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 | | | |

| Lethors Solutions envolve Solutions envolve Solutions envolve Solutions envolve Solutions envolve Solutions Paid AP Paid AP 1285558388 Distinction (SST)(2023 (SST)(2023 (SST)(2023 (SST)) 318 (SST)(2023 (SST)(2023 (SST)) SST (SST) (SS | Payee Name | Reference Number | Invoice Number | Invoice Ledger Date | Payment Date | Amount | Description | Ledger Account | Activity Code |
|--|-----------------------------------|---------------------|-------------------|------------------------|-----------------|-------------|--|--|------------------|
| 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<> | | | | | - | | | | |
| Lexus IT Consultants LLC ACH 0522210 47109 05042023 05222023 473478 Monthy - May 105430 99 99900 - Mantenance: Indir 97,700,000 VT Times Pand RH 0501 0501/2023 0501/2023 10,000 Monthy Subscription 105610.10.301200 - Supplies: Local Fu Tarsametrix, Inc ACH 0522210 44259 0504/2023 05022023 18,811.15 Herrinan Transit Condor - Mar 105840.3033002 - Consult Serv: Herr EHP FLEX Benefits ACH 0522210 PR04/2023-0 06/42/2023 0504/2023 156.66 Fick Spend Acct 1022400 - Fiexble Spending Account EHP FLEX Benefits ACH 0522210 PR04/2023-0 06/42/2023 1056.67 Fick Spend Acct 1022400 - Fiexble Spending Account eman Powers Inc ACH 0502211 028651 04/17/2023 05/04/2023 77.50 UTP Mar - MAG 10534.04.022215.0007 - Consult Serv eman Powers Inc ACH 05042311 028651 04/17/2023 05/04/2023 77.50 UTP Mar - MAG 10534.04.022215.0007 - Consult Serv eman Powers Inc ACH 05042311 028652 04/17/2023 05/04/2023 | | 4.011.050.400.44 | 440050 | 04/47/0000 | 05/04/0000 | | | | |
| Start Start <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<> | | | | | | | | | |
| NTmes Pard RH 0501 0501/2023 0501/2023 0501/2023 04.00 Monthly Subscription 105610.10.201200 - Supplies: Local Fu arrametrix, Inc ACH 05222310 44299 0504/2023 05/22/2023 186.66 Flex Spend Acct 1022400 - Flexible Spending Account EHP FLEX Benefits ACH 0522310 PR042523-544 04/4/2023 05/22/2023 186.66 Flex Spend Acct 1022400 - Flexible Spending Account EHP FLEX Benefits ACH 0522310 PR042523-544 04/17/2023 05/04/2023 188.67 UTP Mar - MAG 105340.0.322215.0027 - Consult Serv emma Powers Inc ACH 0502311 028851 04/17/2023 05/04/2023 188.67 UTP Mar - MAG 105340.0.322215.0027 - Consult Serv emma Powers Inc ACH 05024211 028851 04/17/2023 05/04/2023 58.813 UTP Mar - MAG 105340.0.322216.0027 - Consult Serv emma Powers Inc ACH 05024211 028852 04/17/2023 05/04/2023 58.813 UTP Mar - MAG 105340.0.32224 - Consult Serv; CP emma Powers Inc ACH 05024211 028852 04/17/2023 | Nexus IT Consultants LLC | ACH.05222310 | 147109 | 05/04/2023 | 05/22/2023 | 4,734.78 | Monthly - May | 105430.99.999000 - Maintenance: Indir | |
| 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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| Aublic Employees Health Program (Public Employees Health Program (eff clearACH.0504231104012304/19/202305/04/202343,786.24Health Benefits - APR1013000 - Prepaid Employee ExpensePublic Employees Health Program (Public Employees Health Program (eff cleareff clear043022304/30/202305/05/20231,506.42Health Ins Adjustment - APR105210.99.998000 - Fringe Benefits: In 1013000 - Prepaid Employee ExpensePublic Employees Health Program (eff cleareff clearPR041023-5904/14/202305/05/20231,402.30Dental Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eff cleareff clearPR041023-5904/14/202305/05/20231,962.69Health Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eff cleareff clearPR041023-5904/14/202305/05/20231,962.69Health Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eff cleareff clearPR042523-5904/28/202305/05/20231,07.92Vision Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eff cleareff clearPR042523-5904/28/202305/05/20231,07.92Vision Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eff cleareff clearPR042523-5904/28/202305/05/20231,07.92Vision Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eff cleareff clearPR042523-5904/28/202305/05/2023 <td< td=""><td></td><td></td><td></td><td></td><td>_</td><td>\$24,400.45</td><td></td><td></td><td></td></td<> | | | | | _ | \$24,400.45 | | | |
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| Public Employees Health Program (eft clear04302304/30/202305/05/2023-43,786.24Offset for prepayment of PEHP Apr1013000 - Prepaid Employee ExpensePublic Employees Health Program (eft clearPR041023-5904/14/202305/05/2023107.92Vision Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR041023-5904/14/202305/05/20231,402.30Dental Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR041023-5904/14/202305/05/202319,629.69Health Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR042523-5904/28/202305/05/2023107.92Vision Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR042523-5904/28/202305/05/2023107.92Vision Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR042523-5904/28/202305/05/20231,402.30Dental Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR042523-5904/28/202305/05/20231,402.30Dental Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR042523-5904/28/202305/05/20231,402.30Dental Ins1022000 - PEHP Insurance W/H PayabPublic Employees Health Program (eft clearPR042523-5904/28/202305/05/20231,402.30Dental Ins1022000 | Public Employees Health Program (| ACH.05042311 | 040123 | 04/19/2023 | 05/04/2023 | 43,786.24 | Health Benefits - APR | 1013000 - Prepaid Employee Expense | |
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| Public Employees Health Program (eft clear PR042523-59 04/28/2023 05/05/2023 107.92 Vision 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 State 04/28/2023 05/05/2023 05/05/2023 19,629.69 Health Ins 1022000 - PEHP Insurance W/H Payab State 04/28/2023 05/05/2023 05/05/2023 19,629.69 Health Ins 1022000 - PEHP Insurance W/H Payab State 04/28/2023 05/05/2023 19,629.69 Health Ins 1022000 - PEHP Insurance W/H Payab State 04/28/2023 05/22/2023 05/22/2023 8,970.57 Household Travel Survey - Mar Cache 105340.40.322215.3423 - Consult Serv Resource Systems Group, Inc (RSG) ACH. | | | | | | | | | |
| 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 Sesource 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 8,970.57 Household Travel Survey - Mar Cache 105340.40.322215.3423 - Consult Serv | | | | | | | | | |
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| \$0.00 \$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 12,708.31 Household Travel Survey - Mar Dixie 105340.40.322215.3423 - Consult Serv | Public Employees Health Program (| | | | | | | | |
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| 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 |

2

| | | | _ | | | | | | | | |
|--|---|---|---|---|---|--|--|---|---|--|----------------------------------|
| 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 |
|--------|------|---------------|-------|--------------------------------|---------------------------------------|---|-----------|-----|-------------|-----------|-----------|
|--------|------|---------------|-------|--------------------------------|---------------------------------------|---|-----------|-----|-------------|-----------|-----------|

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 |
|--|---|-----------|
|--|---|-----------|

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 |
|-----------|------|---------------------|-------|--|-------------------------|--|-------------|-----|-------------|-------------|------|
|-----------|------|---------------------|-------|--|-------------------------|--|-------------|-----|-------------|-------------|------|

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 - |

| | | | | | | | | | | Print Date: | 6-Jun-23 | | | Amount Obligated C | ırrent Federal Fiscal Year | New Project/ Additional Funds | |
|-----------|---|---|---------------------------------|---------------------------|---|--|------------|---------------|--------------------|---------------|--------------|--------------|---------------------|------------------------|-------------------------------|----------------------------------|--------------|
| 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 | \$ - | \$ - | \$ - | \$ - \$ | - | \$ - | \$ - |

| | | | | | | | | | | Print Date: | 6-Jun-23 | | | An | nount Obligated Curr | rent Federal Fiscal Year | New Project/ Additional Funds | |
|-----------|-------------|-------------------------------|------------------------------------|---------------------------|--|---|------------|-----------------|--------------------|--------------|---------------|--------------|-----------------|-----------|-------------------------|-----------------------------|----------------------------------|-------------|
| 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 \$ | - \$ | - \$ | - | \$ - | \$ |

| | | | | | | | | | | Print Date: | 6-Jun-23 | | | Amount Obligated | rent Federal Fiscal Year | New Project/ Additional Funds | |
|-----------|------------------------------|------------|--------------------------------|---------------------------|--|--|------------|-----------------|--------------------|--------------|--------------|--------------|--------------------|--------------------------|-----------------------------|----------------------------------|--------------|
| 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 |

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

| | | | | | | | | | | 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 |





epm381_plan_fund (Rev 448)

Report run on: June 6, 2023 10:01 AM

| 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)
 Report run on: June 6, 2023 10:01 AM

 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

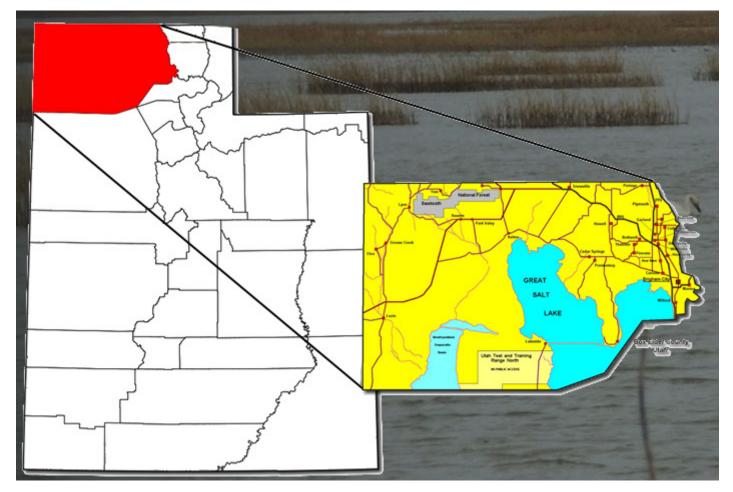
National Highway Performance Program (NHPP) Interstate Maintenance (NHPP-IM) _ - National Highway System (NHPP-NHS) - Bridge On - State System (NHPP-BR) Any Area Statewide Bridge Replacement Off System - Local Off System – Optional Highway Safety Improvement Program (HSIP) Safety Any Area Rail/ Highway 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program

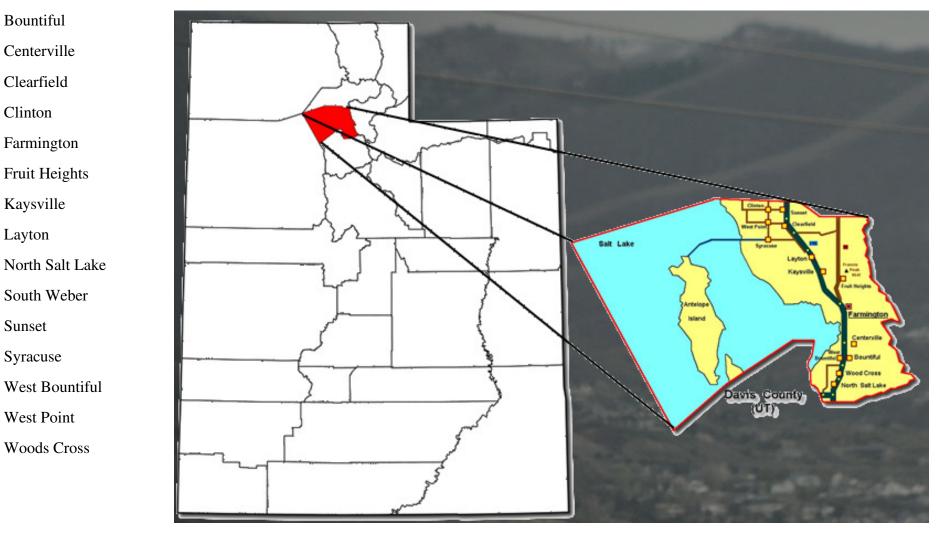


| Region | PIN | Status | Projec | ct No. | Rt. Beg Len | PIN Descriptio | n / Project | Location | Co | oncept Desc | ription | | |
|--------|---------------|---------------------------|-------------|-------------|-------------|--|-------------|----------|-------------|---|-------------------|---------------|-------------|
| | | 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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UDOT electronic Program Management

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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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| | 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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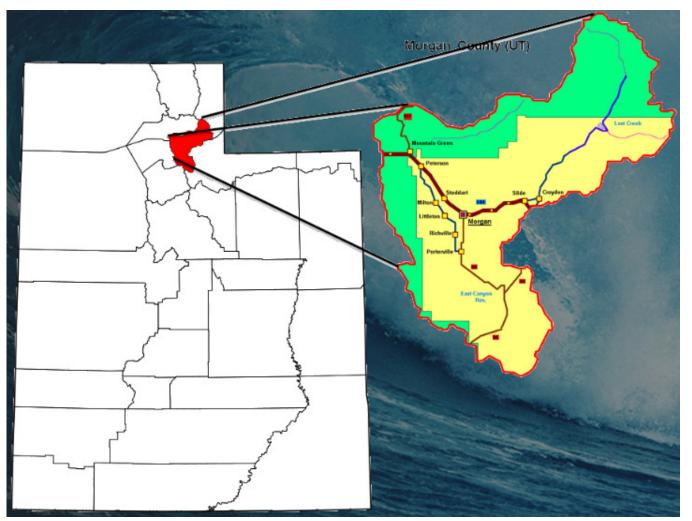


| | | (1(0) 2110) | | | Пероп | | 020, 00.407.101. | | | | | |
|---------|---------------|------------------------|-----------------------|--------------|---|--------------|------------------|-------------|---------------------------------------|-------------|--------------|-----------|
| Region | PIN | 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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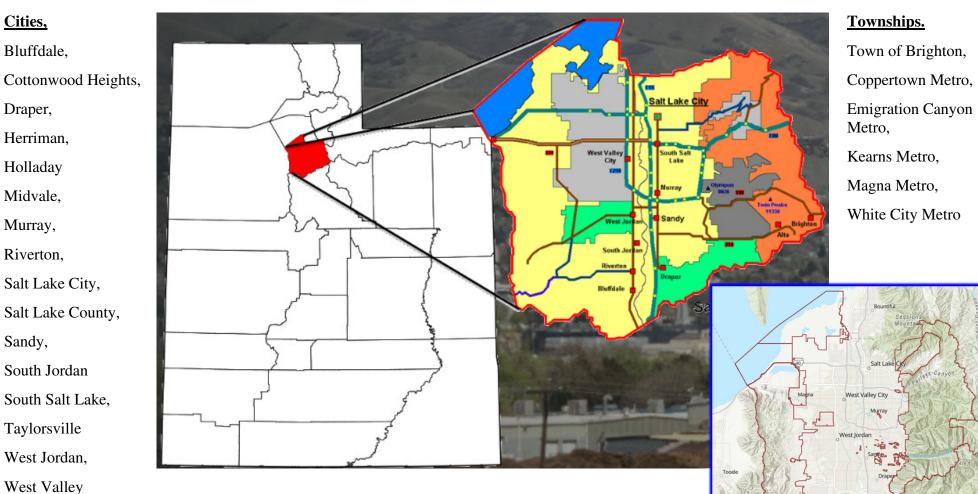
DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| | | (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 |
| | | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT UDOT electronic Program Management DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



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 |
| | | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| | | Droise | 4 N o | Dt Bog Lon | | tion / Droiset | aation | ~ | anaant Dooo | rintion | | |
|--------|-----------------------------------|-------------|-------------|-------------|---------------------------------------|---|---------------------|-------------|---|------------------|-------------|--------------|
| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

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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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UDOT electronic Program Management

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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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UDOT electronic Program Management

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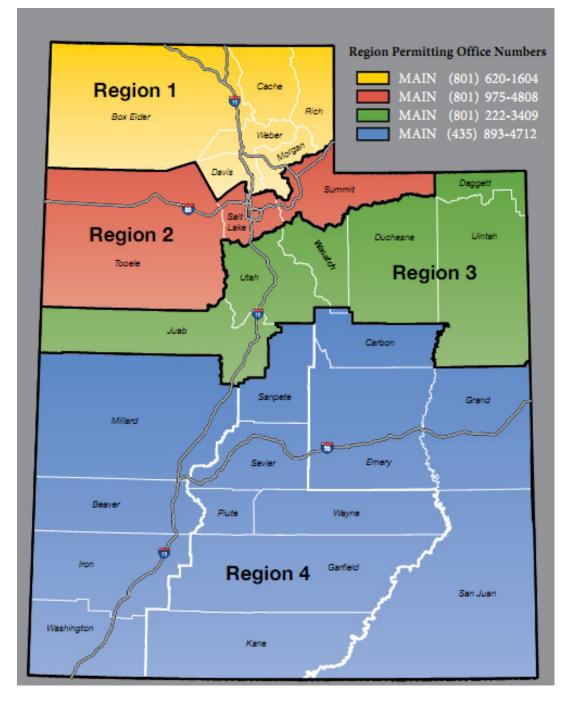


| Region | PIN | Status | Projec | ct No. | Rt. Beg Len | PIN Descript | ion / Project I | _ocation | Co | oncept Desc | ription | | |
|----------|----------------|-------------------------|------------------------|-------------|-------------|--|-----------------|----------|-------------|--------------------|-------------|-------|-----------|
| - | | 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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

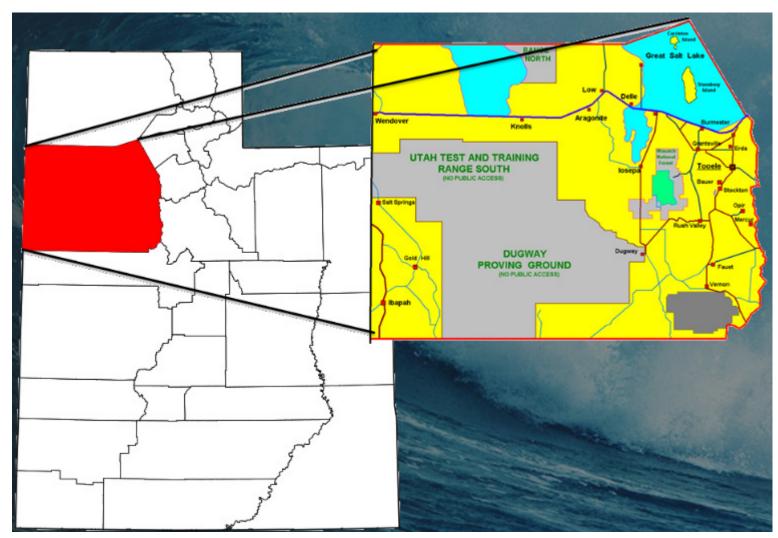
Rush Valley Town

Stockton Town

Tooele City

Vernon Town

Wendover City





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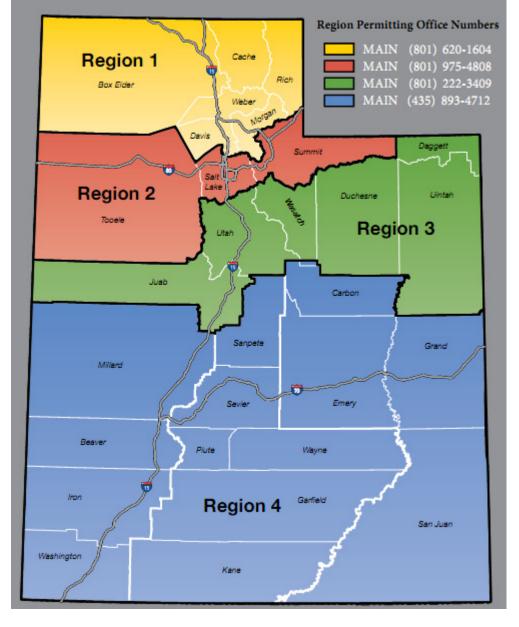


| Region | PIN | Status | Projec | t No. | Rt. Beg Lei | n PIN Descript | ion / Project L | ocation | C | oncept Desc | ription | | |
|----------|---------------|-------------------------|------------------------|--------------------|--------------------------|---|---|---------------|------------|--------------------------|--------------------|--------------|------------------------|
| - | | 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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UDOT electronic Program Management

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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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

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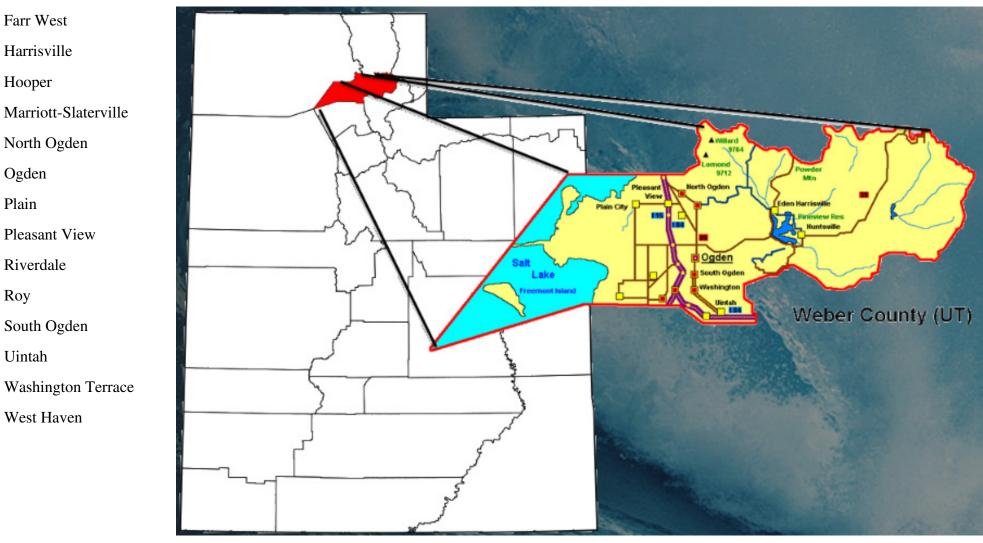


| | | (1107 2110) | | | | Report | | 020, 00.107.000 | | | | | |
|---------|-------|--------------|-------------|-------|--------------|---------------------|---------------------|---------------------|------------------|-------------------|--------------|-----------|--------------|
| Region | PIN | 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 |
| | | | | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

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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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UDOT electronic Program Management

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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 |
| | | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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

DRAFT 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 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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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 |
|-------------------|--------|-------|-------|-----|
|-------------------|--------|-------|-------|-----|

| 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 |



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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 |
|-------------------|--------|-------|-------|-----|
|-------------------|--------|-------|-------|-----|

| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | | | | | | | | | |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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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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 |
| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | | | | | | | | | |



DRAFT

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 |



DRAFT

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 | | | | | | | | | | |
| 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 |
| | | i otai | **** | ••••,•• | | | | | • .,, | | +-,, | •- |
| 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

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 | | | | | | | | | | |
| 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 |
| | | | | | ÷- | | | | . ,, | , | . ,, | |
| 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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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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 |
| | | | | .,,, | ψŪ | ψŪ | ψŪ | ψŬ | ψ 1 ,200,710 | \$3,300,342 | <i>4201,311</i> | ΨŪ |
| 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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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 | 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 |



DRAFT

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 |



DRAFT

UDOT electronic Program Management

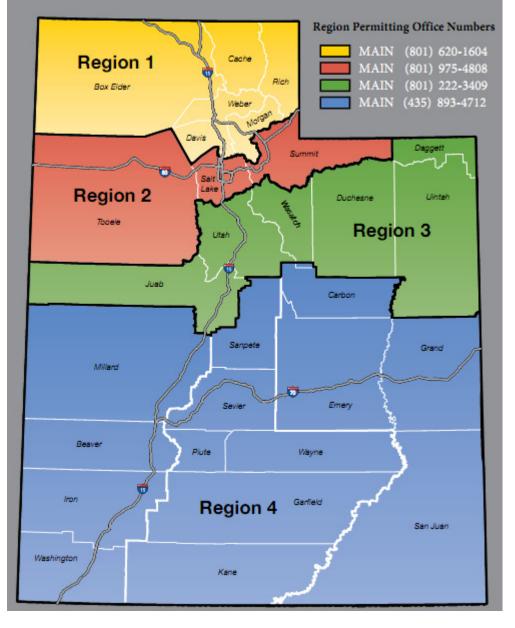
DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



| 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

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program

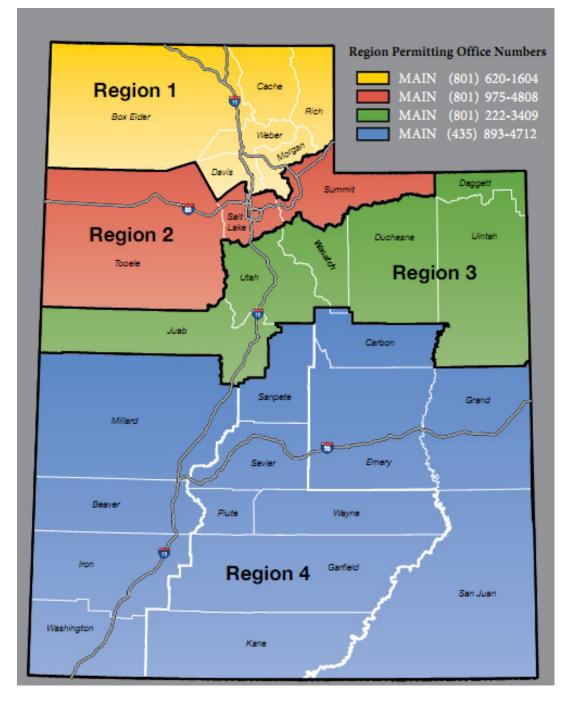


| Region | PIN | Progra | m Desci | ription | | | | | | | | | |
|--------|-------|------------|----------|------------------|---------------|------|------|------|-----------|-------------|-------------|-----------|-----------|
| | | Fund | | Prior | 2024 | 2025 | 2026 | 2027 | CD | Total | Fed Aid | 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.





DRAFT

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 | |



DRAFT

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 |



DRAFT

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 |



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program

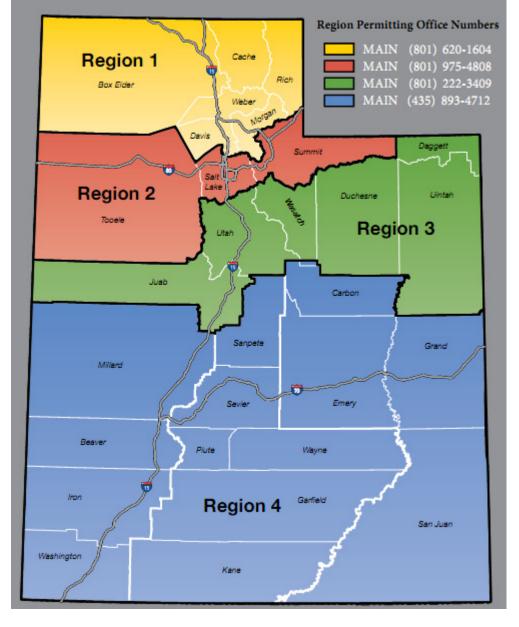


| Region | PIN | Program Des | • | | | | | | | | | |
|---------|--------|-----------------|------------------|-----------------------|-------------|------------|------------|-----|-----------------------|-----------------|--------------------|----------------------|
| | | Fund | Prior | 2024 | 2025 | 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.





DRAFT

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 |



DRAFT

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 |

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 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 |

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| 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. | |

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| 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 |
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| | | 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 |
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| 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 |
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| | 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 |
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| | 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 |
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| 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 |
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| | 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 |
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| | 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 |
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| | 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 |
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| | 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:

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