs only during the winter months for skiers. I DO NOT support the idea	-
	of a gondola and feel that the enhanced buses, tolling and a HUB will stop the discussion about a gondola.	Bus, Tolling, and Hub
134	When the Olympics came to Utah many years ago, LCC was deemed too fragile/unsafe for Olympic events. The same holds true	Cottonwood Canyons Enhanced
	today, LCC is too fragile for a gondola or road widening. From Albion Basin, the watershed, the ski resorts, the hiking and climbing	Bus, Tolling, and Hub
	areas, to the geological parks at the entrance of the canyon, this canyon is unique. I think the canyon would benefit from electronic	
	bike concessions in the park and ride lot and tolls for cars in the winter, with reduced fares for carpools. I am also in favor of	
	electronic buses up and down the canyon. I am highly opposed to a gondola and widening our road. Please do not make LCC into	
	another Park City. We want LCC to be about nature, not development! Encourage people to ride buses in the winter - high toll fees,	
	low bus fees! Its the least we can do to keep the canyon beautiful for future generations.	
135	I strongly oppose the proposed gondola project. The gondola attempts to address the problem of access and traffic up LCC during	Cottonwood Canyons Enhanced
	the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options	Bus, Tolling, and Hub
	available. Please head the counsel of the SLC Mayor, The Sandy Mayor, and the majority of the SL County Citizens.	_
136	I strongly oppose the proposed gondola project. The gondola attempts to address the problem of access and traffic up LCC during	Cottonwood Canyons Enhanced
	the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options	Bus, Tolling, and Hub
	available. Please head the counsel of the SLC Mayor, The Sandy Mayor, and the majority of the SL County Citizens.	
137	I also strongly OPPOSE the gondola. Why are we spending \$550 MILLION dollars on a gondola that will only be used 1 out of 4	Cottonwood Canyons Enhanced
	seasons per year to benefit ski resorts? The impact on climbing, hiking, and the canyon views is enough to oppose it, but this is	Bus, Tolling, and Hub
	something that WILL use a large majority of taxpayer dollars but will NOT benefit all taxpayers. It benefits the ski resort and	
	investors over anyone else. It won't be free to use (the cost to use hasn't been listed, but it can be assumed this won't be free) so it	
	would be much wiser to follow common sense solutions that will make a difference and use the money for more impactful projects	
	such as saving the great salt lake. If global warming continues, we won't even have enough snow and skiing to warrant this gondola.	
	If we don't fix the great salt lake, we won't have good enough air quality to warrant it either. Please don't waste our tax dollars on	
	something so trivial that only benefits the resorts and hurts other canyon users.	
138	I support phase 1 of the LCC traffic plan. Tolling and electric buses are the best solution to this issue. It will have the least impact on	Cottonwood Canyons Enhanced
150	the canyon and support it for decades to come. This should be the long term solution put into place and expanded upon. Phase 3	Bus, Tolling, and Hub
	involving the building of the gondola are ludicrous. It will ruin the beauty of our environment, potentially destroy the watershed,	
	and make no solutions in traffic for the affected residential areas that will be near the parking garage. Additionally, pricing for tolling	
	appears to be set for phase 1 and is appropriate pricing. However, when I attended a meeting on this with leaders for the gondola	
	no one could comment on its price officially. It will make the mountains inaccessible, damage them, and ruin what this state has	
	loved for so many years. Expand upon phase 1 do not move to phase 3.	
120	I support the use of tax payer funds to increase access to the canyon; however, I do not support plans that segregate the community	Cattonwood Convens Enhanced
139		-
	or prioritize the needs of ski resorts while devaluing all other forms of recreation in the canyon. The amount of funding allocated in	Bus, Tolling, and Hub
	phase one is a gross misuse of tax payers funds, as it only serves a small portion of the community. Furthermore, tolling access into	
	the canyon will undoubtedly limit access of less affluent residents from ever having access to public lands. This socioeconomic	
	segregation is directly contrary to the philosophy that established the polices responsible for these public lands. Approval of these	
	policies speak starkly to the deterioration of progression and corruption of relevant authorities. Please stop using taxpayer fund to	
	support irresponsible big businesses, while simultaneously destroying precious resources and needlessly creating economic	
	barriers.	

	NO to the gondola. It won't help and it's a waste of money. Last year I never once drove to the ski resort, I parked at Wasatch Blvd and took the bus, but this year all of the changes made it so inconvenient. Do what Zion doesshut down the road to visitors in the	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	winter and shuttle everyone up and down every 10 minutes or so. This is unfair to make Utah/Salt Lake taxpayers pay for the profits made by the ski resorts. It will over-crowd the resorts and over	Cottonwood Canyons Enhanced
	crowd the environment. Start a reservation system and enhance bus systems.	Bus, Tolling, and Hub
	Obviously many including myself are opposed to phase 3 But phase 1 - who will administer the tolling? Is it for road use only? The reason I ask is when I have talked to the USFS about these plans they indicated implementing a use fee system for all USFS lands in the Wasatch akin to American Fork and Millcreek system - including the cottonwoods. If that happens, it seems there will be two tolls? While I favor busing over gondolas, there need to be a LOT of buses! Nobody is lining up to get to the resort by 11am. Everyone wants to get there between 8::00 and 9:30-10. Same for the down. Lastly, I would beg you to consider a toll plaza that activates ski passes for all resorts in the cottonwoods that is tied to parking spaces in the resorts, forcing those who do drive up to park in the resorts and those who can't when spaces run out cannot activate their ski pass except when tapping off a bus. So they have the bus as an alternative when the parking runs out. Please consider!!!!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
143	Hello, I am dead set against the construction of a gondola in little cottonwood canyon. This will only benefit a few contractors, legislators and damage the watershed and ecosystem of the canyon. This is nothing but subsidizing the ultra wealthy.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I am against the gondola fiasco. \$550,000,000 of tax payer funds for this debacle only benefits wealthy tourists and two ski resorts. The gondola plan does not benefit the rest of the Salt Lake population. Why is the public subsidizing the ski resorts when in 10-20 years there may not be enough snow for the resorts to be viable? Why are we planning on ruining the environmental and visual esthetics of our beautiful canyons for monied interests? There are better options which make fiscal and environmental sense. Will reason, facts and logic win out, or will this be another money grab by developers and the well to do, supported by unethical legislators? NO GONDOLA!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Before spending \$550 million on the gondola, which is a gamble on many fronts try a less invasive form of transportation: regularly scheduled reliable shuttles. Each passenger pays a responsible fee and has the convenience of stood at larger trailheads and resorts. It's a safer (drastically reduces the number of cars), improves the air and health of residents (poor state elected officials still don't get that there's a connection) and could be a revenue source.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	The fact that the Gondola is still being discussed makes me think our local government is completely corrupt. It costs far too much for the little impact it will have	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Dear Staff, I support the decision to enhance bus services in the canyons during peak times and increasing parking spaces so use of bus services are easier. During the "trial" period of phase 1 is there money allocated to assess if there are, a) adequate number of buses for ski resorts as well as back country use, b) adequate number of buses that go directly to each resort to rapidly take skiers to desired destinations, c) adequate parking spaces in all locations along popular routes to the canyons, and d) staff to collect data asking drivers why they chose to drive vs using public transportation? If traffic issues are not immediately improved these issues should be studied and changed during the "trial" period. I strongly support charging for car use during peak hours but non-peak hour car use should not be charged. Phase 1 should be implemented for several years as changing one's habits and expectations take time. Thank-you for considering these comments.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I strongly appose the Gondola idea. I support busing up the canyon instead. The Gondola will destroy the beauty of the canyon.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

149	I am vehemently opposed to the gondola. Ironically, the traffic congestion is the only thing keeping the Cottonwoods ski resorts	Cottonwood Canyons Enhanced
	from being overrun (more than they already are) and the nature protected. A gondola is nice in theory but my bet is it'll be so slow	Bus, Tolling, and Hub
	and problematic that tourists and locals alike won't even use it to offset the cost to build it. Don't do it! People won't use it. They	
	want faster more convenient solutions. Keep working on parking at bottom of Canyons and buses. We will use those!	
	Forget the expensive gondola. Build tunnels in the slide areas and increase bus service. Go back to common sense.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	solve the transit issues.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Salt Lake County Mayor Jenny Wilson is not an intelligent person. Her opinions should never be taken seriously. Anybody who puts any stock in something she has to say is relying on garbage information. She should just resign and stop embarrassing herself. Maybe she can find a job in the private sector—but I doubt she is qualified. I don't think gas stations would pay for somebody to say "ding ding" when cars pull in. Which is probably her upper limit of competency. So I'm sure she'll remain in government leadership, where even the most basic ability as a functional human being is not a prerequisite for retaining your job.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I like the plan proposed by UDOT. I think the cost of the gondola is ridiculously overpriced, BUT I'm not opposed to that as a solution in the future. It helps resolve the issue of road closures due to avalanche and I think it's impact regarding the view is minimal. With growth and more use of the canyons, we'll need something that's not isolated to a road.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I express my support for this project. I commute on Frontrunner frequently and upgrading to 15 minutes has been my greatest hope for this system. For new vehicles, I recommend Stadler FLIRTs as they are made here in Utah.	FrontRunner Strategic Double Track
	I'm concerned with the extraordinarily ginormous cost, but not surprised. Some of this budget should go towards improving the transit connections so that fewer cars provide wear and tear to I-15	I-15 Reconstruction; Farmington to Salt Lake City
	Widening this portion of I-15 isn't going to solve anything. I'm concerned that UDOT is wasting Taxpayer money to expand a freeway that will quickly fill back up with traffic again. Will this be our Katy Freeway for Utah?	I-15 NB; I-215 to 600 South
	I love this trail. Please make some better connections with the Magna Regional Park, right now there isn't a nice pedestrian-centered way of entering the park. A protected entrance would be amazing.	Utah & Salt Lake Canal Trail, Phase 5
	This should include improving the sidewalks. I walk to Bus Route 35 from 4100s often, and it's annoying and stressful for both me as a pedestrian and for drivers on the road when there isn't any reliable sidewalk to walk on.	7200 West; 3500 South to Copper Hill Drive
159	This should be a light rail line. OGX and UVX show that BRTs are not the answer to developing a new community-oriented around transit. Don't make the same mistake OGX did by attempting to cut costs when in the end it cost just as much as the light rail alternative.	Point of the Mountain Transit Environmental Study
160	Firmly against this road widening. Thumbs down.	SR-209 (9000 S); Redwood Rd to State St.
161	We need fully double tracked Frontrunner! And we need it 10 years ago!	FrontRunner Forward
162	This is so much better than an interstate 15 project. Two emphatic thumbs up!	FrontRunner Strategic Double Track
	I'd love to see this project come to life, especially the gondala as I think that would help mitigate traffic (and therefore pollution) in the canyon	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

164	Research is always good!	TRAX Rail Trail Design
	Doubling peak frequency on FrontRunner will be transformative for the entire region. This will attract ridership and enable people to show up to the station and go rather than using a schedule. This also addresses the issue of compounding delays that single-track systems experience resulting in better reliability.	FrontRunner Strategic Double Track
166	Rails and trails are a great combination! Better access to rapid transit means more ridership, as well as comfort and safety.	TRAX Rail Trail Design
167	This is a great opportunity to demonstrate transit that is better than a regular bus but more affordable than a full-scale BRT.	600/700 N Frequent Transit Network Improvements
	I think this proposed plan is such a step up from the gondola idea. Rather than ruin the canyon for locals and travelers by having something run up the canyon for private companies, just enhance bus lines. Tax money does NOT need to allocated to make a gondola that will only benefit those with enough money to get skiing or snowboarding passes to two resorts.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	Please extend bus transportation further north on Wasatch Boulevard/Foothill Blvd to include stops. Pickups at 3900 South would encourage more travelers from north of Cottonwood Heights to ride the bus. The lot at the gravel pit is already past capacity with BCC riders. Last seasons bus stops for Little Cottonwood Canyon that were exclusively along 9400 south effectively eliminated all riders who were coming from north of Sandy	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I support the creation of the new mobility hub and enhanced bus service and tolling. I think these options are far better than the overpriced, gondola. A gondola only supports the two ski resorts and entitled skiers. The bus option gives us the option of trail head stops that would increase access to the canyon by all, not just a few. Let's protect what we have and try not to disturb more of the alpine setting that exists now but will be threatened by a gondola in the future.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
171	I am delighted that enhanced bus service for Cottonwood Canyons will occur much needed and supported by many SLC residents. I oppose the gondola, which is NOT supported by residents.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
172	I celebrate the enhanced bus service for the Cottonwood Canyons! Additionally, I strongly oppose the gondola projects along with many residents in my community.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I strongly support enhanced bus service and tolling for both LCC and BCC and appreciate that UDOT is at least pretending to give us this option before the gondola goes in. I hope that WFRC, UDOT, and UTA truly invest in this phase of the project as I believe it has the power to permanently solve the issues in the canyon. This combined with Snowbird playing a role to improve traffic in the canyon by removing roadside parking and/or implementing a parking reservation system, could significantly improve the experience for all without having to spend \$550 million (likely much more by the time it is all said and done) on an eyesore that will change the nature of the canyon forever and I believe be strictly a tourist attraction used by out of town guests and not those tax payers footing the bill. I would also include that a mobility hub closer to the mouth of LCC (9400s?) would be an important inclusion to serve those coming from the south, Utah County, Hotels In Sandy, ect.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	The gondola is the appropriate transportation solution.it is too bad the ski resorts (who are the beneficiaries)are not sharing this expense wtih the taxpayors. Also disapointing the certain political figures have taken financial stakes in these developement projects. The main point is that I hope tolling would be established for Big Cottonwood Cyn. at the same time it goes into effect in Little Cottonwood.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
175	I appriciate this route and want it to be continually supposed	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

176	I support transportation hub, bus, etc funds but NOT gondola. Thanks	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
177	As a skier, I love the option of the bus and wish more people would use it. As a climber, widening the roads or installing a gondola would irreparably damage the bouldering in the canyon. It would destroy roadside classic climbs and make parking and being able to access climbing in the canyon much more difficult. Please, please, please consider tolling and busses before changing and installing additional infrastructure to the canyons. The canyons are not just for skiers.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
178	I support the gondola with appropriate parking support, such as parking hubs across the valley and mostly away from Wasatch boulevard. I am a resident of Cottonwood Heights and don't want to see more car traffic up the canyons.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
179	Me family and I have been residents of sandy for 13 years. We are avid snowboarders who frequent BCC and sometimes LCC. We have seen traffic worsen dramatically in both canyons and know there is a problem. However, we don't feel the gondola solves the problem, only creates more issues. We stand by the mayors response to this issue to give phase 1 a real chance. We believe better bus systems, parknride parking and incentivized or mandatory carpools could do a lot to solve the problem. We strongly disagree with the gondola as a solution.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
180	Honestly, BRT would be fine here. They provide more flexibility and allow for lower overall maintenance costs long run. However, for different reason (the disced covered and spacing between stops) Light rail might make more sense.	Point of the Mountain Transit Environmental Study
181	I fully support increased bus access up Little Cottonwood Canyon. For this to work, busses need to run more often, particularly during peak periods, and there need to be improved parking options. Finally, there should be bus service in summer, not only winter.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
182	Having commuted to Provo from Murray by Frontrunner for over 10 years, I fully support expansion of Frontrunner to Double Tracks. Increasing the frequency of trains and reducing delays would incentivize more people to ride Frontrunner, reducing traffic, wear on our roads and most importantly, improve air quality. As long as FrontRunner continues to be more expensive and less convenient than driving, people will continue to drive, the double tracks is a first step in getting more people out of cars and onto public transport.	FrontRunner Strategic Double Track
183	Please install a bike lane if possible. Thank you.	1300 East: 3300 South to 3600 South
184	I support the Cottonwood Canyons enhanced bus, tolling, and hub proposal to reduce the traffic and congestion in the Cottonwoods, and I strongly oppose a gondola. A gondola would destroy canyon sight lines, benefit two property owners at public expense, and further pad the pockets of corrupt legislators and developers. It would do nothing to ease congestion at canyon trailheads. Connect year-round routes to transit hubs with buses running at frequent intervals with options for riders to access multiple canyon stops.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
185	Continuing SR-108 widening project north of SR-37 (1800 North) in Clinton to 4275 South in Roy needs to begin in 2024 with a completion date in 2027 and not 2029. UDOT data is already reporting 21,000 AADT and growing on SR-108 between SR-97 (5600 South) and the Weber/Davis County line in Roy. With the soon to be completed West Davis Corridor freeway project in 2024, traffic flow in West Weber County will use SR-108 (3500 West) in Roy to access this new freeway, placing more demand on this state road going into the near future. Roy City cannot wait 6 more years to finally realize some relief from the traffic congestion on SR-108 (3500 West). Roy City cannot continue development along SR-108 knowing that someday a widening project will require Right-Of-Way Acquisition of those developments which will add significant costs to the project. Since the original Environmental Impact Study (EIS) was completed in 2008, SR-108 has experienced significant changes along SR-108 in Roy.	SR-108; SR-37 to 4275 South

	I believe the most effective way of improving transportation in LCC while preserving this fragile, precious environment is an enhanced bus system.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
	I am in full support of enhancing the bus system! As someone who takes the bus line up LCC a minimum of 75 times throughout the winter, I strongly believe in the value of these buses. I was very unhappy when the bus system up LCC was cut by 75%, removing the 953 line and cutting the 994 line in half. The buses do a great job of relieving traffic and encouraging more people to take the bus will reduce it further. Please enhance the bus systems in the canyons!	-
	I work at the LCC resort in question, about 7 years ago I noticed cars replaced buses because people wanted total control. Those same die hard skiers used to ride the bus but now have graduated to families and they want their cars and will pay for the privilege. With UTA dropping the frequency of buses it defeated the purpose of training people to use mass transit. It's such a short ride that if you have buses every 15 minutes you can leave the church down at 9400 and be at snowbird in about 12 minutes! The younger generation is perfectly happy to ride mass transit if it's available as long as they're on their screens. The gondola would have been great 30 years ago but not anymore it's too costly, the average family is not going to ride it, nor pay for it. The LCC resorts were never designed for this many skier visits per day, and a gondola is not going to solve that problem, nor will anyone use it from April through the end of October!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
189	I am firmly opposed to the Little Cottonwood Canyon gondola. The ramifications are numerous. The cost is prohibitive. To prepare for the gondola will cost \$150 million and another \$750 million for the gondola itself. The percentage of the population of Utah that it will actually service is minuscule, however, it is that very population who will be responsible for the cost. The estimated cost of riding the gondola is upwards of \$100. That is in addition to the already astronomical cost to ski. That cost is already limiting the citizens of the state's access to the resorts. The climate in this valley is changing and not for the better. We have already noted the impact on snow pack and can only hypothesize the effect the shrinking Great Salt Lake will have on the snow pack and the livability of Salt Lake City. How many tourists will visit a canyon with no snow and a valley with toxic air? The gondola will set as unused as Bangerter's pumps from the 1980's. Just another blighted eyesore.	

	Interactive Map Comments - General Form Comments
1	I'm looking for the long requested NB on/off improvements for the 4500 S. I-215 interchange. Where can I find information on that proposed improvement for the City of Holladay?
2	I am an avid biker and have been living in SLC my whole life. The recent improvements to bicycle infrastructure, especially along 300 W and 900 S, have been fantastic for the quality of life of all bikers. I hope elevated bike paths continue to become the standard for road redesign in Salt Lake. Is city council the best place to advocate for bicycle and public transportation infatructure? If not, do you have any other way I can help make an impact? Contine the great work! Thank you.
3	Too much money for too few people!
4	Would the two resorts be so anxious to support the gondola if they had to pay for it? If it is for tourism dollars and tax payer development, let's build a 4 lane highway into Park City where they can handle way more skier days and also operate 12 months of the year. Much less an expense and a higher profit return to the state than a gondola. Maybe Snowbird could partner with Lagoon to build a nice gondola ride that operates for a few months a year. I bet Lagoon would say no profit in that. Use electric or natural gas buses to solve the Little Cottonwood issue.
5	No gondola!
6	I am against the LCC gondola. It will be an eyesore in a beautiful canyon that is enjoyed year round by citizens and visitors, whether they are downhill skiers or not. It is a colossal waste of public money while we are coping with climate change, homelessness and public health challenges.
7	No public should be used to build a gondola in Little Cottonwood canyonit is not for the general public goodit is a gift to the select few who an afford to ski
8	I don't think we need a gondola up Little Cottonwood Canyon, It is way too expensive and would serve a small number of people, by the time it gets built, there won't be much snow each year anyway, and there are other ways like decent and frequent bus service that would serve hikers and others who want to use the canyon at other times of the year. To build it and then not run it during the summer because it is too expensive, is not the right thing to do. figure out a decent bus system that will serve more people.
9	Why is Utah spending \$1.5M (current guesstimate) for glorified transportation for tourists so they can ski? Sure it will bring tourism but not at the expense of little cottonwood canyon especially when we have major issues with drugs, pollution from vehicles and the Great Salt Lake, air quality, the homeless, affordable housing and list goes on. The State needs to use these funds for the people of the State, not to line the pockets of current and past legislators who have ties to the base terminal property and contractors. Only 3 percent of the State will use the Gondola. Where are the critical thinkers and common sense? Climate change may very well make the gondola useless by the time it is built. There are many questions concerning the engineering. This gondola does not have a proven engineering plan. The tram of this scale has never been built before. The footings for these tower will be MASSIVE. Not to mention the massive amount of construction area needed and equipment needed to build the tram. It will destroy much of the stream bed as well as the canyon floor and wildlife. It will be built by a fault(s). The spans and heights of the towers will have to be massive. The State should investigate the costs of keeping the tram of this scale maintained by studying the trams in the Alps, many of which have been closed for years because of maintenance issues and climate change - no snow! As a skier I won't use it as well as most of the skiers I know. THIS IS A ROUSE BY GREEDY DEVELOPERS/LEGISLATORS TO MAKE A BUCK!

10	No Justification for Taxpayer Money to be spent on LCC Gondola 1. The purported transportation "crisis" - a handful of days in the winter for rich people able to afford skiing can easily be solved without a taxpayer funded gondola. The phase one solutions - tolling, micro-transit, dedicated busing (in particular the creation of a Cottonwoods Canyon Transit District to eliminate the Utah Legislature's ongoing interference with UTA) and avalanche tunnels are far superior and cost effective solutions. 2. The purported transportation "crisis" is created by the irresponsible greed of Snowbird/Alta private ski resorts who intentionally make the traffic issue worse because they do require paid reservation parking (at a high enough rate to encourage car pooling), , they do not offer their own private transport solutions (why are taxpayers involved in this at all?) and the ski resorts will not add blackout dates on the discount passes for high traffic dates thus generating masses of skiers that overwhelm the LCC's carrying capacity. All these fees to balance capacity should be passed on to the resorts and the rich skiers, not the Utah taxpayer. 3. The fact that DOT has not published a single financial statement on how much revenue the LCC Gondola generate and how the Gondola will pay for its construction is automatic grounds for rejection. Given that traffic on the gondola will be minimal for 350 days per year, the per passenger fare will need to be astronomical to pay for the project. There is no public justification for Utah taxpayer money to be handed to the rich private ski resort owners.
	3. Transportation projects are supposed to be flexible and helpful to the general public which the LCC gondola is not. For 95% of the year, the LCC Gondola will be a worthless pile of junk, ruining one of the iconic landscapes of the Wasatch and not providing any productive value to the vast majority of the local population and visitors who use LCC for reasons other than skiing. The problem is not the Canyon, it is the rich private ski resorts who want Utah taxpayers to build them a white elephant so they can maximize their profit. Keep Utah taxpayers out of the gondola scam. Thank you
11	Super opposed
12	I don't believe tax payers should be footing the bill for needs of one resort!
13	Gondola proposal does not meet public needs for access to places in route to ski resorts.
14	I am saddened that Little Cottonwood canyon will be harmed for the benefit of a business that serves a tiny number of people and brings a large amount of money to a small number of people. Please DO NOT build the gondola!
15	I oppose the state and county using taxpayer dollars to fund the Little Cottonwood Canyon Gondola Project. I vote NO!
	I oppose the use of taxpayer dollars to fund the LCC Gondola Project. It's wrong to use this funding to provide access for an elite small self interest group. The gondola system will be regretted in years to come and will spoil a pristine canyon. The gondola system has already been voted out by the taxpayers, yet special interest groups are determined to show that they have more clout than the general public. This is wrong on so many levels!
17	Please do NOT install a gondola in Little Cottonwood Canyon, ever! This would be unsightly, very expensive, benefit mostly the ski industry, and it would bring too many people up the canyon. It is not an idea which would preserve the integrity of the ecology of the canyon.

18	This comment is about the Gondola Project: The ski areas that will benefit from this project should pay for this project. A great percentage of those who will benefit from the gondola are from outside of Utah. They also should pay for the gondola. I'm sure that it is argued that the gondola will increase out-of-state- dollar expenditures. Then let those entities that will be receiving those increased revenues pay for the gondola. Those tax payers who will not be using the gondola shouldn't be paying for something that they won't use. Sell tickets to those who want to use the canyon roads so they can fund the roads. The ski areas and businesses that may benefit from building the gondola should pay for it. Skiing in this day and age is a rich man's sport/recreation. A person living in West Valley working a minimum wage job who can't afford to ski, or use the gondola, shouldn't be forced to subsidize the wealthy nor private corporations (e.g. ski areas).
19	Forget the gondola, build an east west Freeway to the south west side of the valley, you and all the commissioners should have to drive out there everyday. What a bunch if idiots we have running this county. Approving project after project and no infrastructure to support all the development. Want clean air? Get rid of all the idling cars waiting to get to Herriman. An absolute joke
	I strongly oppose the proposed gondola in Little Cottonwood Canyon for multiple reasons: 1. It will fragment important wildlife habitat. 2. It will lead to increased soil erosion during its construction and adversely impact water quality. 3. It will severely impact the viewshed of the canyon. 4. It will not address of the issue of traffic congestion in the canyon. 5. Few local residents will be able to afford the tickets. I better alternative will be increase the frequency of bus service from multiple starting points in the valley.
	I oppose the gondola project, it is a waste of money and time. No one will use it.
	Do not build the gondola in little cottonwood.
23	Thank you mayor 4 your time. Love the gondola idea, faster efficient will attract more tourists .also love the idea to extend the front runner to Vegas en Colorado . Thanks again
24	with regard to Big Cottonwood Canyon Gondolait's a terrible ideathere would be no way to get off except at the endsI like to hike canyons on way up. It's too expensive and is discriminatory!!only rich people will benefit. Busses or train style tram would make more sense. It would not polllute the view of the mountains up canyon. I am totally agains the. airial Tram
25	I have no interest in the Gondola. This is a short sighted project that does not fix the big issue. I have ski passes and have experienced the traffic congestion in the canyon regularly. We need more parking outside the canyon and buses that move quickly and reliably. If we have reliable transportation in the canyon we will use the buses. They would be much more convenient that driving and can relieve the traffic. Please do NOT approve the gondola.
26	Dear sir or ma'am, a gondola is not necessary to ease traffic issues in the canyon. The studies I have seen show that enhanced bus service will greatly improve the issue at a much lower cost. Additionally, I do not believe taxpayers should bear the cost of a gondola they don't want and would only benefit the corporations that own the ski resorts. No corporate welfare. No gondola. Please help save little cottonwood from this blight.
27	Regarding the LCC gondola proposal: I can't believe this destructive, insane, corporate-serving monstrosity is still under consideration. If you want to move people and goods efficiently, put in rail like they do in Switzerland. This solely benefits Snowbird and Alta properties at the expense of the Utah taxpayer. Plus, what happens when the snow leaves us because of climate change? Please, please kill this gondola and never speak of it again.
28	The proposed plan for a gondola is not a pragmatic expense to all taxpayers. The reason is because it does not serve the entire Salt Lake Valley population. Skiers and resorts would be the greatest beneficiaries. Let's face it, skiing is a largely a sport for the rich and well to do. This represents a small demographic of the SL Valley's population. Mainly resorts would be the winners here. I am not for this proposal. Thank you
29	gondola would impede access to recreation sites and trailheads located in LCC as well as endanger local plant and animal species. Little Cottonwood Canyon is part of a protected watershed area that supplies Salt Lake County with drinking water and there is also concern that the gondola would jeopardize this municipal water source. Furthermore, the installment of gondola towers in the canyon would infringe upon the Inventoried Roadless Areas and Riparian Habitat Conservation Areas designations that have protected land and water in LCC for decades.

	When I moved to Utah in 1977, the most magnificent view of the mountains was breathtaking for me. I was lucky to have a spectacular view from
	my dining room window. Everyday was a new experience no matter what time it was. I have been madly in love with our eastern mountain range
	because it was pure and natural. I missed them when I had to spend time some where else. Now I see so much development on our mountains
	and I have begun to accept the fact that our community has no voice in what happens to our mountain range. I have seen other gondolas in other
	states and the feeling I get from them is that they have become a new form of Disneyland. I spend a lot of time at the Legislature and have been
	presented with the cost to our tax payers and know that we are going to have gondolas regardless of our comments. If it is going to happen
	anyway, let private companies incur the cost and not have the burden placed on our citizens. There can always be a partnership between private
	industry and government because we own the land, so that Utah receives some of the profits from the Gondola.
31	It is unfortunate that we believe the answer to Little Cottonwood Canyon is a \$1 billion project by building a gondola as opposed to using logic as a
	national park system, as in generating a reservation system, to improve the quality of those skiers/snowboards that travel to appreciate our great
	mountains ; organizations, such a snowbird, an Alta, are the soul beneficiaries of such transportation.
	Such improvements should be focused on the benefit of the entire expanding areas :Salt Lake, Utah County and Davis County areas if you want to
	help those in need when need to make free transportation for those at the bottom of the income bracket as opposed to the top tier of wealth at
	two ski resorts. Logically it is more important to improve transportation by removing cars in the central part of the state through the traffic
	patterns, as opposed to one dead end road of a canyon for one industry. Limiting traffic in little cottonwood means those that use it should being
	expected to sacrifice the number of days they are allowed to enjoy their hobby. Respectfully a resident in the area that see the result of overuse!
	In a time where I can BARELY pay for my utilities, I will fight to the bitter end any increase in taxes or property taxes!!!! This is a ridiculous waste of
	taxpayer month for that stupid gondola! How much longer will be drag this on and how many millions have already been spent in trying to make
	this happen! This will not SAVE the canyons, but rather DESTROY the natural beauty!
	No to the gondola. If so, certainly not taxpayer funded. I often use LCC but rarely go to the proposed stops, so it won't benefit me at all. The
	gondola is a high impact, high cost proposal. Many other alternatives, such as electric buses, would work better. Once the gondola is built, there is
	no going back, and it will sit idle and ugly for much of the calendar year. Please use other alternatives that are not as costly and not as much a
	blight to the beautiful wilderness of LCC.
	I am opposed to the gondola in LCC. Building it will not solve the root cause of overload traffic in the canyon and is unfair to residents living at the
	proposed base and areas nearby. It is an unreasonable expense and burden on taxpayers, many of whom would never use it. The root cause of our
	over crowded canyons is the creation of conglomerate ski passes that are available inexpensively worldwide with zero limits or controls. This
	problem needs to be addressed and heavily lobbied for change. Also, the gondola would appear to benefit private ski resorts monetarily and is not
	equitable. It also poses environmental impact to the beauty of the canyon, and would not solve the problems that exist with avalanche
	management and control that will continue to render the canyon closures in the future. Please do not build this eyesore.
	I went to U of U because of the access to the priceless backcountry and the great resorts. There was a delicate balance between the opportunities
	of backcountry and front country skiing. This proposed gondola will upset that balance and severely limit the appeal of Utah for those like me
	seeking the peace and recovery that the backcountry offers
	Jenny Wilson have made the most rational deep analysis of all options. I totally agree with her recommendations on the future of all Wasatch
	canyons. I have loved skiing and hiking and living in them for 60 years and should get 20 more. Pls do not kill the golden goose of my beloved Utah!
	No gondola. I can't believe this is even still being talked about with how much the community has said they don't want it. It won't work. It won't
	decrease the congestion. It won't save money. It costs too much to build. It will destroy parts of the environment. What happens if we get more
	avalanches that ruin the gonola supports it would cripple the whole thing. It's just not a good idea.
	מימומונוובי נוומג דמוו נווב בסווסומ משףטונה וג שטמום נווףףוב נווב שווסוב נוווון. וג'ה נוטג ווטג מ'בסטם ועבמ.

38	The Gondola project feels like a complicated and expensive way to solve a problem. Who is paying for it and who is going to benefit from it? Please make sure the same people/businesses that are benefitting from it are also paying for it and any cost overruns during construction and operations. If you want to understand what is happening, I would ask you to watch Simpsons episode named, "Marge vs. the Monorail" Season 4 Episode 12.
39	I would like to comment on the gondola proposal. It seems that the last couple of years have demonstrated the efficacy of reducing traffic by
	limiting parking. If parking is reserved and or paid for, there is less trafic going up the canyon. Another step to restrict traffic could be a toll system
	on the canyon itself. Both of these measures would drive people to mass transit/busses. Thus last year also illustrated the need for snow sheds in
	strategic places. Adding snow sheds, and using tolls to help pay for their construction, and improving bus capacity seems a much more economical
	and low impact approach to the traffic problems in LCC. Plus, it just seems wrong to devote \$1 bil of public money to something that would only
	benefit two private companies, particularly when that plan is opposed by the very people who would be using it. People typically vote with their
	own self interest in mind. I believe the majority of people asked have opposed this project. Please listen to them.
40	Please reject the Gondola for LCC. It is a \$1B gift to 2 private entities and offers nothing to those who will be paying for it (It will still cost \$ to use
	after building).
41	Phase 1 of the LCC gondola is inherently flawed because it is in violation of equal public access to federal land. The toll cost will prevent a
	significant population equal access to the canyon, relegating them to "off hours" use or possibly completely preventing use. Instead of moving
	ahead with phase 1, this issue needs to be addressed and resolved.
42	I strongly oppose the gondola LCC project. It is not a cost effective means to improve the problem and it is not right to saddle our community with
	the cost of a tourism scheme. If the ski resorts would like a gondola, they should fund the gondola project. The gondola project does NOT benefit
	the general public that will be funding it and it's just not a good solution. The intense traffic is only bad on snow days; this is at most one month of
	the year. A \$500M+ solution makes absolutely no sense for something that is not a problem throughout the year nor is it a problem a majority of
	the days. There are much easier, less expensive solutions that are more flexible that can be deployed on the few days that are affected. Very simply,
	add bus service during the winter months and then mandate bussing up the canyons for Dec-Feb (just like Zion's does for their heavy season).
43	I am greatly opposed to the gondola. Not only will it cost outrageous amounts of money but like stated it will mostly benefit people that do not live
	in our county. I pay plenty of taxes already and don't want this to be an additional cost. The view of the canyon is pristine and with a huge gondola
	added that beauty will be lost. I work with Environmental Health with the Salt Lake County Health Department. There is no way to guarantee that
	during the construction that our water shed will not be impacted. Also last year we experience so many avalanches where we have never had
	avalanches. I'm sure they think that nothing can knock their amazing gondola over but I believe mother nature believes differently. It would also
	effect the flow of the river which in turns effects so many things. There are so many other ideas that are possible it's sad to think that this has even
	become a possibility. The people have spoken countless times about not wanting the gondola yet money seems to keep talking above our voices.
	I would like to thank Mayor Wilson for the stance she has taken on this issue. I stand with her in not supporting the gondola. Thanks
44	Regarding a gondola in Big Cottonwood Canyon, has anyone looked at the idea of building a road on top of the existing one (like sections of I-70
	going through Colorado)? This way you would have two lanes of traffic going up and two lanes going down.
1	

45	I am a year-round user of both Cottonwood Canyons: The gondola would permanently destroy, the canyon's NATURALLY awe inspired experience, that is beautiful and dramatic going up or down its entire length. As example, how can one not be "moved" by the view of the glacier carved walls, in which the scrape marks from the rocks, imbedded in the ice, can be clearly seen in some areas. The (currently) "clean" view down/out through the mouth of LCC with the valley spread out beyond. A gondola would eliminate the ability for total connection with what nature has created. The view from the road, that would be necessary to be supported throughout the year, would be scarred. There are many creative road building projects throughout the world, for dealing with the same issues we have here. The recommendations for electric powered busses, scheduled for seasonal requirements teamed with road improvements to allow private auto traffic for those to whom this is necessary; are reasonable solutions. By the time the road improvement projects could be created and completed, it seems that restrictions, such as non- polluting vehicles only could be an additional benefit.
46	NO GOLDOLA in Little Cottonwood Canyon.
47	The south west area of the Salt lake Valley has multiple roads at failure level. West Jordan has very congested east west routes, as the third largest city with the most undeveloped land in the valley it shall only get worse. Please prioritize this area.
48	I think the gondola project is a terrible idea and a waste of taxpayer money to facilitate the business interests of the ski resorts.
49	I oppose the proposed Little Cottonwood Canyon Gondola. I agree strongly with major points made in the October 17, 2022 letter to UDOT from the Salt Lake County Mayor's Office.
50	I would like to comment on the gondola proposal. It seems that the last couple of years have demonstrated the efficacy of reducing traffic by limiting parking. If parking is reserved and or paid for, there is less trafic going up the canyon. Another step to restrict traffic could be a toll system on the canyon itself. Both of these measures would drive people to mass transit/busses. Thus last year also illustrated the need for snow sheds in strategic places. Adding snow sheds, and using tolls to help pay for their construction, and improving bus capacity seems a much more economical and low impact approach to the traffic problems in LCC. Plus, it just seems wrong to devote \$1 bil of public money to something that would only benefit two private companies, particularly when that plan is opposed by the very people who would be using it. People typically vote with their own self interest in mind. I believe the majority of people asked have opposed this project. Please listen to them.
51	1. 300 W is an eye sore, especially as you go further south. Planting trees down the middle, and creating more biking space would transform the area. 2. Expanded FrontRunner service to Logan. 3. Expanded Trax service on weekends. 4. More bike dedicated areas.
52	There comes a time when the truthful, necessary, and succinct needs to be verbalized: "I'm sorry, but we are at capacity." The only benefit for the gondola in our cottonwood canyon is for the money hungry resort, and of course, people coming to ski. But what about what residents want? What about the destruction of our beautiful canyon? Once it's gone, it's gone forever. How many times must we give our input on these things and have it ignored? WE don't want to pay for it. WE don't want our canyons destroyed. WE will glean zero benefit from it. No gondola. It's time to set boundaries. Too many people means being willing to say "I'm sorry. We are at capacity"
53	Dear Mayor Wilson, Thank you for standing strong against the wasteful gondola project. We need real solutions to the traffic and polution problems in Big and Little Cottonwood Canyons. I believe state of the art electric busses are the solution, not the expensive gondola. Electric busses are being successfully used all over the world.
54	I think Mayor Wilson's Common-Sense Solutions says it all! Why jump to the most expensive, environmentally destructive solution? We cannot let the money and influence of a few dictate how to best use our canyons. A gondola is elitist: buses, a reservation system, and moderate tolls would better serve our population. For once, listen to the people and not the developers!

55 7	The Little Cottonwood Canyon, as it now exist, is extremely dangerous in the winter time. I've seen several accidents, and the road is extremely
	treacherous during bad weather. I think something needs to be done to improve the situation. If the proposed LCC gondola is built with the proper
	infrastructure, it will be a huge improvement. Buses end a train are still susceptible to avalanche issues. And buses will have the same dangerous
	roads that cars have an issue with driving on. If enough parking is constructed on the mouth of the canyon, the gondola would be an outstanding
	option. I do not understand why anyone would be against it.
	While I am not completely sold on the gondola approach to correct the traffic problems in the cottonwood canyons I could support it if it was
	guaranteed that no fees would be charged to use it. it Unfortunately, I don't think free transport is any part of the plan and I don't think the
	funding will happen if charges cannot be access to offset the cost. I believe this is a public canyon and everyone pays taxes to support it. For that
	reason I strongly believe there should not be any toll booths or fees to access the canyon. Sure the bus system has charges and it is good way to get
	in and out of the canyon but there are other options such as using your own car for access. Tolls and fees reeks of catering to the most financially
	secure and limiting access to the poor. THAT IS NOT OK. Secondly, and rather unrelated is my personal peeve. While the decision to limit dogs
	outside a vehicle in the canyon may have merit, the law to not allow dogs in the canyon even within a vehicle seems absurd and actual a violating
	of my rights. My dog traveling through the canyon in my vehicle has absolutely no impact on the canyon and should not concern anyone except me
	and the dog. If I was a person of means I would legally challenge this ruling.
	We need a pedestrian crosswalk at 7000th south and 1500 west by Heartland Elementary school.
58 (Could we please go with a different option than the Gondola? While a traffic solution is needed, the gondola will greatly reduce the natural beauty
	of the canyon for future generations and the per trip cost makes it only accessible to the wealthy. A bus would be a much more flexible option.
	Another potential option might be to make the canyon only open to shuttle, bus, bike, and foot traffic. I realize there are no easy solutions and
	appreciate the work you've put into this plan but the gondola seems like the option for wealthy tourists and special interest groups who can buy
	access to public spaces at the exclusion of most others. Thank you
59 F	Please abandon the reckless and ridiculous notion that a gondola is a viable solution to the crowding in LCC. Consider increasing the pay for UTA
c	drivers and the number of buses.
60 I	I understand phase 3 includes a gondola. My wife Jeanne and I are opposed to a gondola because the resulting costs don't justify the outlays to
t	taxpayers and more importantly it will disfigure a beautiful canyon. Buses seem to be the solution to a problem for the ski resorts - that is how to
c	cram more people onto the slopes each day. One final reason for our opposition to the gondola is that it can easily lead to more overcrowding in
c	canyons that have only a limited carrying capacity that now seems at its limit. Thank you Marvin Goldstein
61 A	A gondola is not the answer. There are cheaper alternatives. A gondola is too expensive, won't be able to run all the time because of weather,
\ \	wind, etc. It will be more money than projected. It is a developer's dream, and cost prohibitive to the public taxpayers. As one of the previous
c	owners of CTEC, a ski-lift manufacturing company located in Salt Lake City, the liability of a gondola is high and expensive to maintain insurance.
E	Buses would provide a much cheaper alternative and could be available most of time, far more often than a gondola.
62 I	I am very opposed to the gondola. It makes no sense. It will ruin so much of the valuable scenery in the canyon, all for only 11 days a year. It is
\ \	valuable only to wealthy skiers, developers, and private ski areas. The general public will be ousted, and a more comprehensive bus scheduling
F	program would create a much better result overall. Thank you for your time.
63 F	Please don't mar our, World Class, Little Cottonwood Canyon by allowing towers and cables to be constructed all the way up the canyon. We need
t	to preserve the beauty for generations to come. What a pristine place for our children.
64 1	The new allocated funding for an enhanced bus service in Little and Big Cottonwood Canyon is GREAT. Can't wait to use the buses all winter! I 100%

We think the gondola is a bad idea. Our idea is to use electric buses to go up the canyon, and allow only a certain number of people in the canyon at any one time. Too many people, too few preserved and scenic spots. The gondola would mostly serve the ski industry, not the fragile environment. Let's not spoil our wonderful scenic heritage by allowing ugly gondolas and too many people up the canyon
just to say again what has been said before - we continue to fund transportation based upon the individual and vehicle.
yes to busses, hubs, tolling stations, NO to the gondola and towers.
80% of the public in Salt Lake County wants nothing to do with the Little Cottonwood Canyon gondola. Listen to them. It is the most shortsighted and ridiculous idea I have ever seen proposed to solve a traffic problem in the 30 years I have lived in Salt Lake City. It would forever be a blight on that entire canyon. It is an absurd idea. That is all.
I am currently in favor of enhanced bus service and toll collection infrastructure in the Cottonwood Canyons. Doesn't it make sense to develop the least costly readily available forms of controlling traffic first as advances in technology might obsolete long-range plans before they have a chance to be developed?
No gondola please
I support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I also encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. In May, the WFRC stated that it supports the prioritizing, implementation, and evaluation of Phases 1 and 2 of the EIS before advancing to the gondola. As we approach Phase 1 implementation, it's critical to define these metrics so we can set the projects up for success.
More research into what will benefit the big and little cottonwood canyons.
The Parleys canyon mine and gravel pit will be devastating to the pristine envirnment. It goes against the State, cand County regulations, guidelines and priorities for protecting clean air and for wise use of water. It absolutely needs to be stoped!
I support enhanced bus service in place of the gondola in little cottonwood canyon.
I support enhanced bus service and incentives for carpooling as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I am thankful and support the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. I encourage the WFRC to consider another option: timed, one way traffic up and down Big and Little Cottonwood Canyons. Many highway and bridges across the nation use a stoplight and lane designation to optimize the flow of traffic in one direction during high volume usage. Perhaps in Phase 1 this option could be considered and piloted. Traffic flow could be scheduled to restrict uphill only traffic for short periods of time (30mins every hour during peak travel times, for example) to allow residents, deliveries, resort employees and recreational users to travel up both Little and Big Cottonwood Canyons. Converting one downhill lane to an uphill lane could improve travel times and decrease congestion in the canyons and in the surrounding neighborhoods. Furthermore, this additional uphill lane could be restricted for bus and carpool to further encourage the usage of these transportation options. Also, I encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. In May, the WFRC stated that it supports the prioritizing, implementation, and evaluation of Phases 1 and 2 of the EIS before advancing to the gondola. As we approach Phase 1 implementation, it's critical to define these metrics so we can set the projects up for success. Thank you for your time and attention to my comments.
I strongly support well-funded bus service and load-adjusted tolling as solutions to congestion and increased user days in the Cottonwood Canyo

77	Please don't destroy Parley's canyon! There are so many ecological and cosmetic problems created by allowing the canyon to be taken apart. Please preserve the wild lands and don't let that passage turn into a gravel pit.			
78	78 Move forward with your current plan but get rid of phase 3. A gondola is a terrible idea for a number of reasons. We do not want it. It does meet the needs or reality of the future. Work on BCC. Do a carry capacity study.			
79	This is so obviously the wrong choice. Any "subtlety" or "nuance" really comes down to justifications for doing what's morally reprehensible.			
80	 Hi, Let's see what enhanced bus service and things like new parking facilities and tolls do to reduce canyon traffic congestion. The gondola is obviously appealing to developer/political types in the Legislature and a couple ski resorts hoping for a free ride on the taxpayers. As for the majority of public opinion in Utah and most of the long-term users of the canyons the gondola will be a potentially-expensive-to-build and maintain environmental and aesthetic boondoggle. Thanks for this opportunity to again vent on this subject. When's the next election? 			
81	I strongly support increasing bus access to the canyons. Please put in metrics and reportable KPIs for phase 1 and bus expansion so the public can truly see what the outcome of increased buses will be. As a hiker who goes into the canyons almost every weekend, I would be happy to uses busses instead to access the trails but I want to know that the state has a way of evaluating its efforts.			
82	I strongly believe that an enhanced bus service throughout both Big and Little Cottonwood will go a long way in alleviating much of the congestion and traffic seen from the ski resorts. As an owner of a vehicle that was not super capable in the treacherous conditions we often see in our canyons I ended up using the bus service a number of times this past winter. By continuing to have free bud access for Ikon and Season pass holders and informing the ski resort guests of this I believe many more people will use this option especially once the bus service is enhanced along the routes. Couple this service with either their own bus lane up the canyon or other similar incentives to skip around the traffic and you will only have more and more people using this. I strongly feel that this will allow a solution to the traffic problems plaguing our beloved canyons while allowing us to protect them from the potential eye sore and destruction of our natural landscape that would be caused by a gondola			
83	I support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I support for the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. I also encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. It is critical to define these metrics so the project can succeed. I am hopeful that the success of Phase 1 will eliminate the need for Phase 2 and the destruction to LCC that will cause. Do not build the gondola! Thank you.			
84	I am writing in support of the plan to increase bus service in Big and Little Cottonwood canyon. I opposed to the gondola.			
85	I am writing in support of the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. In addition, I encourage the Wasatch Front Regional Council to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS.			
86				
	I would like to comment on the implementation of phase one of the LCC project. As a multi-sport recreated of LCC, I am in favor of peak time tolling (higher toll during peak time). I often climb in LCC in the winter months and would stop using the canyon if a high toll was in place during non-peak times. I also advocate for increased bus stop and low bus fees in order to not price out persons from visiting the canyon. Also, please identify the metrics that will be used to assess phase 1 and 2. These metrics need to be known so the public can hold the Utah Government accountable.			
88	I support robust support for and funding for enhanced bus service in Big & Little Cottonwood Canyons. It's the only sensible thing to do. It's important to investigate every alternative to solve the traffic problem at the heart of loving our canyons to death.			

89	Please consider small electric buses that run often. For example, Hyundai makes electric micro buses. They're amazing. South America has used micro buses for decades. Smaller buses, more often. The Gondola is being pushed by people that want to SQUEEZE every last dollar from the people of Utah. The Gondola people would NEVER use public transportation any way. The Gondola people have repeatedly shown THEY DON'T LISTEN TO THE PEOPLE OF UTAH. PLEASE MAKE MICRO BUSES WORK AND FORGET THE GONDOLA and the despicable people who want to make money off of the destruction of Little Cottonwood Canyon.
90	These beautiful canyons and mountains are the jewels in Utah's crown. They have stood watch as majestic sentinels over our valleys for millennia. For eons, they have offered a cool, shaded sanctuary for plants, animals, and humans. Parley's Canyon is the prime wintering grounds of the beautiful Black Rosy Finch, a species in decline which is found only in the mountains of the Great Basin. The natural beauty and splendor of Parley's Canyon is far more valuable than any short-sighted, destructive gravel pit. Let us leave a legacy of conservation and preserve the natural beauty of these canyons for generations to come.
91	Please put people and the environment above profit, for once! This gravel pit is an atrocious idea. It will cause excessive dust, massive mountain scars, and even worse traffic conditions in and around the area, among so many other terrible things. Do not do it!
92	The first phase of the Little Cottonwood Canyon Environmental Impact Statement (EIS) and similar improvements in Big Cottonwood Canyon, namely \$192 million for buses, mobility hubs, and tolling infrastructure in the canyons is long overdue. The TIP does not include funding for the gondola, which was added to the third phase of the RTP. Funding for the gondola would come from the taxes WE pay and should be an improvement for the entire state, not just private businesses in the Cottonwood Canyons. Support for enhanced bus service and congestion-based tolling should happen FIRST to see if additional "improvements" are needed.
	I support enhanced bus service and congestion-based tolling. I hope you will prioritize more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I am not a skier but a lover of the canyons and the wilderness and I am totally opposed to the gondola.
94	I support Phase 1 funding for enhanced bus service and I support enhanced metrics to evaluate the effectiveness of enhanced bus service and tolling.
95	We support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons.
	I am in support of enhanced bus services in the canyon. And eventually, even electric busses! But I am NOT in support of the Gondola in Little Cottonwood. Please consider what the people who call this land home want for their canyons. The Gondola will destroy what natural beauty is left in Utah. Please NO GONDOLA!!!
97	I support enhanced bus service. No to the gondola!!
98	Hello, I am not a big lobbyist or donor eager for your attention. However as a life long Utahn I am hoping you will hear my voice as well as my fellow constituents. We are asking you to please move forward with an enhanced bussing service in little cottonwood canyon. The gondola approval decision was heartbreaking for so many Utahns who care about LCC—Please put forth better bussing services and at least TRY some measures that are less intense. It would be nice if THE PEOPLE had a little WIN. Thanks for your time -concerned Utahn
99	I support the enhanced bus service! #nogondola
100	We need transportation equity in the wasatch. The bus system will alleviate traffic, and we want to see investment in electric buses, as well as nicer buses. Less stops and more direct routes to the upper resorts like Brighton and Alta. Work with more mayors to create mobility Hobbs that are already in underutilized areas and not just the gravel pit off of Wasatch. Also utilize the money to increase the wages for bus drivers, so that we can have a higher supply and utilize the current buses that we have sitting empty

101	I appreciate a commitment to improving busing and implementing rolling in BOTH Cottonwood Canyons, as the original EIS set out to improve transportation in BOTH canyons. I hope that the next step taken will be to set out clear goals and measures that show either the success or failure of the investment in phase 1 of the transportation plan for these canyons. I also believe we need clarity to be provided as to what will warrant moving on to phase 2 and 3 or if phase one meets the needs of the communities that use these canyons.
102	Expanded buses and/or tolling. No gondola. No one who lives in the Wasatch front wants this Gondola with the exception of the people who own land at the base of the canyon and stand to get rich. I've never seen the public so united on an issue. No taxpayer money for a gondola that benefits private business only.
	I endorse more bussing in BCC and LCC not only for skiers but also during the rest of the year as I see more and more people enjoying the outdoors. Unfortunately, there are so many cars lining the roads that it becomes dangerous for all. Bussing, with stops at major points, would be the best solution. Especially if they are electric! Very quiet!
	Expressing my support for the bus enhancements in the cottonwood canyons. This solution is much more direct and inline with public comments than the gondola. I personally plan on using the buses regularly. Please release metrics that will be used to measure the success of these enhancements. Thank you!!
105	I am excited to see funding for improving the bus system in the cottonwoods. I think for the success of the bus routes, it's important to allocate some of that funding to getting the word out there and letting the public know, maybe some incentives to ride the bus too! I am curious about how this project is going to measured in the context of gondola implementation. Are there specific metrics for success so my organization and others can fully support this first phase of the EIS. I am excited to see these improvements and learning how the WFRC is defining success.
106	I'm commenting regarding the Cottonwood Canyon transportation and enhanced bus service. I support the appropriation for the development of enhanced bus service up LCC with parking hubs that would provide some rational solutions to current traffic issues. More needs to be done. Don't understand why more isn't be done for this coming season. In addition, parking should be mostly be eliminated on roads and more enforcement of traction and traffic laws all year in canyons. Thank you.
107	I am in support of enhanced bus service for Big and Little Cottonwood Canyons. I also hope that the WFRC will define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS.
108	I support enhanced bussing and will be utilizing the service regularly. I took the bus a lot last year and had some very unpleasant experiences with wait times and overcrowding. Enhanced bud service will allow more people to bus comfortably and confidently and conveniently.

Open House Comment Summaries - July 11 and July 13, 2023		
	Comment	
1	Several comments were made in favor of the funded Phase 1 Cottonwood Canyons improvements and in opposition to the gondola concept.	
2	A suggestion was made to implement car ferries in the Cottonwood Canyons.	
3	Several expressed concern about the impacts of the I-15 (Farmington to Salt Lake City) widening project to Salt Lake City residents living west of I-15.	
4	A comment was made in favor of the I-15 (Farmington to Salt Lake City) widening project.	
5	Requests were made for more transit service and improvements to existing service.	
6	Two comments were made encouraging the use of electric buses.	
7	Several comments were made expressing appreciation for WFRC.	
8	Several questions were asked both generally and specifically in regard to proposed improvements.	
9	Several expressed interest in being more involved in identifying a pedestrian/ cyclist trail in Ogden Canyon, as well as in road improvements there and canyon use.	

Comments received via email or by other means		
	Comment	
1	A letter was received expressing both support of the funded Phase 1 Cottonwood Canyons improvements and a request for identification of metrics to "set the projects up for success, whether it be through design elements or the necessary capital."	

DATE:	August 24, 2023
AGENDA ITEM:	5d
SUBJECT:	ACTION: Self-Certification of Planning Process
PREPARED BY:	Wayne Bennion, Director of Short Range Planning and Programming

BACKGROUND:

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

The self-certification was presented to Trans Com on August 17, 2023, and unanimously recommended to the Regional Council for approval.

RECOMMENDATION:

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

CONTACT PERSON:

Wayne Bennion (801) 363-4230 x 1112, wbennion@wfrc.org

EXHIBITS:

Joint resolution certifying the transportation planning process

RESOLUTION

Urban Transportation Planning Process Certification – 2023

WHEREAS, the Governor has designated the Wasatch Front Regional Council as the Metropolitan Planning Organization for the Salt Lake 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 City 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 City 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

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Executive Director

Executive Director

ATTEST

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CERTIFICATION DETERMINATION for the SALT LAKE CITY and the OGDEN-LAYTON URBANIZED AREAS TRANSPORTATION PLANNING PROCESS August 2023

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 City 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 a representative from each of the following: 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, the Utah Department of Transportation, the Utah Transit Authority, and other organizations and stakeholders.

The Regional Growth Committee (RGC) was also established as a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments

in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal and other agencies and interest groups concerned with regional transportation and growth-related planning. The Committee serves as the policy advisory body of the Regional Council on long-range transportation planning, land use and other growth issues. The RGC is responsible for the Region's Long-Range Transportation Plan, corridor preservation, and developing regional growth planning strategies in a cooperative, continuing and comprehensive effort with local governments, the Utah Department of Transportation (UDOT), the 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 - 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. WFRC utilizes data developed by the Census Bureau, as well as the most recent county estimates and projections created by the University of Utah's Gardner Policy Institute (UUGPI) in support of the Utah Population Committee, the statutorily-defined authority for demographic estimates and county-level projections in Utah.

Forecasts of future population, households, and employment are then made by WFRC at the traffic analysis zone (TAZ) level, in coordination with 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 (TDM), and have been made publicly accessible on WFRC's open data website since May 2019. These forecasts are used as the primary basis for region-wide planning.

WFRC updated the socioeconomic forecasts to be consistent with the 2020 Census and the 2021 baseline published by UUGPI. These revised forecasts were used as a foundation for the 2023 - 2050 Regional Transportation Plan (RTP).

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 (Iteris ClearGuide). UTA continues to monitor and share transit ridership, stop-level boardings and other service information. UTA has installed automated passenger counters and automated vehicle location devices on their buses and rail cars to enhance data collection and improve operational efficiency. Route, stop and ridership data is publicly available on UTA's open data website since August 2019.

WFRC uses geographic information systems (GIS) to collect, generate, and serve information that supports the development of plans and programs. These GIS layers include the road, transit, and active transportation networks; 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.

GIS layers also provide a valuable resource for communicating and receiving feedback for plans, programs, and other information from various stakeholders including the public, elected officials, organizational partners, and others. 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 its models are applied for the Regional Transportation Plan and various studies throughout the region, opportunities for improvement are discovered and assessed. In addition, WFRC continues to research and implement new technologies and methodologies which could improve the accuracy or usability of its models. Modeling-specific policy and technical committees meet regularly with representation from WFRC, MAG, UDOT and UTA. The same agencies jointly fund shared model-related support services performed by WFRC staff under the leadership of the Wasatch Front Travel Modeling Director. The intent of these services is to ensure coordinated, consistent data development, model enhancements and use of the model.

WFRC continues to work with state and local transportation partners to better account for non-traditional transportation modes and the relationships between different urban forms and travel behavior. To this end, WFRC and partners completed version 1.0 of a trip-based bicycle travel model which was refined in 2022. Current projects seek to update destination and mode choice components of the TDM to better account for new modes, travel patterns, and place types. Travel modeling results are used as important inputs to WFRC's analyses of transportation system performance, such as Access to Opportunities (ATO) and other regional performance monitoring metrics.

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. WFRC and its partners expect to have results from the Spring 2023 household travel survey by early Fall of 2023.

UTA conducts an On-Board Survey of transit ridership including origin and destination data every four years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2019 and a 2023 update is planned.

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

- Upgrades 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 more than 600 additional zones as part of the 2021 updates for the current version 9.0 of the Wasatch Front TDM
- Model recalibration to 2019 conditions and validation to 2019 observed data, including vehicle speeds and volumes, and transit boardings
- Trip generation, distribution, mode choice, and assignment model recalibration
- Refinement of the TDM and land use models post-processing, and user interfaces for easier, faster communication of results
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Recalibration of high occupancy and tolling lane functionality
- Development of a suite of semi-automated, map-based tools to display model inputs and outputs
- Scripted automation for calculating Workplace Access to Opportunities measures for auto and transit modes

- Scripted automation for seamless integration of TDM model outputs for use as inputs to the MOVES air quality analysis software
- Incorporation of controls for travel behavior assumptions for current/future levels of telecommuting, the use of eCommerce delivery applications, and impacts of connected and autonomous vehicles

The WFRC's travel modeling process incorporates results from an UrbanSim-based 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 future transportation improvements. This model is available in an open source, web-based code repository and is actively used to determine the regional distribution of important existing and future socioeconomic conditions that, in turn, inform travel modeling, project need and prioritization for the RTP. All input layers to REMM have been updated to a 2019 base year to reflect existing conditions, trends, and future land use plans.

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. WFRC's workplace ATO measures are calculated at Traffic Analysis Zone (TAZ) level and also at finer neighborhood/community scales, using travelsheds computed from GIS and travel model-based network analysis. ATO metrics were used as a guide in WFRC's RTP and TIP project prioritization beginning in 2019.

c. Elements -

(1) Wasatch Choice 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 the Wasatch Choice Vision. In 2007, 2011 and 2015, the Wasatch Choice Vision was refined. In 2019 the Vision was completely refreshed with involvement from a broad group of partners including the Utah League of Cities and Towns, UDOT, UTA, and <u>many others</u>. This Vision accommodates anticipated growth in various metropolitan, urban, city, and town centers which offer a wide range of retail, office, and residential uses. These centers are coordinated with existing and planned transportation infrastructure. The Wasatch Choice Vision coordinates the core planning elements of

- the Regional Transportation Plan (RTP);
- the land use elements of the vision;
- and, the Comprehensive Economic Development Strategy.

The RTP defines and coordinates freeways, rail lines, rapid busways, transit stations, and trails/active transportation 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 are connected with a robust transportation system, especially transit, allowing for growth to be absorbed in higher density areas that benefit from locational efficiency. This Vision was refined in conjunction with development of the RTP. The vision was the basis for population and employment projections and was adopted by the WFRC, in conjunction with the RTP, in May 2023.

The Wasatch Choice Vision was developed by working with local governments, asking them for their long-term vision considering regional infrastructure needs and impacts, regional quality of life performance, and their willingness to explore implementation of the Vision. The Wasatch Choice 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.

Wasatch Choice implementation has been supported by the HUD-supported Sustainable Communities Initiative from 2014. WFRC, MAG, and many other partners including UDOT, UTA, Envision Utah, the University of Utah, and Salt Lake County completed the Sustainable Communities Initiative in 2014. The Sustainable Communities Initiative for the WFRC/MAG region focused on implementing the Wasatch Choice 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 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 efforts, 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. Since the program's inception nine years ago, over 140 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 Infrastructure Investment and Jobs Act (IIJA), 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 2023 - 2050 RTP addressing particulate matter (PM10, and PM2.5), and ozone is contained in Air Quality Memorandum 41, which received a public review and comment period. Air Quality Memorandum 41 was approved by the Wasatch Front Regional Council on May 25, 2023, and subsequently received concurrence from FHWA and FTA in a letter dated May 31, 2023.

The conformity analysis for the 2024-2029 TIP is out for public comment at the time of this writing.

The conformity analyses use the latest planning assumptions and the latest version of the MOVES3 vehicle emission model from EPA.

The WFRC and UDOT worked closely with the State Division of Air Quality (DAQ) in updating and revising the PM10 and PM2.5 State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. They have also worked 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 have been employed throughout the PM10, PM2.5 and ozone SIP development process. The Interagency Consultation Team met five times during FY 2023.

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

(3) Energy - Energy-related benefits were considered in the development of the 2023 - 2050 Regional Transportation Plan. 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 2023-2050 RTP in January and February, 2023, prior to its adoption in May, 2023. A similar comment period was held for the Draft 2023-2028 Transportation Improvement Program (TIP) in June and July 2022. 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

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA) Utah, Association of Metropolitan Planning Organizations (AMPO), Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), Bike Utah, UDOT, the National Association of Regional

Councils (NARC), and others. The Wasatch Choice Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

Presentations to Stakeholder Groups

In developing the Wasatch Choice Vision and 2023-2050 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 interactive maps, to educate the public and solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft 2022-2027 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 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 contacted several groups or organizations representing historically underserved communities which include populations of low-income persons, persons with disabilities, and seniors to understand various community transportation needs. Review materials for the RTP and TIP, including interactive maps, have been provided in English and Spanish.

(5) Community Transportation Services – During fiscal year 2015, the Utah Transit Authority became the FTA 5310 designated recipient and has established a Coordinated Mobility Department, which seeks to further previous efforts to plan for and address the needs of persons with disabilities, older adults, and people with low income. Local Coordinating Councils have been formed to serve the three large urbanized areas along the Wasatch Front. The Councils meet about five times each year, and include representatives from government agencies, non-profit human service transportation providers, private companies, and citizens. In collaboration with the Councils, UTA regularly updates the Human Service Transportation Plans for these three areas, and has developed a proactive 5310 program that helps transportation providers better meet the needs of the populations identified above. WFRC staff provides support as UTA leads these Community Transportation efforts. More information is available at: https://www.rideuta.com/Rider-Info/Accessibility/Accessible-UTA/Coordinated-Mobility/

(6) Environmental Justice - Census block group data continue to be mapped and analyzed regularly, including most recently in 2020, 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 the region's 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 Equity Focus Areas (a dataset encompassing high concentrations of minority and low-income), which identified areas with critical gaps in the existing transportation system. This analysis helped inform planning efforts in understanding and communicating how well Equity Focus Area populations can access existing employment and educational opportunities. Refinements were made in FY23 (described below), so that transportation project ideas could be developed to improve access for Equity Focus Area populations. Emphasis was also placed on ensuring that there is limited to no negative disparity in ATO increases between Equity Focus Areas and the Region as a whole. Prioritization processes will also continue to be refined to be more responsive to improve mobility for Equity Focus Area populations.

In early FY22, WFRC organized a Community Advisory Committee and held several 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. Transportation concerns and issues that are noted by these groups were documented in the 2023-2050 RTP.

Work completed in FY23 included the re-evaluation of 1) the definition of Equity Focus Areas, 2) outreach during RTP and TIP development, and 3) how equity might be more holistically addressed in WFRC's transportation planning efforts. FY23 built off of the previous year's equity work by incorporating Equity Focus Areas into the 2023-2050 RTP update. This was done by looking at the impacts that the identified external forces and potential policies had on equity focus areas in the region. Topic areas that were started in FY23 and will carry into FY24 include: continuation of the Wasatch Choice Community Advisory Committee, outreach and information sharing of transportation-related equity issues to different community partners, and service planning of transit.

(7) All Modes - The adopted 2023-2050 Regional Transportation Plan (RTP) is multi-modal and comprises the long-range transportation plan for the Wasatch Front Region through the year 2050. A variety of 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 that considered developing and emerging technologies and policy trends, a complete modeling analysis, and a needs-based and financial phasing review. The 2023-2050 RTP includes roadway capacity improvements, additions to the existing transit network, improved freight movement, and increased bicycle and pedestrian facilities.

The 2023-2050 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 the Salt Lake City International Airport and 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 2023-2050 RTP attempts to collaboratively develop and implement the Wasatch Choice Vision for transportation, land use, and economic development. The 2023-2050 RTP was developed under the guidelines of the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA). 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 2023-2050 RTP.

The WFRC works closely with all partner agencies to develop and implement priority active transportation networks identified via local community plans and in WFRC's Regional Transportation Plan. Funding appropriated from the State Legislature in 2023 includes \$45 million in one-time funds and approximately \$45 million in ongoing funds for the development

of the Utah Trail Network, a paved network focused on transporting people through their communities. This new resource requires additional collaboration between WFRC and UDOT to plan and build the active transportation network, collaboration which has already begun. Additionally, the state administered TTIF FLM and TIF Active funds provide an opportunity for WFRC to act as a convener between local communities and UDOT in identifying appropriate projects for those funds.

In 2015, only one community in the region had a stand-alone active transportation plan. By 2023, 40 communities have completed active transportation plans and eight communities are currently undergoing this planning process. These local active transportation plans have been collaborations between the communities, WFRC, UDOT, UTA, and other relevant stakeholders.

WFRC, along with partners UDOT, UTA, and MAG, applied for and received a federal discretionary RAISE grant that was awarded in June 2023. The application consisted of 15 projects in 10 cities across the region, with nine cities and 13 projects within the WFRC region. All projects improve first-/last-mile connections to transit stops and stations, improving access to and from transit in traditionally under-resourced neighborhoods. The grant award was approximately \$25 million, going towards about \$31 million worth of projects in total.

UDOT is currently undergoing an update to the Utah Freight Plan and has collaborated with transportation partners such as WFRC in its planning efforts. WFRC coordinates with UDOT on a variety of freight-related efforts through the statewide Freight Advisory Committee. WFRC also communicates with the Utah Inland Port Authority, a state corporation directed at maximizing the long-term economic benefits of a robust logistics system in the northwest quadrant of Salt Lake City. In 2020, WFRC formed a Freight Stakeholder Committee made up of national, regional, and local freight companies, as well as representatives from key distribution centers, with the intent to better understand our regional and local freight needs and issues. In FY23, WFRC completed an Urban Freight and Local Delivery Study which looked at a variety of challenges the freight industry is seeing with regards to new technologies, changing delivery landscape and policies, last-mile strategies, and land use changes. This study will become a resource for WFRC member communities.

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. UDOT, along with UTA has initiated an environmental study of the POM transit corridor, which will identify mode and alignment. Work to determine corridor mode and complete an environmental document for the project will continue into FY24. WFRC has also been an active participant in The Point master plan development, which is specifically focused on land use and transportation at the Utah State Prison redevelopment site, and incorporated population, employment, and transportation findings from the POM study into the 2023-2050 RTP. Related to this effort, UDOT and UTA are also looking at FrontRunner enhancements and have identified locations of strategic double tracking along the corridor to improve reliability of service.

Multimodal transportation planning continued to be the guiding principle in developing the 2023-2050 RTP. The 2023-2050 RTP has several key focus areas: external forces and forward-thinking transportation policies, equity, resiliency, safety, and freight. Each of these key focus areas aims to strengthen the transportation network through a multimodal lens.

(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. In FY23, WFRC created an Environmental Impact and Resiliency tool to understand potential impact of projects in the RTP on agricultural lands, cultural resources, environmental justice communities, floodplains and other hydrological features, geological hazards, habitat areas, hazardous materials, steep slopes, and open spaces and recreation. This tool also allowed WFRC to understand the resiliency of the RTP. These impacts are documented in the 2023-2050 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. WFRC also consults with state and federal resource agencies on the projects needed by 2050 and potential impacts to the natural and built environment. Projects in the RTP may affect the programs, lands, or policies over which these various agencies administer. WFRC conducted outreach to about 50 resource agencies, which was key to identify the potential impacts included projects may have on natural and cultural resources and to provide early identification of key concerns, mitigation strategies, and solutions development. These contacts will continue as future plans are developed.

The WFRC is a federally recognized Economic Development District (EDD) designated by the U.S. Department of Commerce and the Economic Development Administration (EDA). As such, the Wasatch Front Economic Development District (WFEDD) is committed to linking economic development to the Wasatch Choice Vision by providing transportation choices, supporting housing options, and preserving open space. The WFEDD is committed to providing technical assistance, strategic planning, and the economic assessment and analysis necessary to promote good mobility, cleaner air, housing affordability, access to opportunities and overall high quality of life. Some of the accomplishments of the WFRC/WFEDD include the completion of the 5-year Comprehensive Economic Development Strategy, analysis of existing and future economic growth centers and how they might impact the region's transportation infrastructure and economy, and partnerships with local, regional and state entities to create the conditions for broadly shared long-term prosperity.

The WFRC developed a parks and public spaces 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, helped identify and provide understanding of priority parks and public spaces and network connections within the region. Since this plan, the WFRC has

focused greater attention on access to parks and public spaces as critical to quality of life in our region. Parks and public space elements were used to evaluate projects and phasing in the now adopted 2023-2050 RTP with the understanding that additional environmental review will take place during project development (NEPA process). Additionally, the WFRC began working with the Utah Foundation to convene educational opportunities and regional collaborations regarding parks and public spaces.

(9) The FAST Act identifies ten planning factors that must be considered in the development of long-range plans and transportation improvement programs. The 2023-2050 RTP, adopted in May 2023, addresses all ten planning factors such as improving transportation system management, mobility, connectivity, safety, and security, as well as all IIJA requirements, including the coordination of integration of housing, transportation, and economic development strategies.

In addition to identifying planning factors to guide MPOs, MAP-21, the FAST Act, and continuing with the IIJA, 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 coordinate efforts to set performance targets and report on progress toward meeting national goals and agency targets. The 2023-2050 RTP should help the DOT and transit agency make progress toward achieving performance targets. WFRC incorporated the national goals into the Wasatch Choice Vision goals and aligned project selection and prioritization to improving the performance of the regional transportation system. In the 2023-2050 RTP, both project selection and prioritization were revised to enhance and strengthen the connection to both national and regional performance measures, notably to safety and equity. The 2023-2050 RTP includes targets and reporting for each applicable national performance measure and enhanced this performance reporting over the 2019-2050 RTP with the inclusion of a System Performance Report. WFRC has continued to coordinate with UDOT and UTA to update targets for the next four-year reporting period.

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 update and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion Management Process (CMP) required by the IIJA. Specific congestion management and safety improvement strategies are highlighted at the project orientation meeting as each Urban Surface Transportation Program project enters the implementation phase.

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 2023-2028 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) Since the enactment of ISTEA, the Regional Transportation Plans have included a Financial Plan which identifies how both the roadway and transit recommendations could be paid for. In preparing the 2023-2050 RTP, WFRC staff, working closely with UDOT, UTA, and the three other MPOs in the State, reviewed existing revenue and project costs and made reasonable revenue and cost assumptions for a statewide financial model. For the first time, funding for Active Transportation has been accounted for in Utah's Unified Transportation Plans financial model on the same level as roadways and transit. The financial model takes into account the latest actions by Congress, the Utah State Legislature, and local communities.

The 2023-2028 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). Today although FAST Act has been replaced by the new Infrastructure Investment and Jobs Act (IIJA), 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 City and the Ogden-Layton

Urbanized Areas to fund primarily both larger and smaller bicycle and pedestrian capital improvement projects, including Safe Routes to School projects, with community plans for bicycle and pedestrian systems also being eligible for funding.

(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 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 2023-2050 Regional Transportation Plan (2023-2050 RTP) reflects a continuous effort by the Wasatch Front 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. A 28-year planning horizon was selected for the 2023-2050 RTP effort and covers the planning period from the year 2023 to 2050. The planning policies and recommendations of the 2023-2050 RTP were prepared under the guidelines of the FAST Act and IIJA and developed in close cooperation with representatives from UDOT, UTA, MAG, local communities, stakeholders, and the general public. The 2023-2050 RTP includes recommendations for roadway, transit, and active transportation improvements, as well as policy recommendations. As the 2023-2050 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 Transportation Plan: 2023-2050, and are based on the Wasatch Choice 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 2023-2050 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 2023-2050 RTP was divided into three separate phases: Phase 1 (2023-2032); Phase 2 (2033-2042); and Phase 3 (2043-2050).

A key focus area for the 2023-2050 RTP was the exploration and understanding of external forces and future-thinking transportation policies – transportation technologies, shifts in market

and consumer demand, and emerging policies – that may impact transportation, land use, and economic development decisions. The intent of this approach is to elevate the discussion of these factors and understand impacts statewide, regionally, and locally. Following initial research and literature review, WFRC compiled a list of 22 topic areas of external forces and policies that were presented to and discussed with peer groups. The peer groups were grouped by topic (active transportation, local communities, transit and on-demand travel, and roadways) and consisted of staff from local governments, agencies, and businesses whose work is directly tied to, or may be heavily influenced by, the identified forces. The purpose of the peer groups was to hold space for meaningful dialogue on the identified influences and policies, develop consensus on which external forces were important to address, approximate the range of impacts from these forces, and determine whether these influences and policies should be tested through simulated scenarios. Each peer group meeting included a discussion of each force as well as a poll asking each participant how impactful they believed each force would be in the future. WFRC used these discussions and polling results to inform the development of three future year 2050 scenarios comprising various rates of implementation for each external force. In FY22, these future scenarios were refined into one preferred scenario to serve as the basis of the 2023-2050 RTP. Needs based phasing was completed in FY22 and fiscally constrained phasing was completed in FY23. The 2023-2050 RTP was adopted in May of 2023.

b. Congestion Management Process (CMP) - Since 1997, short range transportation needs have been identified through the CMP. An overview of the CMP is available on the WFRC website at this <u>link</u>.

The congestion management process (CMP) is an analysis tool to support development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) for the Wasatch Front Regional Council (WFRC). The CMP identifies congestion reduction needs and provides information and suggestions to decision-makers, in an effort to meet those needs. Demand management and system management strategies are evaluated with the intent to reduce the congestion without increasing highway capacity, or to maximize efficient traffic operations when additional capacity is warranted. The results of the CMP contribute to an efficient and effective transportation system, increased mobility and accessibility, and maximized utility from limited resources.

The CMP defines a number of performance measures and strategies to relieve congestion. Analyzing modeled and actual data facilitates the identification of congested locations and evaluation of congestion relief strategies. The CMP evaluates various system management and demand management strategies and suggests appropriate strategies by functional class of highway, as well as Urban Surface Transportation Program (STP) projects identified in the TIP.

Another role of the CMP is to determine if additional capacity is warranted by demonstrating whether anticipated congestion can be relieved by transportation demand management (TDM) and transportation system management (TSM) strategies alone. In the event additional capacity is needed, the CMP recommends TSM and TDM strategies to be incorporated into the new

capacity projects. Corridors where TDM and TSM strategies can postpone or eliminate the need to add capacity are also identified.

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, most recently presented in 2021, 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, WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2023-2028 TIP at its August 2022 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 2024 in May 2023. 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. 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. Updated urban boundaries released by the Census Bureau in December, 2022 are currently being evaluated.

b. Approval of the federal transportation authorization bill – In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed as the new transportation bill with an expiration date of September 30, 2026. The WFRC has adapted its transportation planning process or is in the process of doing so, to correspond with and address the requirements identified in the IIJA.

DATE:	August 24, 2023
AGENDA ITEM:	6a
SUBJECT:	WFRC Funding Opportunities for Local Governments
PREPARED BY:	Wayne Bennion, Director of Short Range Planning and Programming

BACKGROUND:

The Wasatch Front Regional Council administers or assists with nine programs that provide resources for local governments, totaling approximately \$50 million annually. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMÁQ)
- Transportation Alternatives Program (TAP)
- Carbon Reduction Program (CAP)
- Transportation and Land Use Connection (TLC)
- Station Area Plan Technical Assistance (SAP)
- Community Development Block Grant (CDBG)
- Community Impact Board (CIB)
- Wasatch Front Economic Development District (WFEDD)

A presentation will be given briefly overviewing 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