Dawn Ramsey, Chair Mayor, South Jordan

Bob Stevenson, Vice Chair Commissioner, Davis County

Dirk Burton Mayor, West Jordan

Robert Dahle Mayor, Holladay

Robert Dandoy Mayor, Roy

Gage Froerer Commissioner, Weber County

Jim Harvey Commissioner, Weber County

Erin Mendenhall Mayor, Salt Lake City

Ben Nadolski Mayor, Ogden

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 Musselman 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 AGENDA

A meeting of the WFRC Council will be held on **Thursday, August 22, 2024 at 1:30pm** at the WFRC office, 41 N Rio Grande Street, Salt Lake City, UT and via Zoom. <u>https://us02web.zoom.us/j/81126674085</u> One tap mobile: +16694449171,,81126674085# Webinar ID: 837 0166 9222

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

1. Consent Agenda (1:30)

a. ACTION: <u>Minutes</u> of the WFRC meeting held May 23, 2024 and <u>Financial</u> Statements for April, May, & June 2024 and current Budget/Expenditure Report

2. Chair Report (1:35)

- a. Looking Ahead to the 2034 Olympics Transportation and Our Communities
- b. WFRC FY24 Activities and Accomplishments Report
- 3. Public Comment (2:15)

Regional Growth Committee (RGC) (2:20)

a. <u>ACTION:</u> Station Area Planning: Clearfield Station, Murray North Station (Murray, Millcreek), Woods Cross Station (West Bountiful)

5. Transportation Committee (Trans Com) (2:30)

- a. <u>Report:</u> Board modifications to the 2024-2029 Transportation Improvement Program (TIP)
- b. ACTION: Board modifications to the 2024-2029 TIP
- c. ACTION: Approve 2025-2030 TIP
- d. <u>ACTION:</u> Self-Certification of Planning Process

Reports (3:00)

- **a.** WFRC funding opportunities for local governments
- b. Wasatch Front Economic Development District (WFEDD) update
- c. Executive Director's report
- 7. Other Business and Adjournment (3:15)

Next meeting: October 24, 2024

Upcoming events:

- Joint Policy Advisory Committee meeting (facilitated by UDOT) August 29, 11:30am
- ULCT Annual Conference September 4-6
- UAC Annual Conference September 11-12
- WFRC Wasatch Front Economic Development District meeting September 12, 1:30pm
- AMPO Annual Conference, Salt Lake City September 23-27
 - WFRC Active Transportation meeting October 8, 9:15am
- Utah Transportation Annual Conference (formerly UDOT Annual Conference) November 5-8
- Wasatch Choice Vision Fall 2024 Workshops October 16 November 18, 2024

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.

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MINUTES Wasatch Front Regional Council May 23, 2024

WFRC Council meeting was held at WFRC Offices, 41 N Rio Grande Street, Salt Lake City and via Zoom. The following were present:

WFRC COUNCIL MEMBERS - 2024									
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:							
Member - Lee Perry	yes	Alternates:							
Alternate - Dennis Bott	no	Monica Zoltanski, Sandy City Mayor							
DAVIS COUNTY MEMBERS		Dave Maughan, Syracuse City Mayor							
Brandon Stanger	yes	Dan Dugan, Salt Lake City Council							
Mark Shepherd	yes	Mike Weichers, Cottonwood Heights Mayor							
Joy Petro	yes	Lorin Palmer, Herriman City Mayor							
Bob Stevenson	yes	Tamara Tran, Kaysville City Mayor							
MORGAN COUNTY		Sharon Bolos, Weber County Commissioner							
Member - Mike Newton	no	Ryan Beck, Envision Utah							
Alternate - Robert McConnell	no	Ken Phippen, Farr West City Mayor							
SALT LAKE COUNTY MEMBERS									
Jenny Wilson	yes	Others:							
Erin Mendenhall	yes	Michelle Larsen, UTA							
Dawn Ramsey	yes	Kimberly Bell, Sandy City							
Aimee Winder Newton	yes	Benjamin Wood, City Weekly							
Jeff Silvestrini	yes	Dina Blaes, Salt Lake County							
Robert Dahle	yes	Brett Millburn, Draper City							
Dirk Burton	yes	Heather McLaughlin-Kolb, Salt Lake City							
Kristie Overson	yes	Shule Bishop, UTA							
TOOELE COUNTY		Rex Harris, FHWA							
Member - Scott Wardle	no	Andrew Katsohirakis, SLC Resident							
Alternate - Debbie Winn	no	Alexander							
WEBER COUNTY MEMBERS		Aspen Hawks							
Gage Froerer	yes	Siobhan Locke							
Jim Harvey	no	Brandon Weston							
Robert Dandoy	yes								
Ben Nadolski	yes	WFRC Staff:							
UDOT & UTA		Andrew Gruber, Miranda Jones Cox,							
Member - Carlos Braceras, UDOT	yes	Ted Knowlton, Tim Watkins, Kip Billings,							
Alternate - Ben Huot, UDOT	yes	Christy Dahlberg, Marian Florence, Matt Ryan							
Member - Carlton Christensen, UTA Board of Trustees	yes	Julie Bjornstad, Wayne Bennion, Ben Wuthrich,							
Alternate - Beth Holbrook, UTA Board of Trustees	no	Lauren Victor, Hugh Van Wagenen, Byron Head,							
NON-VOTING MEMBERS		Marcia White, Megan Townsend, Jory Johner,							
Lorene Kamalu - Utah Association of Counties	yes	Chay Mosqueda, Bert Granberg,							
Troy Walker - Utah League of Cities and Towns	no	Sarah Lawless, Josh Reynolds, Madison Aviles							
Ari Bruening - Envision Utah	yes	Rosie Hernandez, Jordon Chandler, Suzie Swim,							
Wayne Harper - State Senate	yes	Dallin Borrowman, Minoo Abrishami							
Calvin Mussleman - State House of Representatives	no								
Laura Hanson – State Planning Coordinator	no								

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1. Welcome and Consent Agenda [00:00:08]

At 1:42pm, Council Chair Mayor Dawn Ramsey welcomed the members and guests of the Wasatch Front Regional Council. Introductions were made around the table and online via roll call.

a. <u>ACTION [00:03:50]</u> Mayor Ramsey drew attention to the minutes of the March 28, 2024 meeting, the financial statements and check registers for February and March 2024, and the Budget/Expenditure Report to date. Mayor Mark Shepherd made a motion to approve all documents as presented, and UTA Trustee, Carlton Christensen seconded the motion. There was no discussion, and the minutes and financial statements were unanimously approved.

[00:04:35] Mayor Dawn Ramsey asked for a motion to adjust the order of the agenda, allowing the council to hear Item 6, budget committee report first. Mayor Ramsey explained that because the finances are core to the council's functions, she would like it covered up front in case anyone needs to leave early. **ACTION [00:04:59]** Mayor Jeff Silvestrini made a motion to approve the ordering of the agenda, Commissioner Lorene Kamalu, seconded the motion. There was no discussion, approved unanimously.

6. Budget Committee [00:05:23]

Budget Committee Chair Councilmember Aimee Winder Newton explained that the Budget Committee has been working on the FY25 WFRC Goals, Budget, and the Unified Plan Work Program (UPWP). She reminded the council that they had seen these draft materials at the March meeting, where the council voted to release the materials for public review and comment. She then turned the floor over to Andrew Gruber, WFRC Executive Director, to review the 2025 WFRC Goals.

b. Public Hearing & Action: Approve Fiscal Year 2025 WFRC Goals, Budget & unified Planning Work Program (UPWP) [00:06:24] Andrew Gruber, WFRC Executive Director, provided a brief summary of the Fiscal Year 2025 WFRC Goals before handing over the floor to Marian Florence, WFRC Chief Financial Officer, to review the Budget. Marian explained that although the budget was released for public comment, no feedback was received. She then outlined two modest yet positive changes:

The first change was a minor adjustment to the UPWP; UTA had secured a federal grant to conduct an analysis of market housing and economic impacts associated with potential future transit development in the Front Runner corridor, which was added to the Unified Planning Work Program.

The second change involved a grant from the State of Utah's Department of Land Use Training Fund, awarding \$140,000 to the budget for visualization of potential development. Of this amount, \$40,000 was allocated for the current fiscal year, with the remaining \$100,000 added to the consulting line in the FY25 budget.

ACTION [00:13:54] Councilmember Aimee Winder Newton made a motion to open a Public Hearing to discuss the WFRC FY25 goals, budget, and Unified Planning Work Program. Mayor Jeff Silvestrini seconded the motion. There was no discussion, and the public hearing was opened.

During the hearing, there were no public comments.

[00:14:53] Mayor Jeff Silvestrini made a motion to close the public hearing. Mayor Jenny Wilson seconded the motion, and the public hearing was closed.

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ACTION [00:15:09] Councilmember Aimee Winder Newton then motioned for the Council to approve the FY25 goals, budget, and Unified Planning Work Program as proposed. Mayor Jenny Wilson seconded the motion. With no further discussion, the FY25 goals, budget, and UPWP were unanimously approved. **[00:15:40]** Andrew Gruber gave a brief overview of three federal grant programs: Safe Streets and Roads for All, the Active Transportation Infrastructure Investment Program (ATIIP), and the Transportation Access Pilot Program.

- c. <u>Approve Updated WFRC Personnel Policy [00:19:03]</u> Councilmember Aimee Winder Newton explained that due to updates in relevant guidelines and post-pandemic changes to WFRC processes, staff conducted a thorough review of WFRC's existing Personnel Policy. This review identified necessary updates, which were subsequently reviewed by both the WFRC Budget Committee and outside legal counsel. The updates fall into two categories: 1) edits for clarity, and 2) edits to reflect current requirements and evolving best practices. ACTION [00:20:36] Councilmember Aimee Winder Newton made a motion to adopt the amended WFRC Personnel Policy, which was seconded by Mayor Joy Petro. With no further discussion, the updated Personnel Policy was unanimously adopted.
- d. <u>Fraud Risk Assessment FY24 [00:21:09]</u> Councilmember Aimee Winder Newton explained that WFRC has completed its annual assessment of fraud risk, as required by the Utah State Auditor. WFRC remains in the optimal category, indicating a very low risk of fraud, thanks to the staff's robust internal controls and separation of duties.

2. Chair Report [00:21:58]

Mayor Ramsey initiated a discussion about the Olympics and the potential of Utah hosting the 2034 Winter Games. The floor was then turned over to Ted Knowlton, WFRC Deputy Director, who highlighted the Map of Readiness created to illustrate the proposed venues for the Olympics. He also reviewed the five key points discussed in the May 16th Regional Growth Committee meeting:

- Leveraging the Statewide Trail Network,
- Strengthening downtown as the focal point,
- Amplifying City and Town Centers,
- Using infrastructure strategically to enliven centers, and
- Exploring broader objectives in advance.

[00:33:21] Carlos Braceras, UDOT, reflected on his experience with the 2002 Olympics, where he was involved in operations. He discussed transportation projects already planned as well as those not directly related to the Olympics but still beneficial for the games.

[00:42:29] Senator Harper mentioned Utah's readiness for hosting the 2034 Olympics, citing well-maintained Olympic venues and transportation progress, including the Statewide Trail Network and transit growth.

[00:44:23] Carlton Christensen, UTA, highlighted the transit system's growth since 2002 and outlined planned improvements leading up to 2034.

[00:51:32] Mayor Nadolski of Ogden City discussed the potential for holding events in Northern Utah, including curling and ski events at SnowBasin. He also mentioned improvements made since 2002 to enhance Ogden's preparedness.

[01:01:02] Mayor Jenny Wilson of Salt Lake County shared her experience from the 2002 Olympics and emphasized the need for continued focus on issue mitigation despite Utah's preparedness.

[01:09:28] Mayor Erin Mendenhall of Salt Lake City addressed how Salt Lake City has evolved since 2002. She emphasized the importance of not only being prepared but also delivering a new and innovative experience for the world, moving beyond the themes of 2002.

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3. Public Comment [01:20:51]

Andrew Katsohirakis, SLC Resident gave a public comment about the Rio Grande Plan.

4. Regional Growth Committee (RGC) [01:26:48]

Mayor Dawn Ramsey turned the time over to Davis County Commissioner Lorene Kamalu.

a. <u>Amendment #1 to the 2023-2050 Regional Transportation Plan</u> Commissioner Lorene Kamalu introduced Jory Johner, WFRC Long Range Planning Director, who provided a brief overview of the amendment process and subsequently presented Amendment #1 to the 2023-2050 Regional Transportation Plan. Mr. Johner reminded the Council that the Level 2 amendments had been approved at the March 28th Council meeting, during which the Level 3 projects were sent out for public comment. He then gave a high-level overview of the Level 3 projects and mentioned that the Regional Growth Committee recommended the Council's approval of the Level 3 full amendment projects and the air quality conformity determination found in Draft Air Quality Memorandum 42 for Amendment #1 in their May 16th meeting. ACTION: [01:45:00] Commissioner Kamalu made a motion to approve the Level 3 - Full Amendment projects and the air quality conformity determination as found in the Draft Air Quality Memorandum 42 for Amendment #1 to the 2023-2050 Regional Transportation Plan. Mayor Stanger, Clinton City seconded the motion. There was no further discussion, the motion passed unanimously.

5. Transportation Committee (Trans Com) [01:45:45]

Mayor Dawn Ramsey turned the time over to Clearfield City Mayor, Mark Shepherd.

- a. <u>Board Modifications to 2024-2029 Transportation Improvement Program (TIP)</u> [01:46:29] Mayor Mark Shepherd turned the time over to Ben Wuthrich, WFRC TIP Coordinator who reviewed the materials that were provided in the Council Packet.
- b. <u>Board Modifications to the 2024-2029 TIP [01:48:32]</u> Ben Wuthrich provided an overview of the projects requested for the Board Modification to the 2024-2029 Transportation Improvement Program. ACTION [02:05:20] Mayor Mark Shepherd made a motion to approve the board modifications for the 2024-2029 TIP, which was seconded by Mayor Erin Mendenhall of Salt Lake City. With no discussion, the motion passed unanimously.
- c. Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) projects for the 2025-2030 TIP [02:05:53] Ben Wuthrich provided a brief overview of the process for developing recommendations for adding new projects to the four federal funding programs: STP, CMAQ, TAP, and CRP. He then proceeded to give an overview of the projects slated for inclusion in these programs for the 2025-2030 Transportation Improvement Program (TIP). ACTION [02:19:33] Mayor Mark Shepherd made a motion to approve the addition of the new projects that have been reviewed and recommended by Trans Com in the four programs: STP, CMAQ, TAP, and CRP. Mayor Joy Petro seconded the motion. With no discussion, the motion passed unanimously.

[02:21:05] Mayor Mark Shepherd passed the floor to Mayor Jeff Silvestrini of Millcreek and Kip Billings from WFRC, who discussed the Comprehensive Safety Action Plan adopted at the April Trans Com Meeting. Mayor Silvestrini and Kip Billings emphasized the importance of the Safety Action Plan, which is designed to provide funding to local governments for roadway safety improvements, and directed Council Members to the WFRC website for additional information.

6. <u>Reports</u>

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- a. <u>Active Transportation Committee (ATC) Update [02:26:04]</u> Mayor Joy Petro, Active Transportation Vice Chair, delivered a brief update from the April Active Transportation Meeting. She included information about Bike Month and highlighted some of the local events taking place across the region. Additionally, she provided an update on the Utah Trail Network, mentioning that funding was programmed earlier this month for the initial round of projects. This allows for immediate commencement of design and construction. Mayor Petro stated that funding in the WFRC/MAG Areas amounts to \$40.2 million for eight construction projects and two design projects.
- b. <u>Executive Directors Update [02:28:31]</u> Andrew Gruber, WFRC Executive Director, provided an update on several WFRC staff members. He recognized Megan Townsend, who is celebrating her 10-year anniversary at WFRC. Additionally, Andrew introduced Minoo Abrishami, who is interning with the Analytics Department at WFRC this summer.

7. Other Business and Adjournment [02:32:46]

Mayor Jeff Silvestrini motioned to adjourn the meeting, which was seconded by Mayor Mark Shepherd. The meeting adjourned at 4:15 p.m.

Next Meeting: August 22, 2024

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at www.wfrc.org

Notes to the Budget/Expense (Income Statement) Report

August 2024

This report shows total expenses for fiscal year 2023-2024, by revenue, by expense (line item/function), and by program. Of the total amount budgeted for the year, 63% was expended through the end of June 2024. The budget in this report is the budget that was amended in October 2023 by the Council. All final expenditures came in under budget for the fiscal year. The fund balance of \$240,307 represents the interest earned in our trust accounts for FY24.

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, Statewide CEDS, and Household Travel Survey projects concluded in FY24. The Station Area Planning program began in FY23, with work continuing through FY24 and into FY25. The Joint Projects program expanded during the year to include Addendum 33. WFRC started two new programs in FY24: the Local Administrative Advisor program and a program titled Mixed Use Centers: Visuals & Metrics. Because of the growth in these programs, overall revenues and corresponding expenses increased, but line item budgets did not require adjustment.

Wasatch Front Regional Council Standard Financial Report (by Object) 10 General Fund - 07/01/2023 to 06/30/2024 100.00% of the fiscal year has expired

	2023 Year-End Actual	2024 Year-to-Date Actual
Net Position		
Assets:		
Current Assets		
Cash and cash equivalents	4,985,491	4,669,681
Receivables	1,961,573	1,975,667
Other current assets	30,896_	33,015
Total Current Assets	6,977,960	6,678,363
Total Assets:	6,977,960	6,678,363
Liabilites and Fund Equity:		
Liabilities:		
Current liabilities	(1,142,713)	(799,659)
Payroll liabilities	(258,447)	(253,975)
Deferred inflows	(3,135,628)	(2,943,250)
Total Liabilities:	(4,536,788)	(3,996,884)
Fund Balance - Equity - Paid In/Contributed	(2,441,172)	(2,681,479)
Total Liabilites and Fund Equity:	(6,977,960)	(6,678,363)
Total Net Position	0.00	0.00

Wasatch Front Regional Council Standard Financial Report (by Object) 10 General Fund - 07/01/2023 to 06/30/2024 100.00% of the fiscal year has expired

	2023 Year-End Actual	2024 Revised Budget	2024 Year-to-Date Actual	% Earned/ Used
Change In Net Position				
Revenue:				
Intergovernmental revenue Federal				
Federal - Direct	152,194	907,075	901,601	99%
Federal - Pass-Through	45,258	54,742	54,742	100%
Federal - PL	2,393,571	3,141,111	2,208,351	70%
Federal - STP	2,584,975	4,904,463	3,334,405	68%
Federal - FTA Total Federal	880,252	891,435	884,024	99%
	6,056,249	9,898,827	7,383,124	75%
State Revenue	000 011	0 705 050	004 700	0.49/
State - Other State - TLC	883,641 425,512	3,795,359 605,804	924,760 264,932	24% 44%
State - UDOT	423,512	283,112	309,032	109%
Total State Revenue	1,791,024	4,684,275	1,498,723	32%
Local				
Dedicated Project Funds				
TLC SL County	234,258	591,907	284,973	48%
TLC Local Match	383,542	581,456	577,670	99%
Tooele RPO	11,045	18,869	13,426	71%
Morgan RPO	5,078	8,327	8,327	100%
Legislative Consulting	146,000	146,000	146,000	100%
Davis County R&R EDA Local Match	20,000 102,194	10,000 81,875	10,000 79,704	100% 97%
SAP Local Match	30,000	10,000	10.000	100%
Safe Streets for All Local Match	0.00	163,800	162,974	99%
IHC Donation	0.00	498,345	320,160	64%
Household Travel Partners	418,038	166,962	164,969	99%
Local Match to Projects	(214,013)	58,682	(214,805)	-366%
Total Dedicated Project Funds	1,136,140	2,336,224	1,563,397	67%
Local - Mountainland AoG	89,281	74,241	75,965	102%
Local - UTA TLC	240,804	404,120	169,977	42%
Local - UTA Joint Projects	114,644	363,401	380,891	105%
Local - UTA Transit Sales Tax Local - Counties	259,152	238,006	165,553	70%
Total Local	<u>334,706</u> 2,174,727	<u>350,971</u> 3,766,963	350,971 2,706,754	<u>100%</u> 72%
Total Intergovernmental revenue	10,022,000	18,350,065	11,588,602	63%
-				
Interest Miscellaneous revenue	158,077 1,698	0.00 0.00	246,692 521	0.00% 0.00%
Total Revenue:	10,181,775	18,350,065	11,835,815	<u> </u>
Expenditures:				
Wages and benefits				
Salaries and wages	3,210,757	3,408,783	3,302,658	97%
Fringe benefits	1,506,044	2,045,270	1,561,741	76%
Total Wages and benefits	4,716,801	5,454,053	4,864,399	89%
Consulting services	4,319,322	11,399,692	5,816,530	51%
Audit and Accounting	14,000	20,000	19,000	95%
Dues	28,213	30,000	24,234	81%
Maintenance	60,166	65,000	35,576	55%
Liability/property insurance	15,199	20,000	14,300	72%
Legal Printing	41,243 0.00	20,000 5,300	2,183 1,514	11% 29%
Building lease	447,930	468,667	458,667	98%
Supplies Software Subscriptions	180,358	216,938	177,902	82%
Telephone	37,025	40,000	38,477	96%
Travel	100,190	96,427	95,248	99%
Training	61,553	89,450	47,478	53%
Indirect Costs	0.00	0	0.00	0.00%
Planned Carryover	0.00	424,538	0.00	0.00%
Total Expenditures:	10,022,000	18,350,065	11,595,508	63%
Total Change In Net Position	159,775	0	240,307	

Wasatch Front Regional Council Council Budget by Program 07/01/2023 to 06/30/2024 100.00% of the fiscal year has expired

	2023 Actual	2024 Original Budget	2024 Revised Budget	2024 Actual	% spent
Programs					
Consolidated Planning Grant (CPG)	5,020,394	5,767,437	5,785,084	4,779,871	83%
Transportation & Land Use Connection (TLC)	2,130,996	2,435,721	6,136,082	3,504,571	57%
Household Travel Survey	1,243,460		496,631	490,824	99%
Economic Development (WFEDD)	204,387	140,000	163,750	159,407	97%
Local Government Support	104,618	134,971	409,653	143,072	35%
Model Development	133,642	147,550	137,500	137,500	100%
Joint Projects	282,327		469,067	515,548	110%
Local Administrative Advisor		158,000	150,000	83,343	56%
Legislative Consulting	146,000	146,000	146,000	146,000	100%
CDBG - Tooele County	50,000	50,000	50,000	50,000	100%
Mobility Management	1,156	10,000	10,000	2,589	26%
Tooele Valley RPO	11,045	10,000	18,869	13,426	71%
Morgan RPO	5,078	10,000	8,327	8,327	100%
Community Impact Board	2,000	2,000	2,000	2,000	100%
Davis County Local Option Assistance	20,000	10,000	10,000	10,000	100%
Station Area Planning	621,641	1,000,000	3,333,359	512,915	15%
State CEDS Planning	45,258		54,742	54,742	100%
Safe Streets for All		805,200	969,000	964,872	100%
Mixed Use Centers: Visuals & Metrics				16,503	
Total Programs	(10,022,000)	(10,826,879)	(18,350,065)	(11,595,508)	63%

Bank Statement Balance:	\$1,439,348.52
Calculated Book Balance:	\$1,439,348.52
General Ledger Balance:	\$1,439,348.52
Calculated Book Balance vs General Ledger Balance:	\$0.00

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	Reconciled Deposits		k Statement Start Balance:	\$634,036.86
Turne	•	_	A	
	Reference	Date	Amount	
Transfer		04/11/2024	500,000.00	
Deposit		04/17/2024	50,000.00	
Deposit		04/18/2024	525,260.00	
Deposit		04/24/2024	725.00	
Deposit		04/26/2024	50,000.00	
Deposit		04/26/2024	436,910.96	
Transfer		04/29/2024	-400,000.00	
Deposit		04/29/2024	25,000.00	
Deposit		04/29/2024	61,190.36	
Deposit		04/29/2024	99,024.85	
Deposit		04/29/2024	262,209.67	
Deposit		04/30/2024	12,105.29	
		Reconciled I	Deposits & Transfers Total:	\$1,622,426.13
	Reconciled Checks 8	_	• •	
Payee Name	Reference	Date	Amount	
Allstate	eft	03/29/2024	-11.27	
Utah Retirement Systems (URS)	EFT.0404241008.80	03/29/2024	48,852.65	
EMI Health	EFT	04/01/2024	161.50	
Lincoln Financial Life Ins Co	EFT	04/01/2024	2,824.25	
Health Equity	EFT.0404241035.258	04/05/2024	4,626.24	
Utah State Tax Commission	EFT.0404241010.82	04/05/2024	5,165.10	
Internal Revenue Service	EFT.0405241450.38	04/05/2024	16,570.15	
Utah Retirement Systems (URS)	EFT.0405241101.80	04/05/2024	48,877.67	
Payroll DD	0405241200	04/05/2024	95,008.42	
Utah Department of Workforce Services (DWS	•	04/09/2024	6,436.46	
Utah Transit Authority (UTA)	ACH.0412240743.116	04/15/2024	56.25	
Les Olson Company	ACH.0412240743.44	04/15/2024	107.23	
UNUM Life Insurance Co.	ACH.0412240743.72	04/15/2024	193.20	
PEHP FLEX Benefits	ACH.0412240743.54	04/15/2024	291.05	
Arcadis, a California Partnership	ACH.0412240743.310	04/15/2024	1,378.36	
Parametrix, Inc	ACH.0412240743.53	04/15/2024	1,378.83	
Pelorus Methods	ACH.0412240743.55	04/15/2024	1,450.00	
RRJ Consulting	ACH.0412240743.62	04/15/2024	2,000.00	
Parametrix, Inc	ACH.0412240743.53	04/15/2024	2,442.09	
Design Workshop, Inc	ACH.0412240743.20	04/15/2024	4,266.60	
Penna Powers Inc	ACH.0412240743.56	04/15/2024	5,561.25	
Parametrix, Inc	ACH.0412240743.53	04/15/2024	5,598.12	
Barker Leavitt, PLLC	ACH.0412240743.6	04/15/2024	8,000.00	
Wall Consultant Group (WCG)	ACH.0412240743.291	04/15/2024	9,203.00	
Citta Designs (Citi Design)	ACH.0412240743.364	04/15/2024	10,353.06	
Avenue Consultants	ACH.0412240743.4	04/15/2024	10,426.25	
Logan Simpson Design, Inc	ACH.0412240743.183	04/15/2024	10,744.50	
Parametrix, Inc	ACH.0412240743.53	04/15/2024	14,512.55	
Horrocks Engineers, LLC	ACH.0412240743.34	04/15/2024	14,862.44	
Fehr & Peers	ACH.0412240743.24	04/15/2024	16,297.50	
Design Workshop, Inc	ACH.0412240743.20	04/15/2024	23,122.59	
Environmental Systems Research Institute (E	SR ACH.0412240743.22	04/15/2024	29,780.11	
Better City LLC	ACH.0412240743.172	04/15/2024	33,650.00	
Fielding Group, LLC	ACH.0412240743.26	04/15/2024	38,585.05	
Public Employees Health Program (PEHP)	ACH.0412240743.59	04/15/2024	44,254.24	
Kimley Horn	ACH.0412240743.41	04/15/2024	130,120.12	
Health Equity	EFT.0417241350.258	04/19/2024	4,673.49	
Utah State Tax Commission	EFT.0417241329.82	04/19/2024	5,166.99	
Internal Revenue Service	EFT.0417241329.38	04/19/2024	16,604.75	
Utah Retirement Systems (URS)	EFT.0419241742.80	04/19/2024	49,160.54	
Payroll DD	0419241200	04/19/2024	94,363.14	
-			ecks & Withdrawals Total:	\$817,114.47
		_		

Bank Statement End Balance:

\$1,439,348.52

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Adobe Inc.	Pcard-AP	04262024	04/26/2024	04/26/2024	711.02	Creative Cloud Subscription -Analytics	105670.99.999000 - Software: Indirect	
				-	\$711.02			
Amazon Amazon Amazon Amazon Amazon Amazon	Pcard-JC Pcard-JC Pcard-JC Pcard-JC Pcard-JC Pcard-JC	#114-8284806-07 04082024 04272024 111-7809354-080 114-1780682-788 114-7575043-324	04/02/2024 04/08/2024 04/27/2024 04/30/2024 04/29/2024 04/30/2024	04/02/2024 04/08/2024 04/27/2024 04/30/2024 04/29/2024 04/30/2024	300.00	Papermate Flair Pens - MT Office Supplies Technology Supplies - HDMI wires and converter hu	105610.10.301200 - Supplies: Local Fu 105610.10.301200 - Supplies: Local Fu	
				-	\$447.43			
American Planning Association (APA	Pcard- JC	04042024	04/04/2024	04/04/2024	101.00	APA Annual Membership - BH	105810.30.330200 - Dues: TLC - Admi	
American Planning Association (APA	Pcard-JC	2130-337-1-55d1	04/08/2024	04/08/2024	210.00	APA Spring Conf- CM	105330.20.322210 - Training: CPG - Ad	
				-	\$311.00			
Arcadis, a California Partnership	ACH.04122407	10018243	03/25/2024	04/15/2024	1,378.36	Brighton - Jan	105340.30.353009 - Consult Serv: Brig	
				-	\$1,378.36			
Avenue Consultants	ACH.04122407	10066	03/25/2024	04/15/2024		Davis County ATP - Feb	105340.30.351038 - Consult Serv: Davi	
				-	\$10,426.25			
Barker Leavitt. PLLC	ACH.04122407	110-0324	03/31/2024	04/15/2024	-	Legislative Consulting - Mar	105340.50.341200 - Consult Serv: Legi	
24.10. 2001, 1 220			00,01,2021		\$8,000.00			
Better City LLC	ACH.04122407	1928	03/25/2024	04/15/2024	33,650.00	Layton Econ Dev - Feb	105340.30.351039 - Consult Serv: Lavt	
Bener ony LEO	//011.04122407	1320	00/20/2024		\$33,650.00			
Bluehost	Pcard-AP	04032024	04/03/2024	04/03/2024	\$33,650.00 7.76	website domain -WFRC - monthly	105670.99.999000 - Software: Indirect	
Didenost		04032024	04/03/2024		\$7.76	website domain -wirite - montiny	103070.33.335000 - Software. Indirect	
Christenhersen	Deard	044604	04/16/2024	04/16/2024		Defined for freudulent use of eard		
Christopherson	Pcard Pcard AP	041624 04012024	04/16/2024 04/10/2024	04/16/2024 04/10/2024	-8.00		105610.10.301200 - Supplies: Local Fu	
Christopherson	PCald AP	04012024	04/10/2024	04/10/2024	8.00	Booking Fee - to be refunded	105610.10.301200 - Supplies: Local Fu	
		0001010	00/01/00001		\$0.00			
Citta Designs (Citi Design)	ACH.04122407	2024-013	03/31/2024	04/15/2024	,	Morgan Downtown - Jan	105340.30.352013 - Consult Serv: Mor	
					\$10,353.06			
Constant Contact	Pcard-RH	04302024	04/30/2024	04/30/2024	81.90	monthly billing - APR	105670.99.999000 - Software: Indirect	
					\$81.90			
Delta Arilines	Pcard-AP	04092024	04/09/2024	04/09/2024	928.20	NARC 2024 - Flight - NC	105580.20.322210 - Travel: CPG - Adm	
				-	\$928.20			
Design Workshop, Inc Design Workshop, Inc Design Workshop, Inc	ACH.04122407 ACH.04122407 ACH.04122407	0076970 0077374 0077380	03/28/2024 03/29/2024 03/28/2024	04/15/2024 04/15/2024 04/15/2024	991.59 22,131.00 4,266.60 \$27,389.19		105340.50.360205 - Consult Serv: SAP 105340.30.353005 - Consult Serv: SLC 105340.50.360205 - Consult Serv: SAP	
				-	\$27,389.19			
EMI Health	EFT	507020240401	04/01/2024	04/01/2024	161.50	Telemed - Apr	105210.99.998000 - Fringe Benefits: In	
				-	\$161.50			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Environmental Systems Research In	ACH.04122407	94691159	03/25/2024	04/15/2024		Dashboard project - Feb FINAL	105340.50.334300 - Consult Serv: Stat	
				-	\$29,780.11			
Envision Utah	Pcard-JC	04102024	04/10/2024	04/10/2024	900.00	Sponsorship - Envision Utah Spring Breakfast	105610.20.322210 - Supplies: CPG - A	
				-	\$900.00			
Fehr & Peers Fehr & Peers	ACH.04122407 ACH.04122407	172278 172278	03/29/2024 03/29/2024	04/15/2024 04/15/2024	1,146.22		105340.40.322215.0018 - Consult Serv 105340.20.322215.0018 - Consult Serv	
Fehr & Peers Fehr & Peers Fehr & Peers	ACH.04122407 ACH.04122407 ACH.04122407	172278 172278 173105	03/29/2024 03/29/2024 03/29/2024	04/15/2024 04/15/2024 04/15/2024		Parking Modernization - Jan UDOT Parking Modernization - Jan UTA Parking Modernization - Feb MAG	105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv	
Fehr & Peers Fehr & Peers Fehr & Peers	ACH.04122407 ACH.04122407 ACH.04122407	173105 173105 173105	03/29/2024 03/29/2024 03/29/2024	04/15/2024 04/15/2024 04/15/2024	1,624.34 2,388.80 4,777.50	Parking Modernization -Feb WFRC Parking Modernization - Feb UDOT	105340.20.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv	
			00/20/2021	-	\$16,297.50 \$16,297.50			
Fielding Group, LLC	ACH.04122407	562	04/01/2024	04/15/2024		Building Lease - April	105441.99.999000 - Building Lease Co	
					\$38,585.05			
First Digital	Pcard-AP	04152024	04/15/2024	04/15/2024 -	400.41 \$400.41	Internet - Apr	105530.99.999000 - Telephone/Data: In	
Get Healthy Utah	Pcard-JC	04082024	04/08/2024	04/08/2024		Connected Communities Summit Sponsorship	105610.20.322210 - Supplies: CPG - A	
				-	\$1,000.00			
Github Inc.	Pcard-AP	04192024	04/19/2024	04/19/2024		monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
Google LLC	Pcard-RH	04012024	04/01/2024	04/01/2024	\$5.00 56.17	Cloud Storage - March	105670.99.999000 - Software: Indirect	
				-	\$56.17			
Harmons	Pcard-JC	04182024	04/18/2024	04/18/2024		Sympathy Plant - Nate Currey	105610.10.301200 - Supplies: Local Fu	
Health Equity	EFT.040424103	PR032924-258	04/05/2024	04/05/2024	\$32.33 4,626.24	HSA	1022500 - HSA W/H Payable	
Health Equity Health Equity	EFT.041724135 EFT.041724135	mk5ut9i PR041224-258	04/19/2024 04/19/2024	04/19/2024 04/19/2024 _	47.25 4,626.24 \$4,673.49	HSA fees - Apr HSA	105210.99.998000 - Fringe Benefits: In 1022500 - HSA W/H Payable	
				-	\$9,299.73			
Holiday Inn	Pcard-AG	04192024	04/19/2024	04/19/2024	325.32	ULCT Midyear Conference - Lodging - AG	105580.20.322210 - Travel: CPG - Adm	
Horrocks Engineers, LLC	ACH.04122407	84398	03/29/2024	04/15/2024	\$325.32 14.862.44	SLC Granary Dist - Feb	105340.30.330214 - Consult Serv: SLC	
				-	\$14,862.44			
Internal Revenue Service Internal Revenue Service	EFT.040524145 EFT.040524145	PR032924-38 PR032924-38	04/05/2024 04/05/2024	04/05/2024 04/05/2024 _		Medicare Tax Federal Income Tax	1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	
Internal Revenue Service Internal Revenue Service	EFT.041724132 EFT.041724132	PR041224-38 PR041224-38	04/19/2024 04/19/2024	04/19/2024 04/19/2024 _		Medicare Tax Federal Income Tax	1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	

\$33,174.90 Page 2

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ISSUU	Pcard-RH	2298761	04/10/2024	04/10/2024	568.92	Annual Subscription	105670.20.322210 - Software: CPG - A	
				-	\$568.92			
JImmy Johns	Pcard-JC	04022024	04/02/2024	04/02/2024	237.09	CAC meeting snacks	105610.10.301200 - Supplies: Local Fu	
				-	\$237.09			
Kimley Horn	ACH.04122407	27407261	03/29/2024	04/15/2024		SS4A -Feb	105340.50.334400 - Consult Serv: Safe	
				-	\$130,120.12			
Les Olson Company	ACH.04122407	EA1388572	03/20/2024	04/15/2024		Copier Usage Mar	105610.99.999000 - Supplies: Indirect	
		2,11000012	00,20,202	-	\$107.23	ospiol osago mai		
incoln Financial Life Ins Co	EFT	4685345855	04/01/2024	04/01/2024		Life, LTD, STD - Apr	1022300 - Lincoln Life Insurance W/H	
		4000040000	04/01/2024		\$2.824.25		1022300 - Lincoln Life insurance with	
ogen Simpson Design Inc		227722	02/20/2024	04/15/2024	• • •	Orden Cituwide Zoning Feb	105240.20.251025 Concult Son (Og	
ogan Simpson Design, Inc	ACH.04122407	337733	03/29/2024	04/15/2024 -		Ogden Citywide Zoning - Feb	105340.30.351035 - Consult Serv: Og	
	D 110	44055044040	0.4/00/0004	0.4/00/0004	\$10,744.50			
nyCoke	Pcard-JC	41055841018	04/30/2024	04/30/2024		Drinks for Conference Rooms	105610.10.301200 - Supplies: Local Fu	
					\$63.94			
National Association of Regional Co National Association of Regional Co	Pcard-AP Pcard-AP	04102024 04102024	04/10/2024 04/10/2024	04/10/2024 04/10/2024	585.00 585.00	NARC Annual Conference - COMNR Stevenson NARC Annual Conference - Meg	105330.10.301200 - Training: Local Fu 105330.30.330200 - Training: TLC Adm	
National Association of Regional Co	Pcard-AP	04102024	04/10/2024	04/10/2024	1,755.00	NARC Annual Conference - AG, Nate, TK,	105330.20.322210 - Training: CPG - Ad	
National Association of Regional Co	Pcard-AP	04302024	04/30/2024	04/30/2024 _	<u>615.00</u> \$3,540.00	NARC Conf. Registration - MJC	105330.20.322210 - Training: CPG - Ad	
				-	. ,			
	Deard IC	04412024	04/11/2024	04/11/2024	\$3,540.00	DE Civil Transportation Even and Dran. Chris Day	105220.20.222210 Training CDC Ad	
NCEES.org	Pcard-JC	04112024	04/11/2024	04/11/2024		PE Civil Transportation Exam and Prep - Chris Day	105330.20.322210 - Training: CPG - Ad	
			0.4.4.0.1000.4	0.11101000.1	\$440.45			
Network Solutions	Pcard-AP	04182024	04/18/2024	04/18/2024	341.91	unifiedplan domain registration - 3 years	105670.99.999000 - Software: Indirect	
					\$341.91			
NY Times	Pcard-RH	04152024	04/15/2024	04/15/2024	12.00	NY Times monthly subscription	105610.10.301200 - Supplies: Local Fu	
					\$12.00			
Parametrix, Inc	ACH.04122407	52513	03/28/2024	04/15/2024		N Ogden ATP - Dec	105340.30.351027 - Consult Serv: N O	
Parametrix, Inc Parametrix, Inc	ACH.04122407 ACH.04122407	53319 54183	03/29/2024 03/28/2024	04/15/2024 04/15/2024		N Ogden ATP - Jan Midvale TMP - Feb	105340.30.351027 - Consult Serv: N O 105340.30.353013 - Consult Serv: Midv	
Parametrix, Inc	ACH.04122407	54186	03/29/2024	04/15/2024	1,378.83	N Ogden ATP - Feb	105340.30.351027 - Consult Serv: N O	
				-	\$23,931.59			
					\$23,931.59			
Parchment-UNIV Docs	Pcard-JC	04112024	04/11/2024	04/11/2024	6.00	Transcript Transfer for Civil Exam - Chris Day	105330.20.322210 - Training: CPG - Ad	
				-	\$6.00			
PEHP FLEX Benefits	ACH.04122407	PR032924-54	04/05/2024	04/15/2024	291.05	Flex Spend Acct	1022400 - Flexible Spending Account	
				-	\$291.05			
Pelorus Methods	ACH.04122407	240401	04/01/2024	04/15/2024	1,450.00	Qtr billing 4/1 - 6/30/23	105670.99.999000 - Software: Indirect	
				-	\$1,450.00			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Penna Powers Inc	ACH.04122407	028283	03/25/2024	04/15/2024	1,251.25		105340.10.301200.1 - Consult Serv: Lo	
Penna Powers Inc Penna Powers Inc	ACH.04122407 ACH.04122407	028283 028283	03/25/2024 03/25/2024	04/15/2024 04/15/2024	1,855.00 2,455.00		105340.10.301200.1 - Consult Serv: Lo 105340.10.301200.1 - Consult Serv: Lo	
		020200	00/20/2021	-	\$5,561.25			
				-	\$5,561.25			
Posit Software/ShinyApps	Pcard_JC	04132024	04/13/2024	04/13/2024	52.80	RAM Subscription - Analytics Group	105670.20.322210 - Software: CPG - A	
				-	\$52.80			
Public Employees Health Program (ACH.04122407	299950	04/01/2024	04/15/2024	44,254.24	Health, Dental & Vision - Apr	1022000 - PEHP Insurance W/H Payab	
					\$44,254.24			
RRJ Consulting	ACH.04122407	202404	04/01/2024	04/15/2024	,	Legislative Consulting - Apr	105340.50.341200 - Consult Serv: Legi	
					\$2,000.00			
Smith's	Pcard-JC	04092024	04/09/2024	04/09/2024	8.23 \$8.23	ATC	105610.10.301200 - Supplies: Local Fu	
Society for Human Resource Manag	Pcard-JC	04302024	04/30/2024	04/30/2024	264.00 \$264.00	Annual membership - KW	105810.99.999000 - Dues: Indirect	
SP Plus Corporation	Pcard-JC	04022024	04/02/2024	04/02/2024	500.00	parking passes for WFRC meeting attendees	105610.20.322210 - Supplies: CPG - A	
				-	\$500.00			
State of Utah	Pcard-AP	04042024	04/04/2024	04/04/2024	25.00	Annual Entity Registration	105810.99.999000 - Dues: Indirect	
				-	\$25.00			
Target	Pcard-JC	04082024	04/08/2024	04/08/2024		gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	
Target Target	Pcard-JC Pcard-JC	04082024 04082024	04/08/2024 04/08/2024	04/08/2024 04/08/2024	50.00 50.00	gift card for CAC participant gift card for CAC participant	105610.10.301200 - Supplies: Local Fu 105610.10.301200 - Supplies: Local Fu	
Target	Pcard-JC	04082024	04/08/2024	04/08/2024	50.00	gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	
Target	Pcard-JC	04082024	04/08/2024	04/08/2024	50.00		105610.10.301200 - Supplies: Local Fu	
Target	Pcard-JC	04082024	04/08/2024	04/08/2024	50.00 \$300.00	gift card for CAC participant	105610.10.301200 - Supplies: Local Fu	
				-	\$300.00			
The Events Calendar	Pcard-AP	04102024	04/10/2024	04/10/2024		Website Calendar Events aggregator - annual	105670.99.999000 - Software: Indirect	
				-	\$95.90			
UNUM Life Insurance Co.	ACH.04122407	040124	04/01/2024	04/15/2024	193.20	LTC - Apr	105210.99.998000 - Fringe Benefits: In	
				-	\$193.20			
Utah Association of Counties UAC	Pcard-JC	1otk2	04/08/2024	04/08/2024	476.68	Leg. management Conference - AG	105330.20.322210 - Training: CPG - Ad	
				-	\$476.68			
Utah Department of Workforce Servi	EFT	033124	03/31/2024	04/09/2024	6,436.46	UI Q1 2024	105210.99.998000 - Fringe Benefits: In	
				-	\$6,436.46			
Utah Retirement Systems (URS)	EFT.040524110	PR032924-80	04/05/2024	04/05/2024	335.30		1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	EFT.040524110 EFT.040524110		04/05/2024 04/05/2024	04/05/2024 04/05/2024		Roth IRA URS 401(k) Tier 2	1023200 - Roth IRA W/H Payable 1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.040524110 EFT.040524110		04/05/2024	04/05/2024		401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.040524110	PR032924-80	04/05/2024	04/05/2024	6,329.22	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	EFT.040524110 EFT.040524110		04/05/2024 04/05/2024	04/05/2024 04/05/2024		401(k) EE & Match URS State Retirement	1023000 - 401(k) W/H Payable 1023000 - 401(k) W/H Payable	
	LI 1.040324110	F11U32924-0U	04/05/2024	04/05/2024 -	\$48,877.67		1023000 - 401(K) W/T Fayable	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	EFT.041924174 EFT.041924174 EFT.041924174 EFT.041924174 EFT.041924174 EFT.041924174 EFT.041924174	PR041224-80 PR041224-80 PR041224-80	04/19/2024 04/19/2024 04/19/2024 04/19/2024 04/19/2024 04/19/2024 04/19/2024	04/19/2024 04/19/2024 04/19/2024 04/19/2024 04/19/2024 04/19/2024 04/19/2024	2,267.17 6,143.27 6,324.01 13,824.94	Roth IRA URS 401(k) Tier 2 401(k) DC	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	
					\$49,160.54			
					\$98,038.21			
Utah State Tax Commission	EFT.040424101	PR032924-82	04/05/2024	04/05/2024	5,165.10	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.041724132	PR041224-82	04/19/2024	04/19/2024	5,166.99	State Income Tax	1021200 - State Tax W/H Payable	
					\$10,332.09			
Utah Taxpayers Association	Pcard-AP	04172024	04/17/2024	04/17/2024	135.00	Taxes Now Conference - AG	105330.20.322210 - Training: CPG - Ad	
				-	\$135.00			
Utah Transit Authority (UTA)	ACH.04122407	793134	03/29/2024	04/15/2024	56.25	UTA Transit Passes	105580.20.322210 - Travel: CPG - Adm	
Utah Transit Authority (UTA) Utah Transit Authority (UTA)	Pcard-AP Pcard-AP	04012024 04112024	04/01/2024 04/11/2024	04/01/2024 04/11/2024	600.00 400.00 \$1,000.00	UTA Farepay Cards Reloads	105580.20.322210 - Travel: CPG - Adm 105580.20.322210 - Travel: CPG - Adm	
				-	\$1,056.25			
Utah Valley University (UVU)	Pcard-JC	1015286	04/17/2024	04/17/2024	182.00	Continuing Education Courses - SL	105330.20.322210 - Training: CPG - Ad	
				-	\$182.00			
Wall Consultant Group (WCG)	ACH.04122407	13297	03/29/2024	04/15/2024	9,203.00	Farmington N Station - Dec FINAL	105340.30.351031 - Consult Serv: Far	
				-	\$9,203.00			
Walmart	Pcard-JC	04082024	04/08/2024	04/08/2024	50.00	CAC Gift Cards_4.2.24 meeting	105610.10.301200 - Supplies: Local Fu	
				-	\$50.00			
Zoom Video Communications Inc. Zoom Video Communications Inc.	Pcard-RH Pcard-RH	INV250617298 INV250617298	04/05/2024 04/05/2024	04/05/2024 04/05/2024 _	2,559.37 7,678.11 \$10,237.48	Q1 - Q3 FY25 Fees (Annual 3/31/24 - 3/30/25)	105530.99.999000 - Telephone/Data: In 1013600 - Prepaid Supplies/Services	
				-	\$10,237.48			
				=	\$602,645.47			

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
	\$634,036.86	\$2,022,437.40	-\$1,217,125.74	\$1,439,348.52

Credits

Electronic deposits/bank credits

Effective	Posted		
date	date	Amount	Transaction detail
	04/02	11.27	Allstate Ins CO Hist Rtn 240402 00000804096701 Amir Sabino
	04/15	500,000.00	Utah State Treas Mixed 240412 0533 Wasatch Front Regional
	04/17	50,000.00	Finet EFT 8019577760 240416 202404160458937 NTE*24A1284553 *81353E *Was
	04/18	525,260.00	Finet EFT 8019577760 240417 202404170459123 NTE*24A1299462 *81353E *Was
	04/23	725.00	Desktop Check Deposit
	04/26	50,000.00	Utah Transit Aut Uta EFT 1109053 Uta EFT
	04/26	436,910.96	Finet EFT 8019577760 240425 202404250460654 NTE*24A1449200 *81353E *Was
	04/29	12,105.29	Asap Grant Pay 240429 042924H0000341 2\
	04/29	25,000.00	Finet EFT 8019577760 240426 202404260461014 NTE*24A1452486 *81353E *Was
	04/29	61,190.36	Finet EFT 8019577760 240426 202404260460930 NTE*24A1452395 *81353E *Was
	04/29	99,024.85	Finet EFT 8019577760 240426 202404260460931 NTE*24A1452396 *81353E *Was
	04/29	262,209.67	Fhwa Treas 310 Misc Pay 042924 xxxxx0500 Rmr*IV*Wfrc3*Ai*262209.67*262209.67*0.00\
		\$2,022,437.40	Total electronic deposits/bank credits
		\$2,022,437.40	Total credits



Debits	c debits/bank d	phits	
Effective	Posted	CONS	
date	date	Amount	Transaction detail
	04/01	2,824.25 <	Business to Business ACH Debit - *Lincoln Natlife Prempaymnt 1555992 91000011182208
	04/02	161.50	Emi Health Ins Prem 50700017 Wasatchfrontregionalco
	04/02	48,852.65	Utah State Retir Urs Paymnt U999500733381 Wasatch Front Reg Coun
	04/03	95,008.42	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	04/05	4,626.24	Healthequity Inc Healthequi 04 Apr 6960993 Wasatch Front Regional
	04/05	16,570.15 <	Business to Business ACH Debit - IRS Usataxpymt 040524 270449671386226 Wasatch Front Regional
	04/05	48,877.67	Utah State Retir Urs Paymnt U999500733382 Wasatch Front Reg Coun
	04/08	5,165.10	Utah801/297-7703 Tax Paymnt xxxxx6192 x
	04/10	6,436.46 <	Business to Business ACH Debit - Workforce Servic Utah Uitax 240409 2011173 Wasatch Front Regional
	04/15	418,634.39	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	04/17	94,363.14	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	04/19	4,673.49	Healthequity Inc Healthequi 18 Apr 6960993 Wasatch Front Regional
	04/19	16,604.75 <	Business to Business ACH Debit - IRS Usataxpymt 041924 270451031097126 Wasatch Front Regional
	04/22	5,166.99	Utah801/297-7703 Tax Paymnt xxxxx7888 x
	04/23	49,160.54	Utah State Retir Urs Paymnt U999500733383 Wasatch Front Reg Coun
	04/29	400,000.00 <	Business to Business ACH Debit - Utah State Treas Mixed 240426 0533 Wasatch Front Regional
		\$1,217,125.74	Total electronic debits/bank debits
		\$1,217,125.74	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
03/31	634,036.86	04/08	411,962.15	04/19	946,509.92
04/01	631,212.61	04/10	405,525.69	04/22	941,342.93
04/02	582,209.73	04/15	486,891.30	04/23	892,907.39
04/03	487,201.31	04/17	442,528.16	04/26	1,379,818.35
04/05	417,127.25	04/18	967,788.16	04/29	1,439,348.52
	Average daily ledger balance	\$738,420.17			

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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 CFO 41 NO. RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account			Account Period
533		April 01, 202	4 through April 30, 2024
Summary			
Beginning Balance	\$ 2,751,190.09	Average Daily Balance	\$ 2,511,190.09
Deposits	\$ 411,242.26	Interest Earned	\$ 11,242.26
Withdrawals	\$ 500,000.00	360 Day Rate	5.3722
Ending Balance	\$ 2,662,432.35	365 Day Rate	5.4469
Date Activity	D	eposits Withdrawals	Balance

Dutt	neuvity		vv itilui u vuis	Dalance
04/01/2024	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 2,751,190.09
04/15/2024	funds tr	\$ 0.00	\$ 500,000.00	\$ 2,251,190.09
04/29/2024	funds tr	\$ 400,000.00	\$ 0.00	\$ 2,651,190.09
04/30/2024	REINVESTMENT	\$ 11,242.26	\$ 0.00	\$ 2,662,432.35
04/30/2024	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 2,662,432.35

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 CFO 41 NORTH RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
8761				April 01, 2024	through April 30, 2024
Summary					
Beginning Ba	lance	\$ 1,264,550.25	Average Dai	ly Balance	\$ 1,264,550.25
Deposits		\$ 5,661.22	Interest Earn	ed	\$ 5,661.22
Withdrawals		\$ 0.00	\$ 0.00 360 Day Rate		5.3722
Ending Balan	ce	\$ 1,270,211.47	365 Day Rat	e	5.4469
Date	Activity	D	Deposits	Withdrawals	Balance
04/01/2024	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 1,264,550.25
04/30/2024	REINVESTMENT	\$ 5	,661.22	\$ 0.00	\$ 1,270,211.47
04/30/2024	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 1,270,211.47

			Bank Statement Balance:			
	Outstanding	Checks & Withdi	awals			
Payee Name	Reference	Paid Date	Void Date	Amount		
Health Equity	EFT.0530241544.258	05/31/2024		4,626.24		
Utah State Tax Commission	EFT.0530241544.82	05/31/2024		5,157.60		
		Outsta	nding Checks & V	Vithdrawals Total:	\$9,783.84	
			Calculat	ed Book Balance:	\$683,240.03	
			Genera	I Ledger Balance:	\$683,240.03	
	Ca	alculated Book B	alance vs Genera	I Ledger Balance:	\$0.00	

MAG

Bank Statement Start Balance: \$1,439,348.52

Туре	Reconciled Deposits Reference	Date	Amount	
	Reference		13,540.00	
Deposit		05/03/2024		
Deposit		05/03/2024	75,000.00	
Deposit		05/10/2024	9,375.00	
Deposit		05/10/2024	10,155.00	
Deposit		05/22/2024	1,948.61	
Deposit		05/28/2024	9,180.05	
Deposit		05/28/2024	17,329.88	
Deposit		05/28/2024	76,949.74	
Deposit		05/28/2024	90,008.96	
Deposit		05/30/2024	9,500.00	
Deposit		05/31/2024	150.00	
Deposit		05/31/2024	1,375.61	
Deposit		05/31/2024	9,599.00	
		Reconciled I	Deposits & Transfers Total:	\$324,111.8
	Reconciled Checks &	Withdrawals		
Payee Name	Reference	Date	Amount	
EMI Health	EFT	05/01/2024	156.75	
Lincoln Financial Life Ins Co	EFT	05/01/2024	2,857.69	
Health Equity	EFT.0503241521.258	05/03/2024	4,626.24	
Utah State Tax Commission	EFT.0503241521.82	05/03/2024	5,165.83	
Internal Revenue Service	EFT.0503241521.38	05/03/2024	16,592.75	
Payroll DD	0503241200	05/03/2024	101,647.95	
Utah Local Governments Trust (ULGT)	EFT	05/13/2024	1,436.42	
Health Equity	EFT.0517241154.258	05/17/2024	4,673.49	
Utah State Tax Commission	EFT.0517241149.82	05/17/2024	5,143.79	
Internal Revenue Service	EFT.0517241149.38	05/17/2024	16,561.26	
			48,827.63	
Utah Retirement Systems (URS)	EFT.0517241157.80	05/17/2024		
Payroll DD	0517241200	05/17/2024	102,354.22	
Utah Retirement Systems (URS)	EFT.0520241310.80	05/20/2024	48,827.63	
PGI Services	ACH.0528241451.159	05/30/2024	82.93	
UNUM Life Insurance Co.	ACH.0528241451.72	05/30/2024	150.90	
PEHP FLEX Benefits	ACH.0528241451.54	05/30/2024	291.05	
PEHP FLEX Benefits	ACH.0528241451.54	05/30/2024	291.05	
QuickTurn Concepts	ACH.0528241451.60	05/30/2024	485.00	
Intermountain Healthcare EAP	ACH.0528241451.37	05/30/2024	575.00	
Six County AOG	ACH.0528241451.289	05/30/2024	857.14	
Horrocks Engineers, LLC	ACH.0528241451.34	05/30/2024	1,092.00	
Kimley Horn	ACH.0528241451.41	05/30/2024	1,436.00	
RRJ Consulting	ACH.0528241451.62	05/30/2024	2,000.00	
WTS - Northern Utah Chapter	ACH.0528241451.85	05/30/2024	2,000.00	
Utah Clean Air Partnership (UCAIR, Inc)	ACH.0528241451.202	05/30/2024	2,500.00	
Design Workshop, Inc	ACH.0528241451.20	05/30/2024	3,225.00	
Onward Technology, LLC	ACH.0528241451.326	05/30/2024	3,898.98	
Onward Technology, LLC	ACH.0528241451.326	05/30/2024	3,908.98	
KGRW & Associates, LLC	ACH.0528241451.318	05/30/2024	4,000.00	
Penna Powers Inc	ACH.0528241451.516	05/30/2024	4,000.00	
Kimley Horn	ACH.0528241451.56 ACH.0528241451.41	05/30/2024	4,361.25	
Arcadis, a California Partnership	ACH.0528241451.310	05/30/2024	6,088.55	
Design Workshop, Inc	ACH.0528241451.20	05/30/2024	6,420.00	
Citta Designs (Citi Design)	ACH.0528241451.364	05/30/2024	6,457.07	
Design Workshop, Inc	ACH.0528241451.20	05/30/2024	7,010.00	
Parametrix, Inc	ACH.0528241451.53	05/30/2024	7,179.58	
Kimley Horn	ACH.0528241451.41	05/30/2024	7,880.80	
Barker Leavitt, PLLC	ACH.0528241451.6	05/30/2024	8,000.00	
Logan Simpson Design, Inc	ACH.0528241451.183	05/30/2024	8,104.50	
Kimley Horn	ACH.0528241451.41	05/30/2024	8,400.00	
Metro Analytics LLC (Coeur Capital Inc)	ACH.0528241451.290	05/30/2024	8,513.13	
Downtown Redevelopment Services, LLC	ACH.0528241451.309	05/30/2024	10,980.25	
Resource Systems Group, Inc (RSG)	ACH.0528241451.61	05/30/2024	11,420.27	
Avenue Consultants	ACH.0528241451.4	05/30/2024	12,766.25	
GSBS PC	ACH.0528241451.31	05/30/2024	12,871.03	
GSBS PC	ACH.0528241451.31 ACH.0528241451.31	05/30/2024	13,114.04	
Fehr & Peers	ACH.0528241451.31 ACH.0528241451.24	05/30/2024	13,114.04	
	AULUU/07414:11/74	UJ/JU/ZUZ4	10,007.00	
Parametrix, Inc	ACH.0528241451.53	05/30/2024	14,908.47	

Parametrix, Inc	ACH.0528241451.53	05/30/2024	15,056.53	
Horrocks Engineers, LLC	ACH.0528241451.34	05/30/2024	15,318.72	
Avenue Consultants	ACH.0528241451.4	05/30/2024	16,549.65	
Mountainland Association of Governments (MA	ACH.0528241451.51	05/30/2024	17,424.78	
Kimley Horn	ACH.0528241451.41	05/30/2024	19,793.20	
Avenue Consultants	ACH.0528241451.4	05/30/2024	20,380.19	
Utah Department of Transportation (UDOT)	ACH.0528241451.225	05/30/2024	21,250.00	
Utah Division of Finance	ACH.0528241451.81	05/30/2024	22,854.75	
MGB+A, Inc.	ACH.0528241451.48	05/30/2024	26,566.25	
Metro Analytics LLC (Coeur Capital Inc)	ACH.0528241451.290	05/30/2024	29,500.00	
KGRW & Associates, LLC	ACH.0528241451.318	05/30/2024	32,398.82	
Kimley Horn	ACH.0528241451.41	05/30/2024	35,880.00	
Fielding Group, LLC	ACH.0528241451.26	05/30/2024	38,585.05	
Better City LLC	ACH.0528241451.172	05/30/2024	41,350.00	
Public Employees Health Program (PEHP)	ACH.0528241451.59	05/30/2024	44,125.82	
Internal Revenue Service	EFT.0530241544.38	05/31/2024	16,463.47	
Payroll DD	0531241200	05/31/2024	99,289.65	
•		Reconciled Checl	s & Withdrawals Total:	\$1,07

Bank Statement End Balance:

\$1,070,436.50 \$693,023.87

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Amazon	Pcard-JC	111-3515770-989	05/22/2024	05/22/2024	2.84		105610.10.301000 - Supplies: Miscella	
Amazon	Pcard-JC	111-3515770-989	05/22/2024	05/22/2024	9.90		105610.10.301000 - Supplies: Miscella	
Amazon	Pcard-JC	111-3515770-989	05/22/2024	05/22/2024	57.03		105610.10.301000 - Supplies: Miscella	
Amazon	Pcard-JC	114-2516507-868	05/15/2024	05/15/2024	65.79		105610.10.301200 - Supplies: Local Fu	
Amazon Amazon	Pcard-JC Pcard-JC	114-9366155-742 114-9366155-742	05/21/2024 05/21/2024	05/21/2024 05/21/2024	12.80 18.02		105610.10.301200 - Supplies: Local Fu 105610.10.301200 - Supplies: Local Fu	
Amazon	F Calu-JC	114-9300133-742	03/21/2024	03/21/2024	\$166.38		103010.10.301200 - Supplies. Eddarf u	
				-	\$166.38			
Arcadis, a California Partnership	ACH.05282414	10018449	04/08/2024	05/30/2024		Brighton - Feb	105340.30.353009 - Consult Serv: Brig	
					\$6,088.55			
Avenue Consultants	ACH.05282414	10249	04/30/2024	05/30/2024	20,380.19	SLC N Temple Econ Dev - Feb	105340.30.353016 - Consult Serv: SLC	
Avenue Consultants	ACH.05282414	10384	04/30/2024	05/30/2024	12,766.25		105340.30.351038 - Consult Serv: Davi	
Avenue Consultants	ACH.05282414	10386	04/30/2024	05/30/2024	16,549.65	SLC N Temple Econ Dev - Mar	105340.30.353016 - Consult Serv: SLC	
					\$49,696.09			
				-	\$49,696.09			
Barker Leavitt, PLLC	ACH.05282414	110-0424	04/30/2024	05/30/2024	8,000.00	Legislative Consulting - Apr	105340.50.341200 - Consult Serv: Legi	
				-	\$8,000.00			
Better City LLC	ACH.05282414	1944	04/30/2024	05/30/2024	41,350.00	Layton Econ Dev - Mar	105340.30.351039 - Consult Serv: Layt	
				-	\$41,350.00			
Bluehost	Pcard-AP	05032024	05/03/2024	05/03/2024	7.76	website domain -WFRC - monthly	105670.99.999000 - Software: Indirect	
				-	\$7.76			
Citta Designs (Citi Design)	ACH.05282414	2024-040	04/30/2024	05/30/2024	6,457.07	Morgan Downtown - Mar	105340.30.352013 - Consult Serv: Mor	
				-	\$6,457.07			
Clark Planetarium	Pcard-RH	05022024	05/02/2024	05/02/2024	61.20	Wellness Activity	105610.10.301200 - Supplies: Local Fu	
				-	\$61.20			
Clifton Strengths (Gallup)	Pcard-JC	05102024	05/10/2024	05/10/2024	64.07	Clifton Strengths Flash Cards - KW	105330.99.999000 - Training: Indirect C	
					\$64.07			
Constant Contact	Pcard-RH	05302024	05/30/2024	05/30/2024	81.90	Monthly billing - May	105670.99.999000 - Software: Indirect	
					\$81.90			
Design Workshop, Inc	ACH.05282414	0077159	04/08/2024	05/30/2024	3,225.00	SAP West Jordan Old Bingham Hwy - Feb	105340.50.360207 - Consult Serv: SAP	
Design Workshop, Inc	ACH.05282414	0077520	04/29/2024	05/30/2024	6,420.00		105340.50.360207 - Consult Serv: SAP	
Design Workshop, Inc	ACH.05282414	0077668	04/30/2024	05/30/2024	7,010.00	SL County SW Waterways - Mar	105340.30.353007 - Consult Serv:SLC	
					\$16,655.00			
				-	\$16,655.00			
Downtown Redevelopment Services,	ACH.05282414	753	04/30/2024	05/30/2024	5,210.25	West Point GP - Dec	105340.30.351037 - Consult Serv: Wes	
Downtown Redevelopment Services,	ACH.05282414	796	04/30/2024	05/30/2024	5,770.00	West Point GP - Apr FINAL	105340.30.351037 - Consult Serv: Wes	
					\$10,980.25			
				-	\$10,980.25			
EMI Health	EFT	COMM50702024	05/01/2024	05/01/2024	156.75	telemed - May	105210.99.998000 - Fringe Benefits: In	
				-	\$156.75			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Fehr & Peers	ACH.05282414	174217	04/29/2024	05/30/2024	1.064.54	• • • • •	105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05282414	174217	04/29/2024	05/30/2024	2,262.26		105340.20.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05282414	174217	04/29/2024	05/30/2024	3,326.95		105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.05282414	174217	04/29/2024	05/30/2024	6,653.75	5	105340.40.322215.0018 - Consult Serv	
			0 11201202 1		\$13,307.50			
				-	\$13,307.50			
Fielding Group, LLC	ACH.05282414	567	05/01/2024	05/30/2024		Building lease -May	105441.99.999000 - Building Lease Co	
				-	\$38,585.05			
First Digital	Pcard-AP	05152024	05/15/2024	05/15/2024	400.41	Internet - May	105530.99.999000 - Telephone/Data: In	
T list Digital	F Calu-AF	03132024	03/13/2024	03/13/2024	\$400.41	Internet - May	103330.39.399000 - Telephone/Data. In	
Github Inc.	Pcard-AP	05192024	05/19/2024	05/19/2024	-	monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
					\$5.00	········, ······g- ······		
	Decard DU	05040004	05/04/0004	05/04/0004	• • • • •	Olaved Otama and Ann		
Google LLC Google LLC	Pcard-RH Pcard-RH	05012024 06012024	05/01/2024 05/30/2024	05/01/2024 05/30/2024	73.65 87.98	Cloud Storage - Apr Cloud Storage - May	105670.99.999000 - Software: Indirect 105670.99.999000 - Software: Indirect	
	F Cald-INI	00012024	03/30/2024	05/50/2024 _	\$161.63	Cloud Storage - May	103070.99.999000 - Software. Indirect	
Grammarly	Pcard-RH	05022024	05/02/2024	05/02/2024	155.16	Grammarly - Annual - Communications	105670.99.999000 - Software: Indirect	
				-	\$155.16			
GSBS PC	ACH.05282414	42920	04/30/2024	05/30/2024	12 871 03	Sandy General Plan - Feb	105340.30.330215 - Consult Serv: San	
GSBS PC	ACH.05282414	43056	04/30/2024	05/30/2024	13,114.04	,	105340.30.330215 - Consult Serv: San	
					\$25,985.07	,		
				-	\$25,985.07			
Health Equity	EFT.050324152	PR042624-258	05/03/2024	05/03/2024	4,626.24	HSA	1022500 - HSA W/H Payable	
Health Equity	EFT.051724115	2r6cakx	05/17/2024	05/17/2024	47.25	HSA fees - May	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT.051724115	PR051024-258	05/17/2024	05/17/2024	4,626.24		1022500 - HSA W/H Payable	
				-	\$4,673.49		,	
Health Equity	EFT.053024154	PR052424-258	05/31/2024	05/31/2024	4,626.24	HSA	1022500 - HSA W/H Payable	
				-	\$13,925.97			
Horrocks Engineers, LLC	ACH.05282414	82338	04/30/2024	05/30/2024	15,318.72	Grantsville Master Plan - Nov FINAL	105340.30.352011 - Consult Serv: Gra	
Horrocks Engineers, LLC	ACH.05282414	85081	04/30/2024	05/30/2024	1,092.00	Millcreek Master Trail - Dec	105340.30.353014 - Consult Serv: Millc	
				_	\$16,410.72			
					\$16,410.72			
Hyatt Hotels	Pcard-AG	153761	05/01/2024	05/01/2024	514.44	UAC leg. Conference Hotel	105580.20.322210 - Travel: CPG - Adm	
				-	\$514.44			
Intermountain Healthcare EAP	ACH.05282414	EAP-05006	04/30/2024	05/30/2024	575.00	EAP Q1 2024	105210.99.998000 - Fringe Benefits: In	
				-	\$575.00			
			05/00/000	05/00/000 *				
Internal Revenue Service	EFT.050324152		05/03/2024	05/03/2024		Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.050324152	PR042024-38	05/03/2024	05/03/2024 _		Federal Income Tax	1021000 - Federal Tax W/H Payable	
					\$16,592.75			
Internal Revenue Service	EFT.051724114		05/17/2024	05/17/2024	-,	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.051724114	PR051024-38	05/17/2024	05/17/2024 _	13,008.66	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					\$16,561.26			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Internal Revenue Service Internal Revenue Service	EFT.053024154 EFT.053024154	PR052424-38 PR052424-38	05/31/2024 05/31/2024	05/31/2024 05/31/2024	3,562.10 12,901.37 \$16,463.47	Medicare Tax Federal Income Tax	1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	
KGRW & Associates, LLC KGRW & Associates, LLC	ACH.05282414 ACH.05282414	2580 2597	04/30/2024 04/30/2024	- 05/30/2024 05/30/2024	\$49,617.48 32,398.82 4,000.00	SAP Taylorsville - Feb SAP Taylorsville - Mar	105340.50.360208 - Consult Serv: SAP 105340.50.360208 - Consult Serv: SAP	
,				-	\$36,398.82 \$36,398.82			
Kimley Horn Kimley Horn	ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414	27295325 27295325 27295325 27407197 27407263 27407266 27626583 27627454 27627454 27627454 27627454 27627454 27627454	04/08/2024 04/08/2024 04/08/2024 04/08/2024 03/29/2024 03/29/2024 04/30/2024 04/30/2024 04/30/2024 04/30/2024 04/30/2024 04/30/2024	05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024 05/30/2024	1,176.24 1,999.61 3,528.71 1,436.00 18,600.00 17,280.00 8,400.00 2,954.21 2,954.21	SWSLCO - Feb WFRC Cottonwood Hts Trail - Feb Weber County ATP - Feb Perry Hwy 89 - Feb Weber County ATP - Mar SWSLCO - Mar MAG SWSLCO - Mar UDA SWSLCO - Mar UDOT SWSLCO - Mar WFRC	105340.40.322215.0033 - Consult Serv 105340.40.322215.0033 - Consult Serv 105340.40.322215.0033 - Consult Serv 105340.30.352016 - Consult Serv: SLS 105340.30.353010.2 - Consult Serv: Web 105340.30.351026 - Consult Serv: Web 105340.30.351026 - Consult Serv: Web 105340.40.322215.0033 - Consult Serv 105340.40.322215.0033 - Consult Serv 105340.30.352016 - Consult Serv: SLS 105340.30.353010.2 - Consult Serv: Co	
Lincoln Financial Life Ins Co	EFT	4697790773	05/01/2024	05/01/2024	\$77,751.25 2,857.69 \$2,857.69	Life, LTD, STD - May	1022300 - Lincoln Life Insurance W/H	
Logan Simpson Design, Inc	ACH.05282414	33964	04/30/2024	05/30/2024		Ogden Citywide Zoning - Mar	105340.30.351035 - Consult Serv: Og	
Metro Analytics LLC (Coeur Capital I Metro Analytics LLC (Coeur Capital I	ACH.05282414 ACH.05282414	13 14	04/29/2024 05/07/2024	05/30/2024 05/30/2024	8,513.13 \$38,013.13	Ec Analysis UTP - Mar UTA Ec Analysis UTP - Apr UTA	105340.40.322215.0031 - Consult Serv 105340.40.322215.0031 - Consult Serv	
MGB+A, Inc.	ACH.05282414	2024-184	04/30/2024	05/30/2024	\$38,013.13 26,566.25 \$26,566.25	Cottonwood Heights TC Jan - Mar	105340.30.353010.1 - Consult Serv: Co	
Mountainland Association of Govern	ACH.05282414	INV0606	04/08/2024	05/30/2024	. ,	Active Trans Calibration	105340.20.322215.3430 - Consult Serv	
myCoke	Pcard-JC	05212024	05/21/2024	05/21/2024	80.00 \$80.00	Drinks for Conference Rooms	105610.10.301200 - Supplies: Local Fu	
National Association of Regional Co National Association of Regional Co	Pcard-AP Pcard-AP	05062024 CREDIT_051020	05/06/2024 05/10/2024	05/06/2024 05/10/2024 -	-595.00 (\$385.00)	NARC Mobile Tours Nate Currey_NARC REFUND	105580.20.322210 - Travel: CPG - Adm 105330.20.322210 - Training: CPG - Ad	
NY Times	Pcard-RH	05132024	05/13/2024	05/13/2024	(\$385.00) 12.00 \$12.00	NY Times monthly subscription	105610.10.301200 - Supplies: Local Fu	

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Onward Technology, LLC	ACH.05282414	81082	04/08/2024	05/30/2024	1,026.00		105670.99.999000 - Software: Indirect	
Onward Technology, LLC	ACH.05282414	81082	04/08/2024	05/30/2024	2,882.98		105430.99.999000 - Maintenance: Indir	
Onward Technology, LLC Onward Technology, LLC	ACH.05282414 ACH.05282414	81207 81207	05/01/2024 05/01/2024	05/30/2024 05/30/2024	1,026.00 2,872.98	0 1 ,	105670.99.999000 - Software: Indirect 105430.99.999000 - Maintenance: Indir	
Onward Technology, ELC	ACH.05262414	01207	03/01/2024	05/30/2024 _	\$7,807.96	Monully - May	105450.99.999000 - Maintenance. Indi	
				-	\$7,807.96			
OpenStreetMap	Pcard-JC	12171	05/01/2024	05/01/2024		State of the Map US 2024 Conference - JR	105330.20.322210 - Training: CPG - Ad	
				-	\$500.00			
Parametrix, Inc	ACH.05282414	54187	04/30/2024	05/30/2024	15,056.53	Shield's Lane - Feb	105340.30.353015 - Consult Serv: Sout	
Parametrix, Inc	ACH.05282414	55135	04/30/2024	05/30/2024		N Ogden ATP - Mar	105340.30.351027 - Consult Serv: N O	
Parametrix, Inc	ACH.05282414	55137	04/30/2024	05/30/2024		Shield's Lane - Mar	105340.30.353015 - Consult Serv: Sout	
Parametrix, Inc	ACH.05282414	55138	04/30/2024	05/30/2024 _	7,179.58	Midvale TMP - Mar	105340.30.353013 - Consult Serv: Midv	
				-	\$37,144.58 \$37,144.58			
PEHP FLEX Benefits	ACH.05282414	PR041224-54	04/19/2024	05/30/2024		Flex Spend Acct	1022400 - Flexible Spending Account	
PEHP FLEX Benefits	ACH.05282414	PR042624-54	05/03/2024	05/30/2024		Flex Spend Acct	1022400 - Flexible Spending Account	
					\$582.10			
				-	\$582.10			
Penna Powers Inc	ACH.05282414	028406	04/30/2024	05/30/2024	976.25	Creative Support - Mar	105340.10.301200.1 - Consult Serv: Lo	
Penna Powers Inc	ACH.05282414	028406	04/30/2024	05/30/2024	1,120.00		105340.10.301200.1 - Consult Serv: Lo	
Penna Powers Inc	ACH.05282414	028406	04/30/2024	05/30/2024	2,105.00	Strategic Communications - Mar	105340.10.301200.1 - Consult Serv: Lo	
				-	\$4,201.25			
PGI Services	ACH.05282414	MI10612	04/30/2024	05/30/2024	\$4,201.25 82.93	kitchen supplies, coffee, creamer	105610.10.301200 - Supplies: Local Fu	
r Gi Seivices	ACH.05262414	WII10012	04/30/2024			Richen supplies, collee, creamer	105010.10.301200 - Supplies. Local Fu	
		05100001	05/40/0004	05/40/0004	\$82.93			
Posit Software/ShinyApps	Pcard-JC	05132024	05/13/2024	05/13/2024 -		RAM Subscription - Analytics Group	105670.20.322210 - Software: CPG - A	
Public Employees Health Program (ACH.05282414	316163	05/01/2024	05/30/2024	\$52.80	Health, Dental & Vision - May	1022000 - PEHP Insurance W/H Payab	
Fublic Employees Health Frogram (AG11.03282414	310103	03/01/2024		\$44,125.82		1022000 - FEITE Insulance Will Fayab	
Quench USA Inc	Pcard-AP	05062024	05/06/2024	05/06/2024	198.00	quarterly water service	105430.99.999000 - Maintenance: Indir	
				-	\$198.00			
QuickTurn Concepts	ACH.05282414	1448	04/30/2024	05/30/2024	485.00	Office reconfigure - KW	105610.10.301200 - Supplies: Local Fu	
				-	\$485.00			
Resource Systems Group, Inc (RSG)	ACH.05282414	52344	04/30/2024	05/30/2024	393.43	Household Travel Survey - Mar Cache	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.05282414	52344	04/30/2024	05/30/2024	557.31		105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.05282414	52344	04/30/2024	05/30/2024		Household Travel Survey - Mar UTA	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG)	ACH.05282414 ACH.05282414	52344 52344	04/30/2024 04/30/2024	05/30/2024 05/30/2024	1,968.85 2.625.52	Household Travel Survey - Mar MAG Household Travel Survey - Mar UDOT	105340.40.322215.3423 - Consult Serv 105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG) Resource Systems Group, Inc (RSG)	ACH.05282414 ACH.05282414	52344 52344	04/30/2024	05/30/2024	2,625.52		105340.40.322215.3423 - Consult Serv 105340.50.322215.3423 - Consult Serv	
	//011.00202414	02077	07/00/2024		\$11,420.27		1000+0.00.022210.0+20 - 00115011 061V	
				-	\$11,420.27			
Routledge (Taylor & Francis)	Pcard-JC	05292024	05/29/2024	05/29/2024	146.55	The sustainable Urban Design Handbook	105330.20.322210 - Training: CPG - Ad	
				-	\$146.55			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
RJ Consulting	ACH.05282414	WFRC202405	05/01/2024	05/30/2024	2,000.00	Legislative Consulting - May	105340.50.341200 - Consult Serv: Legi	
				-	\$2,000.00			
ix County AOG	ACH.05282414	7384	04/30/2024	05/30/2024	857.14	2024 UAC Sponsorship	105610.20.322210 - Supplies: CPG - A	
				_	\$857.14			
NUM Life Insurance Co.	ACH.05282414	050124	05/01/2024	05/30/2024	150.90	LTC - May	105210.99.998000 - Fringe Benefits: In	
					\$150.90			
tah Clean Air Partnership (UCAIR, I	ACH.05282414	2024-017	04/30/2024	05/30/2024	,	Annual Summit Sponsorship	105610.20.322210 - Supplies: CPG - A	
					\$2,500.00			
ah Department of Transportation (ACH.05282414	RE246*153	04/29/2024	05/30/2024	21,250.00	FY24 Joint Statewide Planning Work Program	105340.20.322215.0026 - Consult Serv	
ah Department of Transportation (Pcard-JC	aKqnlzd	05/09/2024	05/09/2024	131.51	Aeronautics conference - MW	105330.30.330200 - Training: TLC Adm	
					\$21,381.51			
tah Division of Finance tah Division of Finance tah Division of Finance tah Division of Finance	ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414 ACH.05282414	24041020816004 24041020816013 24041020816023 24041020816037	04/10/2024 04/10/2024 04/10/2024 04/10/2024	05/30/2024 05/30/2024 05/30/2024 05/30/2024 	10,956.47 7,542.47	Pcard - AP Pcard - RH Pcard - JC Pcard - AG	1020190 - P-Card Clearing 1020190 - P-Card Clearing 1020190 - P-Card Clearing 1020190 - P-Card Clearing	
				-	\$22,854.75			
ah Local Governments Trust (ULG	EFT	1613032	05/13/2024	05/13/2024		WC - New Premium Apr - June	105210.99.998000 - Fringe Benefits: In	
Itah Retirement Systems (URS) Itah Retirement Systems (URS)	EFT.051724115 EFT.051724115 EFT.051724115 EFT.051724115 EFT.051724115 EFT.051724115 EFT.051724115	PR042624-80 PR042624-80 PR042624-80 PR042624-80 PR042624-80 PR042624-80 PR042624-80	05/03/2024 05/03/2024 05/03/2024 05/03/2024 05/03/2024 05/03/2024 05/03/2024	05/17/2024 05/17/2024 05/17/2024 05/17/2024 05/17/2024 05/17/2024 05/17/2024	1,959.28 6,140.92 6,318.80 13,819.73	Roth IRA URS 401(k) Tier 2 401(k) DC	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	
				-	\$48,827.63			
Itah Retirement Systems (URS) Itah Retirement Systems (URS)	EFT.052024131 EFT.052024131 EFT.052024131 EFT.052024131 EFT.052024131 EFT.052024131 EFT.052024131	PR051024-80 PR051024-80 PR051024-80 PR051024-80 PR051024-80 PR051024-80 PR051024-80 PR051024-80	05/17/2024 05/17/2024 05/17/2024 05/17/2024 05/17/2024 05/17/2024 05/17/2024	05/20/2024 05/20/2024 05/20/2024 05/20/2024 05/20/2024 05/20/2024 05/20/2024	1,959.28 6,140.92 6,318.80 13,819.73	Roth IRA URS 401(k) Tier 2 401(k) DC	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	
				-	\$97,655.26			
tah State Tax Commission	EFT.050324152	PR042624-82	05/03/2024	05/03/2024	5,165.83	State Income Tax	1021200 - State Tax W/H Payable	
tah State Tax Commission	EFT.051724114	PR051024-82	05/17/2024	05/17/2024	5,143.79	State Income Tax	1021200 - State Tax W/H Payable	
tah State Tax Commission	EFT.053024154	PR052424-82	05/31/2024	05/31/2024	5,157.60	State Income Tax	1021200 - State Tax W/H Payable	
				-	\$15,467.22			
tah Transit Authority (UTA) tah Transit Authority (UTA)	Pcard-AP Pcard-AP	968833 & 968832 968833 & 968832	05/09/2024 05/09/2024	05/09/2024 05/09/2024	150.00	UTA transit Passes (2) UTA Farepay Cards Reloads	105580.20.322210 - Travel: CPG - Adm 105580.20.322210 - Travel: CPG - Adm	
				-	\$800.00			

Pavee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
WTS - Northern Utah Chapter	ACH.05282414	121	04/29/2024	05/30/2024	2,000.00	Gold Chapter Sponsorship - WTS	105610.20.322210 - Supplies: CPG - A	
					\$2,000.00			
					\$780,082.33			

State marging a last



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	\$1,439,348.52	\$324,111.85	-\$1,070,436.50	\$693,023.87

Credits

Electronic deposits/bank credits

Effective	Posted	Amount	Transaction detail
date	<u>date</u> 05/02	13,540.00	Desktop Check Deposit
	05/03	75,000.00	Salt Lake County Net Pay 240501 0000003582 Wasatch Front Regional
	05/09	10,155.00	Desktop Check Deposit
	05/10	9,375.00	Mountainland Asc 05.09.2024 238 Wfrc
	05/21	1,948.61	Desktop Check Deposit
	05/28	9,180.05	Finet EFT 8019577760 240524 202405240466263 NTE*24A1553314 *81353E *Was
	05/28	17,329.88	Finet EFT 8019577760 240524 202405240466264 NTE*24A1553315 *81353E *Was
	05/28	76,949.74	Finet EFT 8019577760 240524 202405240466262 NTE*24A1553313 *81353E *Was
	05/28	90,008.96	Finet EFT 8019577760 240524 202405240466358 NTE*24A1553413 *81353E *Was
	05/30	11,124.61	Desktop Check Deposit
	05/31	9,500.00	Utah Transit Aut Uta EFT 1109053 Uta EFT
		\$324,111.85	Total electronic deposits/bank credits
		\$324,111.85	Total credits

Debits

Electronic debits/bank debits

Effective	Posted		
date	date	Amount	Transaction detail
	05/02	101,647.95	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/02	156.75	Emi Health Ins Prem 50700018 Wasatchfrontregionalco

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Effective	Posted		
date	date	Amount	Transaction detail
	05/03	2,857.69 <	Business to Business ACH Debit - +Lincoln Nationa EDI Pymnts Bx6Ta73Egj Rmr*IV*91000011196913Ardis-Prem\
	05/03	16,592.75 <	Business to Business ACH Debit - IRS Usataxpymt 050324 270452490358498 Wasatch Front Regional
	05/06	5,165.83	Utah801/297-7703 Tax Paymnt xxxxx3520 x
	05/07	4,626.24	Healthequity Inc Healthequi 06 May 6960993 Wasatch Front Regional
	05/15	102,354.22	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/15	1,436.42 <	Business to Business ACH Debit - UT Local Govt Tr Insurance 240514 7420406 Wasatch Front Regional
	05/17	16,561.26 <	Business to Business ACH Debit - IRS Usataxpymt 051724 270453830367213 Wasatch Front Regional
	05/20	4,673.49	Healthequity Inc Healthequi 17 May 6960993 Wasatch Front Regional
	05/20	5,143.79	Utah801/297-7703 Tax Paymnt 1768400000 x
	05/20	48,827.63	Utah State Retir Urs Paymnt U999500733384 Wasatch Front Reg Coun
	05/21	48,827.63	Utah State Retir Urs Paymnt U999500733385 Wasatch Front Reg Coun
	05/28	595,811.73	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/29	99,289.65	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	05/31	16,463.47 <	Business to Business ACH Debit - IRS Usataxpymt 053124 270455282262975 Wasatch Front Regional
		\$1,070,436.50	Total electronic debits/bank debits
		\$1,070,436.50	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	1,439,348.52	05/09	1,406,996.31	05/21	1,190,495.48
05/02	1,351,083.82	05/10	1,416,371.31	05/28	788,152.38
05/03	1,406,633.38	05/15	1,312,580.67	05/29	688,862.73
05/06	1,401,467.55	05/17	1,296,019.41	05/30	699,987.34
05/07	1,396,841.31	05/20	1,237,374.50	05/31	693,023.87
	Average daily ledger balance	\$1,246,723.36			

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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 CFO 41 NO. RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
533				May 01, 2024	through May 31, 2024
Summary					
Beginning Ba	lance	\$ 2,662,432.35	Average Da	aily Balance	\$ 2,662,432.35
Deposits		\$ 12,281.75	Interest Ear	med	\$ 12,281.75
Withdrawals		\$ 0.00	360 Day Ra	ate	5.3570
Ending Balan	ce	\$ 2,674,714.10	365 Day Ra	ate	5.4314
Date	Activity	D	Deposits	Withdrawals	Balance
05/01/2024	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 2,662,432.35
05/31/2024	REINVESTMENT	\$ 12	2,281.75	\$ 0.00	\$ 2,674,714.10
05/31/2024	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 2,674,714.10

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 CFO 41 NORTH RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account

8761		May 01, 202	24 through May 31, 2024	
Summary				
Beginning Balance	\$ 1,270,211.47	Average Daily Balance	\$ 1,270,211.47	
Deposits	\$ 5,859.46	Interest Earned	\$ 5,859.46	
Withdrawals	\$ 0.00	360 Day Rate	5.3570	
Ending Balance	\$ 1,276,070.93	365 Day Rate	5.4314	
Date Activity	П	enosits Withdrawals	Balance	

Date	Activity	Deposits	Withdrawals	Balance
05/01/2024	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 1,270,211.47
05/31/2024	REINVESTMENT	\$ 5,859.46	\$ 0.00	\$ 1,276,070.93
05/31/2024	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 1,276,070.93

Account Period

		Bank Statement Balance	: \$705,209.26
Outstar	nding Deposits & Trai	nsfers	
Reference	Date	Amount	
	06/28/2024	2,000.00	
	06/28/2024	300,000.00	
	Outs	tanding Deposits & Transfers Tota	: \$302,000.00
		Calculated Book Balance	: \$1,007,209.26
		General Ledger Balance	: \$1,007,209.26
	Calculated Book E	Balance vs General Ledger Balance	\$0.00
		Reference Date 06/28/2024 06/28/2024 06/28/2024 Outs	06/28/2024 2,000.00

MAM

Bank Statement Start Balance:

\$693,023.87

Reconciled Deposits & Transfers				
Туре	Reference	Date	Amount	
Deposit		06/03/2024	378,156.72	
Deposit		06/18/2024	3,212.42	
Deposit		06/21/2024	52.16	
Deposit		06/21/2024	15,000.00	
Transfer		06/26/2024	300,000.00	
Deposit		06/27/2024	6,884.04	
Deposit		06/27/2024	300,000.00	*4 000 005 04
Reconciled Deposits & Transfers Total: \$1,003,305.34				
Deves News	Reconciled Checks 8		A	
Payee Name	Reference	Date	Amount	
Health Equity	EFT.0530241544.258	05/31/2024	4,626.24	
Utah State Tax Commission EMI Health	EFT.0530241544.82	05/31/2024 06/01/2024	5,157.60	
Lincoln Financial Life Ins Co	EFT EFT	06/01/2024	166.25 2,829.09	
Utah Retirement Systems (URS)	EFT.0605241509.80	06/05/2024	48,595.42	
Onward Technology, LLC	ACH.0610240748.326	06/12/2024	12.00	
UNUM Life Insurance Co.	ACH.0610240748.72	06/12/2024	150.90	
PEHP FLEX Benefits	ACH.0610240748.54	06/12/2024	291.05	
Alta Planning and Design	ACH.0610240748.2	06/12/2024	1,354.80	
Landmark Design	ACH.0610240748.42	06/12/2024	1,500.00	
Alta Planning and Design	ACH.0610240748.2	06/12/2024	1,874.52	
Citta Designs (Citi Design)	ACH.0610240748.364	06/12/2024	2,899.66	
Design Workshop, Inc	ACH.0610240748.20	06/12/2024	4,871.67	
Arcadis, a California Partnership	ACH.0610240748.310	06/12/2024	4,930.23	
Horrocks Engineers, LLC	ACH.0610240748.34	06/12/2024	5,337.65	
Kimley Horn	ACH.0610240748.41	06/12/2024	6,480.00	
Avenue Consultants	ACH.0610240748.4	06/12/2024	7,788.75	
Design Workshop, Inc	ACH.0610240748.20	06/12/2024	8,255.00	
Design Workshop, Inc	ACH.0610240748.20	06/12/2024	9,703.59	
MGB+A, Inc. Utah Division of Finance	ACH.0610240748.48 ACH.0610240748.81	06/12/2024 06/12/2024	10,458.75 10,877.00	
Avenue Consultants	ACH.0610240748.4	06/12/2024	11,757.26	
Logan Simpson Design, Inc	ACH.0610240748.183	06/12/2024	21,722.00	
Horrocks Engineers, LLC	ACH.0610240748.34	06/12/2024	24,214.18	
Better City LLC	ACH.0610240748.172	06/12/2024	25,300.00	
Public Employees Health Program (PEHP)	ACH.0610240748.59	06/12/2024	44,125.82	
Health Equity	EFT.0624241007.258	06/14/2024	4,466.63	
Utah State Tax Commission	EFT.0624241007.82	06/14/2024	5,036.28	
Internal Revenue Service	EFT.0624241007.38	06/14/2024	16,154.95	
Utah Retirement Systems (URS)	EFT.0624241007.80	06/14/2024	47,693.49	
Payroll DD	0614241200	06/14/2024	92,625.42	
Health Equity	EFT	06/19/2024	35.70	
Kimley Horn	ACH.0619241152.41	06/21/2024	219,105.84	
PEHP FLEX Benefits	ACH.0619241155.54	06/24/2024	291.05	
GREENbike PGI Services	ACH.0619241155.30 ACH.0619241155.159	06/24/2024 06/24/2024	300.00 381.21	
RRJ Consulting	ACH.0619241155.62	06/24/2024	2,000.00	
Design Workshop, Inc	ACH.0619241155.20	06/24/2024	3,778.75	
Onward Technology, LLC	ACH.0619241155.326	06/24/2024	5,239.77	
Penna Powers Inc	ACH.0619241155.56	06/24/2024	6,888.75	
GSBS PC	ACH.0619241155.31	06/24/2024	7,371.64	
Barker Leavitt, PLLC	ACH.0619241155.6	06/24/2024	8,000.00	
Metro Analytics LLC (Coeur Capital Inc)	ACH.0619241155.290	06/24/2024	10,030.90	
Parametrix, Inc	ACH.0619241155.53	06/24/2024	10,177.25	
KGRW & Associates, LLC	ACH.0619241155.318	06/24/2024	12,464.65	
Fehr & Peers	ACH.0619241155.24	06/24/2024	17,895.00	
Horrocks Engineers, LLC	ACH.0619241155.34	06/24/2024	27,275.56	
Kimley Horn	ACH.0619241155.41	06/24/2024	37,821.89	
Fielding Group, LLC	ACH.0619241155.26	06/24/2024	38,741.95	
Fraudulent Charges Currey, Nathaniel D	EFT X999	06/25/2024	1,394.94	
Payroll DD	0628241200	06/28/2024 06/28/2024	0.00 150,668.90	
	0020241200		ecks & Withdrawals Total	\$991 119 95

Reconciled Checks & Withdrawals Total:

\$991,119.95 \$705,209.26

Bank Statement End Balance:

Page 1

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
AED.com (Cardio Partners)	Pcard_JC	2220052878	06/19/2024	06/19/2024	203.66	AED Replacement Battery	105610.99.999000 - Supplies: Indirect	
				-	\$203.66			
Alta Planning and Design	ACH.06102407	304.2022.234-10	05/21/2024	06/12/2024		Tooele ATP - Sept	105340.30.331201 - Consult Serv: Too	
Alta Planning and Design	ACH.06102407	304.2022.234-11	05/21/2024	06/12/2024 _	<u>1,354.80</u> \$3,229.32	Tooele ATP - Oct	105340.30.331201 - Consult Serv: Too	
				-	\$3,229.32			
Amazon	Pcard-JC	06132024	06/13/2024	06/13/2024		CAC gift card for participants	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard-JC	114-1189758-491	06/20/2024	06/20/2024	72.74		105610.10.301200 - Supplies: Local Fu	
					\$322.74			
American Public Transportation Asso	Pcard-JC	06122024	06/12/2024	06/12/2024	385.00	Communications Job Posting	105311.20.322210 - Subscriptions: CP	
					\$385.00			
Arcadis, a California Partnership	ACH.06102407	10018452	05/22/2024	06/12/2024	4,930.23	Central Pointe SAP - Feb	105340.30.353008 - Consult Serv: SSL	
				-	\$4,930.23			
Association of Pedestrian and Bicycl	Pcard-JC	9319	06/21/2024	06/21/2024	45.00	Bike Parking Guidelines 2nd edition - BH	105610.20.322210 - Supplies: CPG - A	
				-	\$45.00			
Avenue Consultants	ACH.06102407	10405	05/21/2024	06/12/2024		Davis County ATP - Apr	105340.30.351038 - Consult Serv: Davi	
Avenue Consultants	ACH.06102407	10432	05/28/2024	06/12/2024	<u>11,757.26</u> \$19,546.01	SLC N Temple Econ Dev - Apr	105340.30.353016 - Consult Serv: SLC	
				-	\$19,546.01			
Barker Leavitt, PLLC	ACH.06192411	110-0524	05/31/2024	06/24/2024	8,000.00	Legislative Consulting - May	105340.50.341200 - Consult Serv: Legi	
				-	\$8,000.00		·····	
Better City LLC	ACH.06102407	1977	05/22/2024	06/12/2024	25,300.00	Layton Econ Dev - Apr	105340.30.351039 - Consult Serv: Layt	
2010. 01, 220	/		00,22,202	-	\$25,300.00			
Bluehost	Pcard-AP	06032024	06/03/2024	06/03/2024	\$23,300.00 7.76	website domain -WFRC - monthly	105670.99.999000 - Software: Indirect	
Didonoot		00002021	00,00,2021		\$7.76			
Brown Floral	Pcard-JC	06202024	06/20/2024	06/20/2024	-	UTA Trustee - Get well soon flowers	105610.10.301200 - Supplies: Local Fu	
biowithioral	r card-50	00202024	00/20/2024		\$70.77	OTA Trustee - Get weil soon nowers	105010.10.501200 - Supplies. Eddarf u	
Citta Designs (Citi Design)	ACH.06102407	2024-047	05/28/2024	06/12/2024		SAP West Bountiful - Feb - Apr	105340.50.360210 - Consult Serv: SAP	
	ACI1.00102407	2024-047	03/20/2024			SAF West boundid - Teb - Api	103340.30.300210 - Consult Serv. SAF	
Constant Contact	Doord DU	06202024	06/20/2024	06/20/2024	\$2,899.66	Monthly hilling lung	105670.00.000000 Cofficience Indicate	
Constant Contact	Pcard-RH	06302024	06/30/2024	06/30/2024 -		Monthly billing - June	105670.99.999000 - Software: Indirect	
			00/00/0004	00/00/0004	\$172.40			
Delta Arilines	Pcard-AP	CREDIT	06/28/2024	06/28/2024	-928.20	5	105580.20.322210 - Travel: CPG - Adm	
D () () ()			05/00/0000		(\$928.20)			
Design Workshop, Inc Design Workshop, Inc	ACH.06102407 ACH.06102407	0077709 0077751	05/20/2024 05/21/2024	06/12/2024 06/12/2024		SAP 300 W. Corridor - Mar SAP West Jordan Old Bingham Hwy - Apr	105340.30.353005 - Consult Serv: SLC 105340.50.360207 - Consult Serv: SAP	
Design Workshop, Inc	ACH.06102407	0077931	05/22/2024	06/12/2024	8,255.00		105340.30.353007 - Consult Serv:SLC	
	A OLL 00400 444	0070000	00/11/0000	0010410005	\$22,830.26			
Design Workshop, Inc	ACH.06192411	0076666	06/11/2024	06/24/2024 -	-,	SAP West Jordan and Midvale - Dec	105340.50.360205 - Consult Serv: SAP	
					\$26,609.01			

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
EMI Health	EFT	507020240601	06/01/2024	06/01/2024	166.25	Telemed - June	105210.99.998000 - Fringe Benefits: In	
				-	\$166.25			
Fehr & Peers Fehr & Peers	ACH.06192411 ACH.06192411 ACH.06192411 ACH.06192411 ACH.06192411 ACH.06192411 ACH.06192411 ACH.06192411 ACH.06192411	175180 175180 175180 175180 175906 175906 175906 175906	05/31/2024 05/31/2024 05/31/2024 05/31/2024 06/13/2024 06/13/2024 06/13/2024 06/13/2024	06/24/2024 06/24/2024 06/24/2024 06/24/2024 06/24/2024 06/24/2024 06/24/2024 06/24/2024	716.76 1,523.19 2,240.05 4,480.00 714.76 1,518.94 2,233.80 4,467.50 \$17,895.00	Parking Modernization - Apr UDOT Parking Modernization - Apr UTA Parking Modernization - May MAG Parking Modernization - May WFRC Parking Modernization - May UDOT	105340.40.322215.0018 - Consult Serv 105340.20.322215.0018 - Consult Serv 105340.40.322215.0018 - Consult Serv	
				_	\$17,895.00			
Fielding Group, LLC	ACH.06192411	571	06/03/2024	06/24/2024	38,741.95	Building lease - June	105441.99.999000 - Building Lease Co	
				-	\$38,741.95			
First Digital	Pcard-AP	06142024	06/14/2024	06/14/2024	400.41	Internet - June	105530.99.999000 - Telephone/Data: In	
				-	\$400.41			
Fraudulent Charges	EFT	062524	06/25/2024	06/25/2024	1,394.94	fraud charges - credited in July	1015800 - Suspense	
				-	\$1,394.94			
Github Inc.	Pcard AP	06192024	06/19/2024	06/19/2024	5.00	monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
	_			-	\$5.00			
GREENbike	ACH.06192411	16	05/31/2024	06/24/2024	•	Annual passes	105580.20.322210 - Travel: CPG - Adm	
				-	\$300.00			
GSBS PC	ACH.06192411	43087	05/31/2024	06/24/2024		Sandy General Plan - Apr	105340.30.330215 - Consult Serv: San	
				-	\$7,371.64			
Health Equity	EFT	qgt105k	06/19/2024	06/19/2024		HSA fees - June	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT.062424100	10	06/14/2024	06/14/2024	4,466.63		1022500 - HSA W/H Payable	
Hould' Equity		111000121200	00/11/2021	-	\$4,502.33			
Horrocks Engineers, LLC Horrocks Engineers, LLC	ACH.06102407 ACH.06102407	85306 85864	05/21/2024 05/22/2024	06/12/2024 06/12/2024	5,337.65	SLC Granary Dist - Mar Millcreek Master Trail - Apr	105340.30.330214 - Consult Serv: SLC 105340.30.353014 - Consult Serv: Millc	
Horrocks Engineers, LLC Horrocks Engineers, LLC	ACH.06192411 ACH.06192411	85082 85196	05/31/2024 05/31/2024	06/24/2024 06/24/2024 _	8,725.77 18,549.79 \$27,275.56	Millcreek Master Trail - Jan Millcreek Master Trail - Mar	105340.30.353014 - Consult Serv: Millc 105340.30.353014 - Consult Serv: Millc	
Internal Revenue Service Internal Revenue Service	EFT.062424100 EFT.062424100		06/14/2024 06/14/2024	06/14/2024 06/14/2024 _	12,672.77 \$16,154.95	Medicare Tax Federal Income Tax	1021000 - Federal Tax W/H Payable 1021000 - Federal Tax W/H Payable	
JImmy Johns	Pcard-JC	06112024	06/11/2024	06/11/2024	\$16,154.95 237.09 \$237.09	CAC meeting snacks	105610.10.301200 - Supplies: Local Fu	
Keyslo	Pcard-JC	14400	06/04/2024	06/04/2024	11.56 \$11.56	Microsoft Keys - HVW	105610.10.301200 - Supplies: Local Fu	

Refere Payee Name Numb			Payment Date	Amount	Description	Ledger Account	Activity Code
KGRW & Associates, LLC ACH.0619 KGRW & Associates, LLC ACH.0619		05/31/2024 05/31/2024	06/24/2024	5,102.32 7,362.33		105340.50.360208 - Consult Serv: SAP 105340.50.360208 - Consult Serv: SAP	
KGRW & Associates, LLC ACH.0019	2411 2010	05/31/2024	06/24/2024	\$12,464.65	SAP Taylorsville - Apr	105340.50.300208 - Consult Serv. SAP	
				\$12,464.65			
Kimley Horn ACH.0610	2407 27626584	05/21/2024	06/12/2024	6,480.00	Perry Hwy 89 - Mar	105340.30.351040 - Consult Serv: Perr	
Kimley Horn ACH.0619			06/21/2024	156,387.34		105340.50.334400 - Consult Serv: Safe	
Kimley Horn ACH.0619	2411 28012948	05/31/2024	06/21/2024	<u>62,718.50</u> \$219,105.84	SS4A -Apr	105340.50.334400 - Consult Serv: Safe	
Kimlev Horn ACH.0619	2411 27928172	05/31/2024	06/24/2024		SWSLCO - Apr MAG	105340.40.322215.0033 - Consult Serv	
Kimley Horn ACH.0619 Kimley Horn ACH.0619			06/24/2024		SWSLCO - Apr UTA	105340.40.322215.0033 - Consult Serv	
Kimley Horn ACH.0619			06/24/2024	7,362.81	SWSLCO - Apr UDOT	105340.40.322215.0033 - Consult Serv	
Kimley Horn ACH.0619 Kimley Horn ACH.0619			06/24/2024		SWSLCO - Apr WFRC Cottonwood Hts Trail - Apr	105340.30.352016 - Consult Serv: SLS 105340.30.353010.2 - Consult Serv: Co	
Kimley Horn ACH.0619	20090401	06/03/2024	06/24/2024	<u>8,803.75</u> \$37,821.89		105340.30.3530 10.2 - Consult Serv. Co	
				\$263,407.73			
Landmark Design ACH.0610	202302-1	3 05/22/2024	06/12/2024	1,500.00	SAP Clearfield - Mar-Apr	105340.50.360206 - Consult Serv: SAP	
				\$1,500.00			
Lincoln Financial Life Ins Co EFT	47086818		06/01/2024		Life, LTD, STD - June	1022300 - Lincoln Life Insurance W/H	
Lincoln Financial Life Ins Co EFT	47086818	06/01/2024	06/01/2024	<u>1,442.39</u> \$2,829.09	Life, LTD, STD - June	105210.99.998000 - Fringe Benefits: In	
				\$2,829.09			
Logan Simpson Design, Inc ACH.0610	407 34221	05/24/2024	06/12/2024		Ogden Citywide Zoning - Apr	105340.30.351035 - Consult Serv: Og	
	01221	00/2 1/202 1	00/12/2021	\$21,722.00		Toto Toto Toto Concar Contra Cy	
Marriott Atlanta Pcard-AG	06262024	.AG 06/26/2024	06/26/2024		Hotel - AG - NARC	105580.20.322210 - Travel: CPG - Adm	
Marriott Atlanta Pcard-AP	06262024	06/26/2024	06/26/2024	835.65	Hotel - MT - NARC	105580.20.322210 - Travel: CPG - Adm	
				\$1,671.30			
Metro Analytics LLC (Coeur Capital I ACH.0619	411 15	06/10/2024	06/24/2024	10,030.90	Ec Analysis UTP - May UTA	105340.40.322215.0031 - Consult Serv	
				\$10,030.90			
MGB+A, Inc. ACH.0610	2407 2024-217	05/22/2024	06/12/2024	10,458.75	Cottonwood Heights TC Apr	105340.30.353010.1 - Consult Serv: Co	
				\$10,458.75			
myCoke Pcard-JC	06112024	06/11/2024	06/11/2024	63.94	Drinks for Conference Rooms	105610.10.301200 - Supplies: Local Fu	
				\$63.94			
NY Times Pcard-RH	06102024	06/10/2024	06/10/2024	12.00	NY Times monthly subscription	105610.10.301200 - Supplies: Local Fu	
				\$12.00			
Onward Technology, LLC ACH.0610	2407 71297	05/20/2024	06/12/2024	12.00	NCE Power Bi Pro - KB	105670.20.322210 - Software: CPG - A	
Onward Technology, LLC ACH.0619		05/31/2024	06/24/2024		Laptop - Hugh	105610.10.301200 - Supplies: Local Fu	
Onward Technology, LLC ACH.0619 Onward Technology, LLC ACH.0619		06/01/2024 06/01/2024	06/24/2024 06/24/2024	12.00 1,026.00	NCE Power Bi Pro - June KB Google Workspace - June	105670.20.322210 - Software: CPG - A 105670.99.999000 - Software: Indirect	
Onward Technology, LLC ACH.0619 Onward Technology, LLC ACH.0619		06/01/2024	06/24/2024	2,867.98		105430.99.999000 - Software: Indirect	
<i>37, 5</i>				\$5,239.77	-		

Parametrik, inc Parametrik, inc Paramet	Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Sintrage Sintrage Sintrage 910.477.25 910.477.26 910.477.26 910.477.26 910.477.26 910.477.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.272.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26 910.472.26									
PEHF FLEX Bandits ACH 05/02007 PR03214-54 0917/2024 06120204 20105 First Spend Act 102200 - Fiesdbis Spending Account PEHF FLEX Bandits ACH 05/0201 0280120 20105 First Spend Act 102200 - Fiesdbis Spending Account Perma Powers Inc ACH 05/0211 02803 05/102024 06/24/0224 4/10.00 Vestamin Spend Act 105540 to 301200 - Fiesdbis Spending Account Perma Powers Inc ACH 05/0211 02803 05/102024 06/24/0224 4/10.00 Vestamin Spend Act 105540 to 301200 - Fiesdbis Spending Account Perma Powers Inc ACH 05/0211 02803 05/102024 06/24/0224 4/10.00 Vestamin Spend Act 105540 to 301200 - Fourit Serve Lo Perma Powers Inc ACH 05/0211 028022 05/10204 06/24/022 4/10.00 Vestamin Serve Lo 105540 to 301200 - Fourit Serve Lo Perma Powers Inc ACH 05/0211 028022 06/12020 06/24/022 16/000 06/24/022 16/000 06/1202 06/1202 06/1202 10/000 06/1202 10/000 06/010 00/100 00/1000		//011.00132411	00012	00/01/2024	00/24/2024				
PEH P FLX Banefix ACH 06193241 PR052424-54 06310202 06240202 192105 Fex Spand Acc 1022400 - Flexible Spanding Account Penna Powers Inc ACH 06193411 028803 06102024 06244020 42135 Verbale maintenance - Apr 105340 10.301200 1 - Consult Serv: Lo Penna Powers Inc ACH 06192411 028803 06102024 06244022 42135 Verbale maintenance - Apr 105340 10.301200 1 - Consult Serv: Lo Penna Powers Inc ACH 06192411 028802 06120224 06244022 42135 Otextege Communication - Apr 105340 10.301200 1 - Consult Serv: Lo Penna Powers Inc ACH 06192411 028822 06120224 06244022 41000 Strategic Communication - May 105540 10.301200 1 - Consult Serv: Lo Penna Powers Inc ACH 06192411 028822 06120224 06244022 41000 Strategic Communication - May 105510 10.301200 - Supplies: Local Fu Point Powers Inc ACH 06192411 M11082 0531202 06140222 41530 Kuthen supplies, coffee, tea, cope 105510 1.301200 - Supplies: Local Fu Point Service ACH 0612247						\$10,177.25			
Secure Inc ACI 00192411 035031 050192240 06042024 041000 Weaker Instanton - Apr 105540 10.019100 1 - Consult Serv. Lo 105540 10.019100 1 - Supplies: Local Fu 105540 10.019100 1 - Supplies: Miscella 105610 10.31100 1 - Supplies: Miscella 105610 10.30100 1 - Supplies: Miscella 105610 10.30100 1 - Supplies: Miscella 105610 10.30100 1 - Supplies: Miscella 105610 10.30120 1 - Supplies: Local Fu 10560 1 10.30120 1 - Supplies	PEHP FLEX Benefits	ACH.06102407	PR051024-54	05/17/2024	06/12/2024	291.05	Flex Spend Acct	1022400 - Flexible Spending Account	
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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Utah Division of Finance Utah Division of Finance Utah Division of Finance Utah Division of Finance	ACH.06102407 ACH.06102407 ACH.06102407 ACH.06102407 ACH.06102407	24051350833013 24051350833039 24051350833204 24051350933004	05/10/2024 05/10/2024 05/10/2024 05/10/2024	06/12/2024 06/12/2024 06/12/2024 06/12/2024	383.91 839.76 3,712.23 <u>5,941.10</u> \$10,877.00	Pcard - AG Pcard - JC	1020190 - P-Card Clearing 1020190 - P-Card Clearing 1020190 - P-Card Clearing 1020190 - P-Card Clearing 1020190 - P-Card Clearing	
				-	\$10,877.00			
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	EFT.060524150 EFT.060524150 EFT.060524150 EFT.060524150 EFT.060524150 EFT.060524150 EFT.060524150	PR052424-80 PR052424-80 PR052424-80 PR052424-80 PR052424-80 PR052424-80 PR052424-80	05/31/2024 05/31/2024 05/31/2024 05/31/2024 05/31/2024 05/31/2024 05/31/2024	06/05/2024 06/05/2024 06/05/2024 06/05/2024 06/05/2024 06/05/2024 06/05/2024	1,957.90 6,103.02 6,324.01 13,732.58	Roth IRA URS 401(k) Tier 2 401(k) DC	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	
Utah Retirement Systems (URS) Utah Retirement Systems (URS)	EFT.062424100 EFT.062424100 EFT.062424100 EFT.062424100 EFT.062424100 EFT.062424100 EFT.062424100	PR060724-80 PR060724-80	06/14/2024 06/14/2024 06/14/2024 06/14/2024 06/14/2024 06/14/2024 06/14/2024	06/14/2024 06/14/2024 06/14/2024 06/14/2024 06/14/2024 06/14/2024 06/14/2024 	1,890.80 5,948.65 6,385.02 13,354.31 19,028.55 \$47,693.49	Roth IRA URS 401(k) Tier 2 401(k) DC	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	
Utah State Tax Commission	EFT.062424100	PR060724-82	06/14/2024	06/14/2024	\$96,288.91 5.036.28	State Income Tax	1021200 - State Tax W/H Payable	
					\$5,036.28		· · · · · · · · · · · · · · · · · · ·	
Utah Valley University (UVU)	Pcard-JC	CREDIT	06/11/2024	06/11/2024	-94.00 (\$94.00)	Continuing Education Courses - SL - one class got	105330.20.322210 - Training: CPG - Ad	
Walmart	Pcard-JC	06132024	06/13/2024	06/13/2024	50.00 \$50.00	CAC Gift Cards_6.11.2024 meeting	105610.10.301200 - Supplies: Local Fu	
Zupas	Pcard-JC	06132024	06/13/2024	06/13/2024 - =	469.56 \$469.56 \$747,894.30	Clifton Strengths - PD - Lunch	105610.10.301200 - Supplies: Local Fu	

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
	\$693,023.87	\$1,013,306.76	-\$1,001,121.37	\$705,209.26

Credits

Electronic deposits/bank credits

Effective	Posted		
date	date	Amount	Transaction detail
	06/03	166.25	Emi Health Ins Prem 50700020 Wasatchfrontregionalco
	06/03	378,156.72	Finet EFT 8019577760 240531 202405310467436 NTE*24A1572594 *81353E
			*Was
	06/18	3,212.42	Utah Transit Aut Uta EFT 1109053 Uta EFT
	06/20	15,052.16	Desktop Check Deposit
	06/25	9,835.17	Pnp Billpayment Hist Rtn 240625 157804949-10327 Wasatch Regional
	06/26	300,000.00	Utah State Treas Mixed 240625 0533 Wasatch Front Regional
	06/27	6,884.04	Desktop Check Deposit
	06/27	300,000.00	Utah Transit Aut Uta EFT 1109053 Uta EFT
		\$1,013,306.76	Total electronic deposits/bank credits
		\$1,013,306.76	Total credits

Debits

Electronic debits/bank debits

Effective	Posted			
date	date	Amount		Transaction detail
	06/03	166.25		Emi Health Ins Prem 50700020 Wasatchfrontregionalco
	06/03	166.25		Emi Health Ins Prem 50700019 Wasatchfrontregionalco
	06/03	4,626.24		Healthequity Inc Healthequi 31 May 6960993 Wasatch Front Regional
	06/03	5,157.60		Utah801/297-7703 Tax Paymnt 1978799232 x
	06/04	2,829.09	<	Business to Business ACH Debit - +Lincoln Nationa EDI Pymnts I5Pcpikr4V Rmr*IV*910000112112111555992Ardis-Pre\
	06/06	48,595.42		Utah State Retir Urs Paymnt U999500733386 Wasatch Front Reg Coun
	06/10	203,904.83		ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777

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Electronic debits/bank debits (continued) Effective Posted date Amount Transaction detail date 06/12 92,625.42 ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777 06/14 16,154.95 < Business to Business ACH Debit - IRS Usataxpymt 061424 270456671043805 Wasatch Front Regional 06/17 5,036.28 Utah801/297-7703 Tax Paymnt 1340056704 x ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777 06/20 188,658.37 06/20 219,105.84 ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777 06/21 4,502.33 Healthequity Inc Healthequi 20 Jun 6960993 Wasatch Front Regional Pnp Billpayment 061824Ek 240621 157804949-10327 Wasatch Regional 06/21 9.835.17 06/21 47,693.49 Utah State Retir Urs Paymnt U999500733387 Wasatch Front Reg Coun 06/26 150,668.90 ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777 06/28 78.47 Pnp Billpayment 062624Ek 240628 158272122-10327 Catherine Ochinero 06/28 1,316.47 Pnp Billpayment 062624Ek 240628 158272096-10327 Catherine Ochinero \$1,001,121.37 Total electronic debits/bank debits \$1,001,121.37 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	693,023.87	06/12	713,275.74	06/21	240,553.89
06/03	1,061,230.50	06/14	697,120.79	06/25	250,389.06
06/04	1,058,401.41	06/17	692,084.51	06/26	399,720.16
06/06	1,009,805.99	06/18	695,296.93	06/27	706,604.20
06/10	805,901.16	06/20	302,584.88	06/28	705,209.26
	Average daily ledger balance	\$685,094.70			

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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 CFO 41 NO. RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
533				June 01, 2024	through June 30, 2024
Summary					
Beginning Ba	lance	\$ 2,674,714.10	Average D	aily Balance	\$ 2,624,714.10
Deposits		\$ 11,733.74	Interest Ear	rned	\$ 11,733.74
Withdrawals		\$ 300,000.00	360 Day R	ate	5.3646
Ending Balan	ce	\$ 2,386,447.84	365 Day R	ate	5.4391
Date	Activity	D	Deposits	Withdrawals	Balance
06/01/2024	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 2,674,714.10
06/26/2024	funds tr		\$ 0.00	\$ 300,000.00	\$ 2,374,714.10
06/30/2024	REINVESTMENT	\$ 11	,733.74	\$ 0.00	\$ 2,386,447.84
06/30/2024	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 2,386,447.84

Page 1 of 1

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 CFO 41 NORTH RIO GRANDE ST., STE 103 SALT LAKE CTY UT 84101

Account					Account Period
8761				June 01, 202	24 through June 30, 2024
Summary					
Beginning Bal	lance	\$ 1,276,070.93	Average Daily	Balance	\$ 1,276,070.93
Deposits		\$ 5,704.65	Interest Earned		\$ 5,704.65
Withdrawals		\$ 0.00	360 Day Rate		5.3646
Ending Baland	ce	\$ 1,281,775.58	365 Day Rate		5.4391
Date	Activity	D	Deposits	Withdrawals	Balance
06/01/2024	FORWARD BALANCE		\$ 0.00	\$ 0.00	\$ 1,276,070.93
06/30/2024	REINVESTMENT	\$ 5	,704.65	\$ 0.00	\$ 1,281,775.58
06/30/2024	ENDING BALANCE		\$ 0.00	\$ 0.00	\$ 1,281,775.58

DATE:	August 16, 2024
AGENDA ITEM:	2a
SUBJECT:	Looking Ahead to the 2034 Olympics -
	Transportation and Our Communities
PREPARED BY:	Andrew Gruber, Executive Director

BACKGROUND:

As Utah looks forward to again hosting the Olympics in 2034, WFRC and many other partner agencies are beginning preparations to welcome the world – and consider what we want our communities, region, and state to be in 2034 and beyond.

We are pleased that during the Council meeting on August 22, we will be joined by special guests **Catherine Raney Norman**, Chair of the Utah Olympic Committee, and **Colin Hilton**, President/CEO of the Utah Olympic Legacy Foundation, and **Michael Huerta**, former U.S. DOT official and part of the Utah Olympic Committee.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, agruber@wfrc.org, (801) 824-0055

DATE:	August 16, 2024
AGENDA ITEM:	2b
SUBJECT:	WFRC FY24 Activities and Accomplishments Report
PREPARED BY:	Marian Florence, Chief Financial Officer/Chief Administrative Officer

BACKGROUND:

In May 2023, the Wasatch Front Regional Council adopted <u>goals and priorities for FY24</u> that provided direction for the agency regarding areas of focus for the upcoming year. The <u>FY24</u> <u>Activities & Accomplishments Report</u> provides an overview of how WFRC met those goals.

At the August 22 WFRC Council meeting, Executive Director Andrew Gruber will report on WFRC's FY24 activities and accomplishments.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, <u>agruber@wfrc.org</u>; 801-824-0055 Marian Florence, <u>mflorence@wfrc.org</u>, 801-363-4250, ext 1120

DATE:	August 16, 2024
AGENDA ITEM:	4a
SUBJECT:	ACTION: Station Area Planning - Clearfield Station, Murray North
	Station (Murray, Millcreek), Woods Cross Station
PREPARED BY:	Meg Townsend, Community and Economic Development Director

At the August 15th Regional Growth Committee (RGC) meeting, WFRC staff, along with community representatives, presented an overview of three Station Area Plans in four communities. RGC recommended certification of station areas in Clearfield, Millcreek and Murray, and West Bountiful, in accordance with the Station Area Planning (SAP) components of state law and WFRC policy. Staff will present those three SAPs to Council, and seek Council action to certify all three.

BACKGROUND:

The <u>Wasatch Choice Vision</u> provides guiding principles and strategies for addressing growth throughout the region that local governments can then take and implement on the local level. WFRC knows that this requires time and resources of our communities. To assist with local planning and the implementation of the Vision, we provide several opportunities for our communities to receive technical assistance. This may be broadly, through the <u>Transportation</u> and <u>Land Use Connection (TLC)</u>, or more specifically, such as funding and staff support with Station Area Planning as required under HB462.

<u>HB462</u>, passed in 2022, as 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 for 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 <u>SAP requirements</u> are consistent with communities' identification of <u>Wasatch Choice Vision</u> centers.

STATION AREA PLAN CERTIFICATION

WFRC staff has been assisting communities in their development of their station area plans, in partnership with UTA, GOEO, and the Mountainland Association of Governments (MAG). At the WFRC Council meeting, WFRC staff will provide an update on Station Area Planning to date, and discuss the SAPs that have been submitted to WFRC for certification, pursuant to state law and WFRC policy.

State law 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. In May of 2022, and amended in March of 2023, WFRC adopted a policy for the certification review of SAPs.

WFRC has recently had the opportunity to assist the communities of Clearfield, Millcreek, Murray, and West Bountiful in planning around stations within their communities. Clearfield took this opportunity to update an existing station area plan with an expanded geographic focus. The cities of Millcreek and Murray share jurisdiction of the Murray North station area, and worked together on a plan for the area. The West Bountiful portion of the Woods Cross station area is home to the Holly oil refinery, and as such, the city undertook a feasibility study to determine what, if any, additional development could occur that would not be detrimental to the health, safety, and welfare of the residents. These communities have completed these planning processes, and have adopted the resulting plans.

ACTION: Certify Clearfield FrontRunner, Murray North including Murray & Millcreek, and West Bountiful's portion of the Woods Cross FrontRunner Station

Clearfield Connected Station Area Plan

In accordance with our policy, WFRC staff reviewed the submission to assess its satisfaction of the requirements of the statute, and made a <u>positive recommendation for certification</u> to the Regional Growth Committee. All of the documentation is included within, including:

- 1. <u>Clearfield Connected Station Area Plan Submission Package</u>
- 2. WFRC SAP Certification Resolution
- 3. WFRC Staff Findings and Analysis

Murray North Station Area Plan

In accordance with our policy, WFRC staff reviewed the submissions to assess their satisfaction of the requirements of the statute, and made a <u>positive recommendation for certification</u> to the Regional Growth Committee. All of the documentation is included within, including:

- 4. Murray North Station Area Plan Submission Package Millcreek
- 5. <u>Murray North Station Area Plan Submission Package Murray</u>
- 6. WFRC SAP Certification Resolution
- 7. WFRC Staff Findings and Analysis Murray North

West Bountiful Station Area Resolution Stating Impracticability

West Bountiful's portion of the Woods Cross station area faces significant barriers to development. The City worked with WFRC staff to conduct a study of the feasibility of producing a station area plan; the study concluded that it is impracticable to do so, and adopted a resolution as allowed by HB462. In accordance with our policy, WFRC staff reviewed the submission to assess its satisfaction of the requirements of the statute, and made a <u>positive</u> recommendation for certification to the Regional Growth Committee. All of the documentation is included within, including:

- 8. West Bountiful Woods Cross FR Station Area Plan Submission Package
- 9. WFRC SAP Certification Resolution
- 10. WFRC Staff Findings and Analysis

RECOMMENDED MOTION:

"I move to certify the Clearfield Connected Station Area Plan, the Murray North Station Area Plan including Millcreek and Murray, and the West Bountiful Woods Cross Station Area Resolution."

ATTACHMENTS:

- 1. <u>Clearfield Connected Station Area Plan Submission Package</u>
- 2. Clearfield <u>WFRC SAP Certification Resolution</u>
- 3. Clearfield <u>WFRC Staff Findings and Analysis</u>
- 4. <u>Murray North Station Area Plan Submission Package Millcreek</u>
- 5. Murray North Station Area Plan Submission Package Murray
- 6. Murray North WFRC SAP Certification Resolution
- 7. Murray North WFRC Staff Findings and Analysis Murray North
- 8. West Bountiful Woods Cross FR Station Area Plan Submission Package
- 9. West Bountiful WFRC SAP Certification Resolution
- 10. West Bountiful WFRC Staff Findings and Analysis

CONTACT PERSON:

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

DATE:	August 15, 2024										
AGENDA ITEM:	5a										
SUBJECT:	Report on Board Modifications to the 2024-2029 Transporta	ation									
	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 2024-2029 Transportation Improvement Program (TIP). The board modifications required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

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

EXHIBIT:

Resolution adopting Amendment Eight to the 2024-2029 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake 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 2024-2029 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 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 2024-2029 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 20, 2024, and all comments were carefully considered,

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

- (1) Approves Amendment Eight to the 2024-2029 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

Finds that the development of the Transportation Improvement Program is based on a (3)currently certified transportation planning process. or Mark Shepherd Andrew S. Gruber **Executive Director** Chair Trans Com Wasatch Front Regional Council

Date: June 20, 2024

2024-2029 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Additional Funding

Ogden \ Layton Urban A	rea
------------------------	-----

Ogden \] County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	nt/ Type of Improvement Funding Source		Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	(50 N . 4	50 North 21457 650 North & I-15		Construct Dual Right Turn Lanes on 650 North to Southbound I-15	R1_TSP (Region One Transportation Solutions Program)	\$1,800.000	\$0	Additional Funding	\$500,000	2024
Davis		030 North		050 NORIA & 1-15		STP_FLX_ST STP - Flexible (Any Area) Statewide	\$1,800,000	\$1,300,000			

This project will construct dual right turn lanes to accommodate the heavy traffic movement around Hill Air Force Base and is intended to be constructed this summer. The project has been advertised and the bids came in above the engineer's estimate. The cost increase is a result of the increased cost for traffic control and project mobilization cost. The request for additonal funds would enable the Department to award the project.

Salt lake	Salt lake Urban Area												
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year		
						CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Area)		\$1,057,158					
Salt Lake	West Jordan	Pedestrian Bridge	16927	7000 South & 1500 West	Construct a Bicycle and Pedestrian Bridge	STP_URB_SL Surface Transportation Program - Urban Area - Salt Lake	\$4,793,938	\$442,843	Additional Funding	\$1,935,014	2024		
						LOCAL_GOVT Local Government Funds		\$108,924	Additional Funding	\$1,250,000			

This project improves pedestrian and bicyclist safety and improves the traffic flow for an important arterial in the community. The location averages more than 500 pedestrian crossings a day. Lights currently alert traffic to a potential crossing but these are only activated during peak times. During off peak hours pedestrians needing to cross the street must do so without the aid of crossing guards or a light. The bridge would allow traffic to flow freely and provide pedestrians with a safe crossing over the arterial street. The project was originally planned to use a bridge that had been obtained from UDOT. After extensive analysis, it was determined that using that bridge would require extensive and costly retrofitting for length and load bearing, and the cost would be higher than constructing a new bridge. Other cost increases were as a result of 1 - The geotechnical evaluation found that the underlying soil conditions would require a deep foundation and the bridge needs to be designed to span the future width of 7000 South.

2024-2029 Transportation Improvement Program (TIP) (Amendment Eight) Board Modification

New Projects (FFY 2025 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current IIJA transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also to facilitate access for people with disabilities. • For the 2025 Program, Utah has 36 projects totaling \$2,920,254 in Federal Aid Funds and \$10,792,288, of Sponsor Matching Funds for a total of \$13,712,542 in New Project Value (15 projects totaling \$9,960,039, (\$1,264,253 in Trail Rec Funds), in the WFRC Area.)

Sponsor	Project Title	Concept/ Type of Improvement/ Location	Total Project Cost	Amount Requested	Award Amount
Non-Mo	otorized				
Salt Lake Climbers Alliance (RRI)	Fixed Anchor Maintenance: Wasatch Rock Climbing Routes	The Wasatch has world-class rock climbing; the future of which depends on restoration of the vertical infrastructure. The Salt Lake Climbers Alliance's goal is to replace antiquated fixed anchors with sustainable hardware on highly trafficked climbing routes with professional work at height climbing technicians. The SLCA is the only professional anchor maintenance crew in the nation, thanks to the support of the Utah Division of Outdoor Recreation. We are also the leading experts providing training and resources to other climbing organizations and agencies across the nation and have been guest presenters at the Utah Trails Forum and other outdoor recreation conferences. This effort will ensure that the public will have invested interest and access to high quality climbing areas for the next 50+ years.	\$ 115,000	\$ 107,000	\$ 52,500
Salt Lake Climbers Alliance	Climbing Access Trails in the Wasatch	Outdoor rock climbing has exploded in popularity. The Salt Lake Climbers Alliance seeks funding for two years of climbing access trail projects in Little Cottonwood and in American Fork Canyons, aimed towards high quality, stone masonry trail work done by hand and associated way-finding. This initiative also supports volunteer programs that will educate users through experiential, hands-on stewardship opportunities for a thriving climbing community.	\$ 151,500	\$ 63,250	\$ 63,250
Friends of Herriman	Juniper Canyon Bike Park	Juniper Canyon Bike Park is a mountain bike skills park that will give bike users of all ages and abilities a safe and dedicated environment to develop their biking skills. The local school systems sponsor mountain bike teams that are continually looking for new ways to improve their rider's skills. The community will be enhanced through increased outdoor recreation opportunities and economic growth.	\$ 143,450	\$ 59,603	\$ 59,603
Layton City	Kay's Creek Trail Pedestrian Overpass	A pedestrian overpass bridge is proposed to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station. Its location is within UTA's 1st Mile, Last Mile strategy to improve access to transit stations. Its placement serves as a critical link for extending the Kay's Creek Regional Trail system which travels in a northeast to southwest alignment from the mountains to the shorelands, connecting communities of South Weber and Kaysville.	\$ 7,931,614	\$ 150,000	\$ 150,00
Jordan River Commission	Jordan River Basin Trails, Recreation, and Education Mobile App	The Jordan River Basin Trails, Recreation, and Education Mobile App project will enhance safety and environmental stewardship for users exploring the Jordan River Basin watersheds and trails. This will be accomplished by: 1. Updating existing data and migrating the eight separate watershed websites (currently connected through MyJordanRiver.org) into a single mobile application for Android and iOS mobile platforms. 2. Integrating new data from additional watersheds and mapping resources. 3. Enhancing user trail experience through curated and crowd-sourced environmental education. 4. Improving the "report an issue" function to enhance trail safety and education. 5. Promoting and distributing the new Mobile App to users.	\$ 90,000	\$ 75,000	\$ 75,000
Trails Foundation of Northern Utah	TFNU 2024 / 2025 Trail Stewardship Project	The TFNU 2024/2025 Trail Stewardship Project is a collaboration of varying methods of trail use education, natural resource preservation and public trail stewardship. Through various means of trail use etiquette education, natural resources education, trail use safety, proper outdoor recreation education, volunteer training program development, and volunteer trail work implementation we believe we can bring about a positive user experience to nearly all outdoor enthusiasts, trail users and natural resource maintenance groups - resulting in better overall outdoor experiences.	\$ 270,870	\$ 46,000	\$ 46,000
Jtah Avalanche Center	Trail Conditions Reporting Project	The UAC requests funding to rebuild the website and mobile app to continue providing lifesaving avalanche forecasts and educational resources to winter, non- motorized backcountry recreationists. The website is like a "virtual trailhead kiosk" because it allows for the daily publication of safety information across the entire state from April to November. The UAC reports trail safety conditions through free avalanche and mountain weather forecasts and other public safety resources provided to winter backcountry users who create their own winter trails via skis, splitboards, snowshoes, or other non-motorized methods of travel. In addition to the daily forecasts, each season, we publish over 1,500 professional and crowd-sourced field reports on current conditions and avalanche activity.	\$ 52,084	\$ 41,612	\$ 41,61

2024-2029 Transportation Improvement Program (TIP) (Amendment Eight) Board Modification

New Projects (FFY 2025 Recreational Trails Program)

WFRC Area					
Sponsor	Project Title	Concept/ Type of Improvement/ Location	Total Project Cost	Amount Requested	Award Amount
Non-Mo	otorized				
Ogden Nordic	Grooming Equipment Storage and Maintenance Shed	Ogden Nordic grooms winter trails in North Fork Park for cross country skiing, fat biking and snowshoeing using snowmobiles and snowcats. This application if a request for funding to build an equipment maintenance and storage building. This is a critical addition to our operations	\$ 152,253	\$ 108,000	\$ 108,000
USFS Uinta Wasatch Cache	FY2025 UWC Non- Motorized Trails Program	This project is for completing heavy trail maintenance and general maintenance on priority non-motorized trails on the Uinta-Wastach- Cache during the 2025/2026 field season. The work will include new trail development, trail reconstruction, heavy tread work, realignments, drainage work and reroutes. The project also includes various trails for general maintenance.	\$ 274,000	\$ 198,000	\$ 198,000
USFS Uinta Wasatch Cache	FY25 Uinta-Wastach- Cache Trails Equipment	Purchasing of a mini-excavator that can fit down singletrack trails, attachments, and trailer for the mini-excavator and re-engineering one of the forests SWECO 480 Trail Dozers.	\$ 78,500	\$ 60,000	\$ 60,000
Snyderville Basin Special Recreation District	UTV Purchase for grooming and other trail related projects.	Project will procure a new Polaris Ranger XD 1500 UTV to utilize for regular trail maintenance and other trail-related projects on our properties. Snyderville Basin owns and maintains over 180 miles of multi-sport and multi-use trails that operate year-round servicing the local community as well as visitors with world-class mountain biking, hiking, cross-country skiing, winter fat tire biking, and much more. This piece of equipment will be critical during the winter months as it will be used to pull a grooming apparatus. We specifically groom over 30 miles of trails in the winter time for the aforementioned multi-use.	\$ 41,201	\$ 32,959	\$ 32,959
Trout Unlimited	Weber River Fishing Access Trailhead Crossover Replacement - Ph-2	This project (Phase 2) will complete the fabrication and installation of five steel crossovers in locations along the Weber River for the public to cross over landowners' fences. Phanse 1 of this project included the fabrication and installation of fifteen steel crossovers. Five of these were fabricated in late 2023 and installed. The remaining ten are in the final phase of fabrication (galvanizing) and will be completed by mid-April 2024 with installation completed by the end of June 2024.	\$ 9,930	\$ 5,200	\$ 5,200
United States Forest Service - UWC National Forest - Salt Lake Ranger District	Gloria Falls Trail 2025- 2026	The Gloria Falls waterfall has quickly become one of the most popular destinations on the Salt Lake Ranger District, especially for families or those looking for a short hike. However, it currently does not have an official trail and is accessed by a spiderweb of poor quality user trails. We would like to build a new, sustainable, high- quality Forest Service trail to Gloria Falls and close and rehabilitate the network of user trails.	\$ 187,500	\$ 150,000	\$ 150,000
Farmington City	Farmington Lower Creek Trail	The Lower Farmington Creek Trail is a rustic, faint, narrow and often non-existing trail, exceeding 25% grades for extended sections. In its current state, the trail is not usable to most hikers and is not sustainable. This project will improve the existing Lower Farmington Creek Trail by rerouting it to create a safe, sustainable trail, accessible to all ability levels.	\$ 365,500	\$ 144,850	\$ 144,850
Moto	rized				
Utah Avalanche Center	Trail Conditions Reporting Project	The Utah Avalanche Center (UAC) request grant funding to support our Trail Conditions Reporting Project for motorized regions around Utah. This project saves lives by rebuilding the website and mobile app to publish daily avalanche forecasts for eight regions across Utah. These forecasts are a public safety resource that helps prevent avalanche accidents. These online forecasts are analogous to posting a conditions update at every trailhead every winter day. Because this would be impossible, we post them to "virtual trailhead kiosks" via the internet and mobile-friendly app. Our current website and app must be rebuilt because the software platform is at the end of its life, and if we don't rebuild it, the website will not be able to function as a virtual trailhead kiosk. We request grant funding to rebuild the website and mobile app and ensure continued access to lifesaving avalanche safety information for motorized users.	\$ 96,637	\$ 77,279	\$ 77,279

				2024-202	9 Transportation Improve	ment Program (TIP) (Ame	ndment E	ight)				
			1.		Board	Modification			1			
New P	roject											
Salt Lake	lt Lake / West Valley Urban Area											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
			-	· · · ·	jects such as pedestrian and bicycle ing for 2025 and requests approval t			0	1 2 conducted	an application	process to	
Salt Lake	Murray	5400 South	22015	Murray Parkway; 5400 South to Sunberry Drive	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$490,000	\$0	New Funding	\$150,000	2025	
				UDOT '	TAP Contribution \$150,000, Local C	Contribution \$340,000, Total Project	Cost \$490,00)0				
Salt Lake	Millcreek	2700 East	22018	Springhollow Drive; 2700 East	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$66,750	\$0	New Funding	\$40,000	2025	
				UDO	T TAP Contribution \$40,000, Local	Contribution \$26750, Total Project	Cost \$66750					
Salt Lake	Salt Lake County	Creek Road	22016	Creek Road at 2162 East	Construct Missing Sidewalk, Curb and Gutter on south side	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$184,000	\$0	New Funding	\$110,000	2025	
				UDOT	TAP Contribution \$110,000, Local	Contribution \$74,000, Total Project	Cost \$184,00	0				
Salt Lake	Cottonwood Heights	Creek Road	22017	Creek Road at 2175 East and 7425 South	Construct Missing Sidewalk, Curb and Gutter on north side	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$262,000	\$0	New Funding	\$150,000	2025	
				UDOT '	TAP Contribution \$150,000, Local C	Contribution \$112,000, Total Project	Cost \$262,00	00				
Salt Lake	West Valley	3650 South	18823	3650 South; 2700 West to 3200 West	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$84,000	\$0	New Funding	\$50,000	2023	
				UDO	Γ TAP Contribution \$50,000, Local	Contribution \$34,000, Total Project	Cost \$84,000					

DATE:	August 15,	2024								
AGENDA ITEM:	5b									
SUBJECT:	ACTION:	Board	Modifications	to	the	2024-2029	Transportation			
	Improvement Program (TIP)									
PREPARED BY:	Ben Wuthrich, Transportation Improvement Program Coordinator									

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2024-2029 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.

RECOMMENDATIONS:

Trans Com and the WFRC staff recommend that the Regional Council make a motion "to adopt the attached resolution to modify the 2024-2029 TIP as requested."

CONTACT PERSON:

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

EXHIBITS:

Resolution adopting Amendment Nine to the 2024-2029 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2024-2029 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 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 2024-2029 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 22, 2024, and all comments were carefully considered,

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

- (1) Approves Amendment Nine to the 2024-2029 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 22, 2024

2024-2029 Transportation Improvement Program (TIP) (Amendment Five) **Board Modification**

Marry Dresignet

New P	roject											
Salt Lake	lt Lake Urban Area											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
					Construct Grade-separated crossing over	ST_TIF_ACT (Statewide - Transportation Investment Funds - Active Funds)			New Project	\$5,989,600		
Salt Lake	Sandy	SR-209 Ped Bridge	22021	SR-209, Quarry Bend Pedestrian Bridge (Sandy)	9000 South and connect sidewalk to Sandy Canal Trail	CMAQ_WFRC Congestion Mitigation/ Air Quality (WFRC Area)	\$9,982,667	\$3,721,592	/ Additional Funding		2024	
						LOCAL_GOVT Local Government Funds		\$270,248	Funaing			

The SR-209; Quarry Bend Pedestrian Bridge project is located adjacent to the Quarry Bend Park in Sandy City. The project includes a grade-separated crossing over SR-209 (9000 S) at Quarry Bend (900 E) and sidewalk to connect into existing Sandy Canal Trail. This will also connect the residential area of the south to the retail and recreational areas north of SR-209.

Salt Lake	UDOT	SR-186	21179	Capitol Hill Roundabout	Reconfigure Intersection at 300 North and State Street (SR-186)	DFCM (Department of Facilities Construction & Management)	\$2,510,000	\$300,000	New Project / Additional Funding	\$2,210,000	2024
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The scope of the project is to reconfigure the intersection at 300 North and State Street (SR-186). The initial project value provided funding for design and the additional funds are to allow for construction. The project is funded through the Department of Facilities Construction & Management and was approved by the Capitol Preservation Board.

Additional Funding

Salt Lak	e Urban Aro	ea									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Cottonwood	Devel Divi	18816	Bengal Blvd; Highland Dr to	Intersection Improvements - Turning	STP_URB_SL Surface Transportation Program - Urban Area Salt Lake (WFRC)	\$2,100,000	\$1,989,715	Additional Funding	\$891,092	2024-2029
Sait Lake	Heights	Bengal Blvd	18810	2160 E	movements & Bike Lanes	LOCAL_GOVT Local Government Funds	\$3,100,000	\$153,324	Additional Funding	\$65,869	2024-2029

This project will add a second left turn lane for westbound Bengal Boulevard at the existing intersection with Highland Drive and widen the south side of Bengal Boulevard to accommodate merging traffic from Highland Drive. The project will also construct a 10' ped and bike facility on the northside of Bengal Boulevard and install bypass bike lanes at the intersection to connect Type II Bike Lanes on Highland Drive with Type II Bike Lanes on Bengal Boulevard. The project cost increase is a result of construction costs related to labor and equipment. Cottonwood Heights intends to provide all other resources and funding needed to complete the project.

New Programs and Program Reset

Statewid	e Programs										
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Total Project Estimated Cost	Currently Funded Amount	Action	TTIF FM & LM Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	TTIF First Mile/ Last Mile funding is primarily used to improve active transportation connections to transit stations	ST_TTIF First & Last Mile (Statewide - Transit - Transportation Investment First & Last Mile Fund)	\$21,531,541	\$17,125,233	Fund Program Amount	\$4,406,308	2024

The State Transportation Commission uses a data-driven model to prioritize projects for funding through the Transit - Transportation Investment First & Last Mile Fund (TTIF First & Last Mile), which funds active transportation projects that connect to transit stations. In the March & May 2024 Programming Workshops, UDOT presented the list of the 2024 TTIF First & Last Mile projects recommended for programming. The recommendation also includes funding additions to previously programmed projects. (For specific projects please refer to the attached TTIF First & Last Mile Projects Prioritized by Commission Table)

2024-2029 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Federal Community Transportation Project Funding

Statewid	e Programs										
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	Various	Various	Various	Various Locations	Various Roadway Enhancements and improvements	Grants for Community Project Funding (CPF)	\$94,464,800	\$7,125,233	Fund Program Amount	\$21,100,000	2024

Grants for Community Project Funding (CPF) (Formerly known as Earmarks) are appropriated and allocated from the General Fund for Transportation Infrastructure Grants on an annual basis. CPF recipients and their allocations are determined by Congress and all recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year. (For the 2024 specific projects and funding amounts, please refer to the attached Federal Community Transportation Project Funding Table)

Utah House Bill 488 (HB-488)

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Various	Various	Various	Various Locations	Various Roadway Enhancements and improvements	County of the First Class Highway Projects Fund (CFCHPF)	\$149,700,000	\$47,125,233	Fund Program Amount	\$43,748,000	2024-25 & 2025-26

As part of the Utah 2024 legislative session House Bill 488 included some modifications to transportation funding. One of the modifications provided funding for specific projects from the County of the First Class Highway Projects Fund (CFCHP). The CFCHP includes a portion of the 2nd and 3rd Quarter Local Option Sales Tax revenues within Salt Lake County. Historically, this fund has been subject to legislative appropriation, and is administered by UDOT. The projects listed in the table listed "HB 488" are funded in the bill for fiscal years 24-25 and 25-26, on a reimbursement basis. Due to some of these projects being partially funded from other resources in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP), it is recommended that all the projects be listed in the TIP/ STIP for transparency and administrative management.

Change in Project Scope

s	ılt Lake	e Urban Are	ea								·	
	County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
5	alt Lake	Salt Lake City	1300 South	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	TAP_URB_WFRC Transportation Alternatives Program - Urban Area Salt Lake (WFRC) LOCAL GOVT	\$458,000	\$324,000	Combine with PIN	No Funding Change	2024-2029
						Crossings to access Ballpark TRAX	Local Government Funds		\$134,000	18837	Ŭ	

The intent of this modification is to combine this project with the Kensington project listed below to provide a safe bicycle route to complete a gap in the regional bicycle priority network to make a safe connection between 1300 South bike lanes (east), and California Avenue (1330 S) bike lanes (west).

Salt Lake	Salt Lake City	Kensington	18837	Kensington/ Andrew Avenue from West Temple to 300 East	Provide Safe Pedestrian /Bicycle Route and Create additional Connectivity	TAP_URB_WFRC Transportation Alternatives Program - Urban Area Salt Lake (WFRC) LOCAL_GOVT Local Government Funds	\$1,126,500	\$650,000 \$476,500	Combine with PIN 14054	No Funding Change	2024-2029
Overa	1 the combi	ned project	will pr	ovide a safe bicycle rou	ate to complete a gap in the region	onal bicycle priority network to p	rovide a high	-comfort bic	ycling alterna	ative (bypass) t	o 1300

South, east of West Temple, create additional connectivity from the southern and eastern parts of Salt Lake City including critical intersection safety improvements at Main Street, State Street, and 300 East and traffic calming elements that slow vehicle speeds and prioritize safety for cyclists. Salt Lake City request that these projects be combined to minimize project duplication and reduce the project cost shortfall. Salt Lake City commits to utilize other City resources to complete the overall project.

2024-2029 Transportation Improvement Program (TIP) (Amendment Nine) Board Modification

Additional Funding and Scope Change

Ogden/ I	Layton Urba	ın Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-37	20465	SR-37; SR-108 to 250 W.	Reconstruct and Widening	ST_TIF (Statewide - Transportation Investment Funds)		\$110,000,000	Combine Project		
Davis	UDOT	I-15	15682	I-15; 1800 North Interchange	Construct New Interchange and Corridor	ST_TIF (Statewide - Transportation Investment Funds)	\$384,861,371	\$69,998,237	Additional Funds	\$196,000,000	2024
Davis	0001	1-13	13082	and Corridor Widening	Widening	LOCAL_GOVT (Local Government Funds)		\$8,863,134			

The scope of the I-15; 1800 North Interchange project will relocate I-15 east onto property that is currently owned by Hill Air Force Base (HAFB). The Department is in negotiations with HAFB to complete the land transfer that will allow the State of Utah to take ownership of the property and allow for a new interchange at Sunset. HAFB and Military Installation Development Authority (MIDA) are installing a new Base Gate that will align with the new interchange. This project will also widen 2 miles of 1800 North into a 5-lane facility, add a grade separation of FrontRunner rail and Union Pacific Railroad (UPRR), and construct a trail system between HAFB that will connect to the D&RG Trail, Clinton City Trail, and the 3 Gates Trail. An update to the Engineers Estimate shows cost increases on the original scope items and costs associated with removing utilities located on the land currently owned by HAFB, the relocation of Davis Weber Canal, other Right of Way costs, and a grade separation for a future trail connection. The local funds will include improvements for the Davis Weber County Canal Company, Enbridge Gas, North Davis Sewer District, MIDA, the Weber Basin Water Conservancy District, Sunset City, and Clinton City.

						ST_TIF (Statewide - Transportation Investment Funds)		\$141,786,240	Additional Funds	\$3,643,630	
Davis	UDOT	I-15	15684	I-15 & Shepard Lane	Shepard Lane Interchange & Pedestrian Overpass to Accommodate the Widening of I-15 and FrontRunner Double Tracking	ST_APPROP (State Appropriated Budget)	\$151,122,525	\$213,761			2024
					The and Thenattainer Bouote Theorem	LOCAL_BETTERMENT (Local Government - Betterment CO-OP)		\$5,478,894			

This project includes accommodation of future FrontRunner double tracking. This will lead to savings of impacting I-15 travelers only once, as well as designing and placing the drainage system in the correct location and not having to tear out and rebuild in the area. A major portion of this coordination was to construct a wall that would be able to accommodate the current I-15 widening and also future FrontRunner double tracking. The total amount for work to accommodate future FrontRunner double tracking came in at a higher price than estimated. There are also adjustments on the local betterments based on actual bid value. And Central Davis Sewer District removed some of their scope of work which reduced the total amount of local funding needed.

				SR-126 (1900 West) & 700		STP_FLX_ST (Surface Transportation Program - Flexible - (Any Area) Statewide)		\$2,000,000			
Weber	UDOT	SR-126	20803	South	Add Turn Lanes at 700 South	ST_SIGNALS (State Construction - Signal Program)	\$2,650,000	\$50,000			2024
						R1_TSP (Region 1 - Transportation Solutions Program)			Additional Funds	\$600,000	

The scope of the SR-126; Add Turn Lanes at 700 South project is to add left turn lanes at this intersection. This area of Weber County continues to expand and grow at an increasing pace. Improvements at this intersection will both decrease congestion and improve safety for the traveling public. An update to the Engineers Estimate has shown additional fundsare needed to cover construction materials and Right of Way project costs.

Box Elde	r		;								
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Box Elder	UDOT	US-89	15677	US-89; SR-126 to Perry	Reconstruct Pavement	R1_TSP (Region 1 - Transportation Solutions Program)	\$58,000,000	\$54,000,000	Additional Funds	\$4,000,000	2024

The scope of the US-89; SR-126 to Perry project is to reconstruct the pavement, provide shoulders, improve accesses, and add drainage features to keep water off the travel way. The project team has updated the Engineers Estimate and identified the need for additional funding. This project is ready to advertise. These additional funds will allow the project to begin construction at the end of this year.

2024-2029 Transportation Improvement Program (TIP) (Amendment Nine) Board Modification

Project / Funding Adjustments

Salt Lake	e County			<u>.</u>					<u>.</u>		
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
		Emigration	21203	5655 Emigration Cyn to 9698	Strategic Minor widening and Safety Improvements	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC)) LOCAL GOVT	_	\$3,000,000	Funding Adjustments/		
Salt Lake	UDOT	Canyon	20416	Emigration Cyn	This PIN will be abandoned - Project Funding will be combined to PIN 21203	(Local Government Funds) TIFF_ACTIVE (Transportation Investment Funds - For Active Transportation)	\$6,518,900	\$3,157,260 \$0	New Funding	\$361,640 \$3,157,260	2024-2029
1 5		e		, .	1 2	a bike lane in both directions, goin l result in being able to be combine	e		st. The project	was approved b	by WFRC. A
					Widen the intersection to include dual left turns in both east-west directions and create	CMAQ_WFRC (Congestion Mitigation/ Air Quality - Urban Area Salt Lake (WFRC))		\$1,500,000			
Salt Lake	UDOT	SR-71 (12300 South)	22092	SR-71 at Lone Peak Pkwy	an auxiliary lane west bund between the I-15 southbound off-ramp to Lone Peak Parkway Intersection	CRP_WFRC (Carbon Reduction Program - Urban Area Salt Lake (WFRC))	\$6,375,000	\$1,000,000	Additional		2024-2029
						R2-TSP (Region 2 - Transportation Solutions Program)		\$0	Funds	\$3,875,000	
-				51 5		e dual left turns in both east-west d s modification of Lone Peak Parkw			5		een the I-15
		I-15	19854	I-15 Reconstruction; Farmington to Salt Lake City	I-15 Reconstruction	ST_TIF (Statewide - Transportation Investment Funds)	\$1,766,200,000	\$1,767,200,000	Transfer Funds From	\$1,000,000	
Davis	UDOT			Parrish Ln (SR105) 400 West	Improve Intersection Geometry	CMAQ_WFRC (Congestion Mitigation/ Air Quality - Urban Area Salt Lake (WFRC))		\$2,738,390	- Transfer		2024-2029
		SR-105	15917	Inters Centerville	(Thru Lanes and Turn Lanes)	STP_COVID_OL (CRRSAA Fund for 2021-Ogden/ Layton) LOCAL_GOVT	\$4,667,102	\$441,652 \$487,060	Funds To	\$1,000,000	
The inte	nt of this p	roject fund	ed thro	ugh WFRC is to impro	ve all four legs of the Parrish La	(Local Government Funding) ne (SR-105)/ 400 West intersectio	n. The desig		ruction of the	intersection has	s been
		e			1 5	e to inflation of Right of Way and a l allow the intersection to be built		. 1 5		e	
Tooele									!		
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	UDOT	I-80	17626	EB Auxiliary Lane and SR-36 NB Lane	Add an Auxiliary Lane on I-80 and one travel lane on northbound SR-36	ST_TIF (Statewide - Transportation Investment Funds)	\$37,900,000	\$27,900,000	Additional Funds	\$10,000,000	2024
concept	that was d	eveloped in	2021,	focused primarily on th	e pavement component of the a	-201 and one travel lane on northludditional third lane and did not ac Additional funds are for: - New D	count for all	required roa	adway elemen	ts. In addition,	several

rest area, - Additional drainage systems to prevent flooding on adjacent owners' properties. (pipes, gutters, inlets), - 3 Overhead Cantilever Signs, - Relocate VMS on SR-36 NB outside of Widening, - Extra shoulder width to improve sight distance on EB I-80, - Reconfiguration of signalized intersections, - Increase of Pavement Costs

	TTIF - First Mile /	Last Mile	
Project Name	Total Project Cost	Match Amount	TTIF FM/LM Funding
Big Cottonwood Creek Trail (Millcreek)	\$ 555,835	\$ 444,668	\$ 111,167
Midvale Trax Station to Maple Street Multi- Use Path	\$ 841,172	\$ 672,938	\$ 168,234
Salt Lake Canal and East Jordan Canal Trails (Sandy)	\$ 3,455,938	\$ 2,764,750	\$ 691,188
Madison Avenue/Gold Star Shared Use Path (Ogden)	\$ 2,449,121	\$ 1,959,297	\$ 489,824
Cottonwood Street Buffered Bike Lane (Midvale)	\$ 220,700	\$ 176,560	\$ 44,140
Midvale Center Street Protected Bike Lane	\$ 4,660,320	\$ 3,728,256	\$ 932,064
Main Street and Holden Street Buffered Bike Lanes (Midvale)	\$ 328,648	\$ 262,918	\$ 65,730
4800 West Bike Lanes and Sidewalks (West Valley City)	\$ 1,927,057	\$ 1,541,646	\$ 385,411
2200 West Bike Lanes & Sidewalk (West Valley City)	\$ 1,174,866	\$ 939,893	\$ 234,973
Main Street / West Temple Bike Lane (South Salt Lake City)	\$ 1,990,789	\$ 1,592,631	\$ 398,158
Magna Downtown Revitalization	\$ 3,727,095	\$ 2,981,676	\$ 745,419
Roy FrontRunner Underground or Aboveground Pedestrian / Bike Crossing - Study	\$ 200,000	\$ 60,000	\$ 140,000
Brian Head Commercial Corridor Shuttle Stops and Crosswalks	\$ 500,000	\$ 150,000	\$ 350,000
	\$ 21,531,541	\$ 17,125,233	\$ 4,406,308

	G	rants for C	ommunity Project Fundi	ng (CPF)
PROJECT	Estimated Cost	Amount	Funding Source	Project Description
Electric Bus Implementation, UTA	\$20,000,000	\$2,000,000	Department of Transportation, Transit Infrastructure Grants	Electric Bus Implementation
Clearfield Gateway/Pedestrian Bridges, Clearfield City Corporation	\$12,000,000	\$2,000,000	DOHUD, Community Development Fund	<u>Pedestrian bridges at</u> : - Center St, crossing over Main St, - Below 350 S crossing over Main St. - North Davis Jr High, 800 E crossing over 700 S. - 1000 E crossing over State St
Highland Drive Reconstruction and Complete Streets Project, Salt Lake City	\$30,000,000	\$3,600,000	DOT, Highway Infrastructure Programs	Highland Dr Reconstruction and Complete Street Implementation
Ogden City Gateway Trail Access Phase, Ogden	\$6,000,000	\$2,000,000	DOT, Highway Infrastructure Programs	The Gateway Trail Access Phase (Phase Two) will provide a safe pathway to travel around the Ogden Canyon waterfall and continue East to some of the most beautiful areas in Ogden Canyon (SR-39).
Harrisville City Complex Roadway, Harrisville City	\$11,000,000	\$2,000,000	DOT, Highway Infrastructure Programs	1750 South; US-89 and Harrisville Road, new road going through the new city complex, where the new fire/police/city offices will be.
West Jordan 1300 West Reconstruction Project	\$20,500,000	\$4,500,000	DOT, Highway Infrastructure Programs	1300 West; 6600 So to 7800 So (Phase 3) - Widen to include center turn lane, bike lanes, curb & gutter, and sidewalk.
Mormon Trail Road Reconstruction Project, Rush Valley	\$8,400,000	\$5,000,000	DOT, Highway Infrastructure Programs	Roadway Reconstruction
Totals	\$107,900,000	\$21,100,000		

Cou	nty of the	First Class	Highway Projects	Fund (CFCHPF)
PROJECT	Estimated Cost	Amount	Funding Source	Project Description
South Jordan Bingham Rim Road From Grandeville Avenue to Mountain View Corridor	\$3,500,000	\$3,200,000	County of the First Class Highway Projects Fund (CFCHPF)	Minor Collector - New Construction of a 2-Lane facility with curb, gutter, and sidewalk, bike lanes, and on street parking
South Jordan U-111 and Old Bingham Highway arterials (Crismon Dr, Wire Grass Dr to SR-111)	\$1,000,000	\$1,000,000	County of the First Class Highway Projects Fund (CFCHPF)	Collector - New Construction of a 3-Lane facility with curb and gutter
Midvale Center Street between State Street and 700 West	\$5,400,000	\$1,960,000	County of the First Class Highway Projects Fund (CFCHPF)	Road Diet from 5-lanes to 3-lanes to implement a "Complete Street" facility for all users. Expanding the alternative transportion improvements for pedestrian and bicylist
Salt Lake First/Last Mile public transit improvements throughout the city	\$3,500,000	\$3,500,000	County of the First Class Highway Projects Fund (CFCHPF)	First and last mile connections to public transit Salt Lake City
Cottonwood Heights Fort Union Blvd. and 2300 East	\$1,500,000	\$1,500,000	County of the First Class Highway Projects Fund (CFCHPF)	Intersection Safety and Pedestrian Improvements for the future Town Center/ Plaza development
Draper Bangerter Highway between 13800 S. and I-15	\$5,000,000	\$3,450,000	County of the First Class Highway Projects Fund (CFCHPF)	Widen Bangerter Highway with an additional lane between east bound between 150 East to I-15 as well as adding additional turn lanes.
Herriman U-111 to 13200 S. road construction	\$13,800,000	\$10,500,000	County of the First Class Highway Projects Fund (CFCHPF)	Major collector - New Construction of a 3-lane facility with buffered bike lanes, including sidewalk, curb & gutter, asphalt path, landscaping, a bridge over Butterfield Creek for a trail crossing.
West Jordan improvements to 1300 W	\$20,500,000	\$3,000,000	County of the First Class Highway Projects Fund (CFCHPF)	This is phase 3 on 1300 West between 6600 So and 7800 So. Project will Widen to allow a two way left turn lane, bike lanes, curb & gutter, and sidewalk through the corridor
Riverton Welby Jacob Canal Trail between 11800S. and 13800S.	\$9,000,000	\$1,050,000	County of the First Class Highway Projects Fund (CFCHPF)	New Construction of the Welby Jacob Canal paved pedestrian trail. The final trail will extend from 11800 South (Riverton's north boundary) to 13800 South (Riverton's south boundary).
Murray Murray Blvd. improvements between 4800 & 5300 S.	\$1,500,000	\$1,250,000	County of the First Class Highway Projects Fund (CFCHPF)	Murray Blvd will be re-striped to accommodate bike lanes
West Valley 5400S. to U-111 road construction	\$5,400,000	\$1,450,000	County of the First Class Highway Projects Fund (CFCHPF)	Collector - New Construction of a 3-lane facility between 5400 South and 6200 South with curb, gutter, and sidewalk
Magna construction and improvements 8400 W and 4100 S.	\$3,200,000	\$1,840,000	County of the First Class Highway Projects Fund (CFCHPF)	Extension (~1/3 mile) of 4100 W, west of U-111 (8400 W). This new section will have 4 lanes (2 through, 2 turn lanes) and connect to new local roads New 4-way signalized intersection at 4100 S and U-111 intersection
Millcreek 2000E. reconstruction and improvements between 3000S. and Atkin Ave.	\$8,500,000	\$1,200,000	County of the First Class Highway Projects Fund (CFCHPF)	Project will add bike lanes and sidewalk over the soon to be piped open ditch - but travel lanes will actually narrow.
Holladay Highland Drive between Van Winkle and Arbor Lane	\$30,000,000	\$1,230,000	County of the First Class Highway Projects Fund (CFCHPF)	Operational Improvements on Highland Drive
1. West Valley 4000. W. between 4100 S. 2. 4700 S and West Valley improvements to 4700 S; 4000 W. to Bangerter Hwy	\$10,500,000	\$1,800,000	County of the First Class Highway Projects Fund (CFCHPF)	Reconstruction project, on 4000 West between 4100 South and 4700 South West Valley
Taylorsville Bangerter Highway and 4700 S.	\$4,700,000	\$3,500,000	County of the First Class Highway Projects Fund (CFCHPF)	To expand bike and pedestrian improvements along the Bangerter Highway including a separate bike path farside of the sidewalk
Taylorsville 4700 S at the I-215 interchange	\$32,639,000	\$1,000,000	County of the First Class Highway Projects Fund (CFCHPF)	New Construction of Frontage Road and connectors to 2700 West
Taylorsville Additional Funding (no specifified project)	\$500,000	\$300,000	County of the First Class Highway Projects Fund (CFCHPF)	Various operational improvements
South Jordan Daybreak TRAX Station Construction	\$7,500,000	\$1,050,000	County of the First Class Highway Projects Fund (CFCHPF)	New Construction of Daybreak TRAX Station
CFCHPF Total	\$167,639,000	\$43,780,000		

DATE:	August 16, 2023
AGENDA ITEM:	5c
SUBJECT:	ACTION: Approve 2025-2030 Transportation Improvement Program (TIP)
PREPARED 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 2025-2030 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 2025-2030 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 29 through August 3, 2024. 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 summary of the public comments with respective responses is included with this memo, along with the list of individual comments received. 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 2025-2030 TIP conforms to the state air quality plans.

RECOMMENDATION:

Trans Com and the WFRC staff recommend that the Regional Council make a motion "to adopt the resolution approving the 2025-2030 Transportation Improvement Program (TIP) and the air quality conformity analysis".

CONTACT PERSON:

Ben Wuthrich (801) 647-3228, bwuthrich@wfrc.org

EXHIBITS:

- Resolution approving the 2025-2030 TIP
- Project Listing for the Draft 2025-2030 TIP
 - WFRC Programs Section
 - Glossary of Funding Types
 - Other Federal and State Funded Projects Section
 - Transit Projects Section
- Draft 2025-2030 TIP Conformity Analysis (Memorandum 42a)
- Summary of Public Comments and Respective Responses
- List of Individual Comments Received

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL APPROVING THE 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake 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 2025-2030 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 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 2025-2030 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 22, 2024

DRAFT

2025-2030 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 42a

DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)

Surface Transportation Program (STP) Funded Projects

DRAFT - 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA DRAFT 2025 – 2030 Transportation Improvement Program (TIP)

DRAFT 2025-2030 Transportation Improvement Program (TIP) Surface TRansportation Program (STP

		,		Print Da								Amount ObligatedCurrent Federal Fiscal YearNew Project/ Additioanl Funding							
County	Sponsor	Project Sequence	Project Identification	Project In	formation			nated Total	Current Programmed	Total Amount	Current Year		Allocation of P	rogrammed F	unds per Fe	ederal Fiscal Y	Concept Development		
County	Sponsor	i tojeti Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	Teal Added to Th	I Pro	ject Cost	Funds	Obligated	2024		2025	2026	202	7	2028	2029	2030
Salt Lake Url	ban Area																		
Salt Lake	Bluffdale	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 \$	9,047,363	\$ 9,047,363	\$-	\$	- \$	-	\$	- \$	-	\$-	\$
Salt Lake	Bluffdale		16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	\$	128,600 \$	102,736	\$ 102,736	\$-	\$	- \$	-	\$	- \$	-	\$ -	\$
Salt Lake	Bluffdale		16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$	1,142,000 \$	1,064,687	\$ ·	\$-	\$	- \$	-	\$1,	,064,687 \$	-		\$
Salt Lake	Cottonwood Heights		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	Newproject-S_STP- 014(2021)	18816		Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	\$	487,200 \$	444,894	s .	\$-	\$	444,894 \$	-	\$	- \$	-	\$-	\$
Salt Lake	Cottonwood Heights	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	\$ 250,000	\$	1,285,498 \$		\$	- \$	-	\$ -	\$
Salt Lake	Cottonwood Heights	Newproject-S_STP- 01(2023)	21198	Fort Union Blvd; Pippen Drive to 3160 East	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$	5,692,100 \$	2,500,000	s .	\$-	\$	- \$	-	\$	- \$	-	\$ 2,500,000	
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	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	s ·	\$ 350,000	\$	3,630,000 \$	-	\$	- \$	-	\$ -	\$
Salt Lake	Draper	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	Draper	Newproject-S_STP- 02(2023)	21199	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	\$	\$ -	\$	- \$	-	\$	- \$	-	\$ 3,000,000	
Salt Lake	Emigration Metro Township	Newproject-S_STP- 06(2023)	21203	Emigration Canyon; 5655 Emigration Canyon Rd to 9698 Emigration Canyon Rd	Strategic Minor widening and Safety Improvements	2024	\$	6,518,900 \$	3,000,000	s	\$ 10,000	\$	2,990,000 \$	-	\$	- \$	-	\$ -	
Salt Lake	Herriman	Newproject-S_STP- 04(2023)	21201	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	s .	\$-	\$	- \$	-	\$	- \$	-	\$ 3,000,000	
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	\$ 2,243,672	\$-	\$	- \$	-	\$	- \$	-	\$-	\$
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	\$ -	\$	- \$	-	\$	- \$	-	\$ -	\$

DRAFT 2025-2030 Transportation Improvement Program (TIP) Surface TRansportation Program (STP

								Print	Date: 12-Jun-2	24			Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding		
			Project	Project I	Project Information		Estimated To	al Current	. Total Am	ount	Current Year	Allocation	of Programmed Fu	nds per Federal Fis	cal Year	Concept Development	
County	Sponsor	Project Sequence	ct Sequence Identification Number (PIN) Location/Limits Concept/ Type of Improvement	Year Added to TIF	Project Cos		ed Obligate	ed	2024	2025	2026	2027	2028	2029	2030		
Salt Lake	Holladay/ Millcreek	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,	.00 \$ 38	3,956 \$	- \$	350,060	\$ - \$	-	\$-	s - s	-	\$
Salt Lake	Kearns	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	n 2021	\$ 2,804,	00 \$ 2,11	4,169 \$ 28	32,487 \$	117,513	\$ 1,714,169 \$	-	\$ -	\$ - \$	-	\$
Salt Lake	Magna	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,	80 \$ 3,41	9,005 \$	· \$	-	\$ - \$	1,203,189	\$-	\$ 2,215,816 \$	-	\$ 2,216,194
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,	000 \$ 1,25	5,528 \$ 50	09,323 \$	746,205	\$ - \$	-	\$ -	\$ - \$	-	\$
Salt Lake	Magna	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 \$ 2,49	7,632	\$	-	\$ 2,497,632 \$	-	\$ -	\$ - \$	-	\$ 1,500,000
Salt Lake	Magna	Newproject-S_STP- 05(2023)	21202	2700 South; 8054 West to 8000 West	Construct curb, gutter, and sidewalk on north side of 270 South	0 2024	\$ 3,521,	00 \$ 3,00),000 \$	\$	-	\$ - \$	-	\$ -	\$ - \$	3,000,000	
Salt Lake	Midvale	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,	00 \$ 3,56	5,816 \$	\$	-	\$ - \$	-	\$ -	\$ 3,565,816 \$	-	\$
Salt Lake	Midvale/ UDOT	New Project - 009()	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	\$ 323,	00 \$ 28	7,148 \$ 28	87,148 \$	-	\$ - \$	-	\$ -	\$ - \$	-	\$
Salt Lake	Millcreek	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,	36 \$ 3,31	1,798 \$ 3,31	1,797 \$	-	\$ - \$	-	\$ -	\$ - \$	-	\$
Salt Lake	Millcreek	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	\$	- \$ 3,00	0,000 \$ 3, 00	00,000 \$	-	\$ - \$	-	\$-	\$ - \$	-	\$
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,	:00 \$ 4,00),000 <mark>\$ 4,0</mark> (00,000 \$	-	\$ - \$	-	\$-	\$ - \$	-	\$
Salt Lake	Millcreek	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		\$ 2,082,	00 \$ 1,80	1,204 \$ 1,80)1,204 \$	-	\$ - \$	-	\$ -	\$ - \$	-	\$
Salt Lake	Millcreek	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,	:00 \$ 3,00),000 \$ 59	91,078 \$	2,408,922	\$ - \$	-	\$-	\$ - \$	-	\$
Salt Lake	Millcreek	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 installatio of new storm drain	n 2022	\$ 6,965,	20 \$ 3,71	5,816 \$	\$	-	\$ - \$	-	\$ -	\$ 3,715,816 \$	-	\$
Salt Lake	Millcreek	Newproject-S_STP- 03(2023)	21200	2000 East; 3300 South to Atkin Ave	Reconstruct curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping existing ditc	h 2024	\$ 8,347,	:00 \$ 3,00),000 \$	\$	-	\$ - \$	-	\$ -	\$ - \$	3,000,000	\$ 1,500,000
Salt Lake	Murray	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,209,	50 \$ 2,64	1,799 \$ 2,64	\$1,799	-	\$ - \$	-	\$-	s - s	-	\$

	T	1		1		T	1	Pi	rint Date:	12-Jun-24			Amount Obligated	Current Fe Fiscal Ye		New Project/ Additioanl Funding		
	G	D : 46	Project	Project Ir	formation	V ALL I (TYP	Estimated Tot	al Curi		Total Amount	Current Year	Alloca	tion of Programm	ed Funds per Fed	eral Fiscal	l Year	Conc	ept Development
County	Sponsor	Project Sequence	Identification Number (PIN)	Location/ Limits	Concept/ Type of Improvement	-Year Added to TIP	Project Cost	n Progra Fun		Obligated	2024	2025	2026	2027		2028	2029	2030
Salt Lake	Murray	NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$	- \$ 2	2,508,199	\$ 2,508,199	\$ -	\$	- \$	- \$	- \$	-	\$	- \$
Salt Lake	Murray	New Project - 007()	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	\$ 2,753,9	900 \$ 2	2,567,461	s .	\$ 50,000	\$ 2,517,46	1 \$	- \$	- \$		\$	- \$
Salt Lake	Murray	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	2022	\$ 8,578,8	:00 \$ 5	5,065,816	\$ ·	\$ -	\$	- \$	- \$	- \$	5,065,816	\$	- \$ 2,500,000
Salt Lake	Riverton	NEWPROJ()	15913	4150 West; 12600 South to 13400 South	Construct a 4-lane concrete street with center running tras corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	x 2017	\$ 17,712,8	:00 \$ 6	5,199,225	\$ 6,199,225	\$ -	\$	- \$	- \$	- \$	-	\$	- \$
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	\$ 11,099,0	00 \$ 7	7,106,709	\$ 7,106,709	\$	\$	- \$	- \$	- \$	-	\$	- \$
Salt Lake	Salt Lake City	Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	s 2016	\$ 5,462,0	00 \$ 2	2,900,000	\$ 2,900,000	\$	\$	- \$	- \$	- \$	-	\$	- \$
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	\$ 4,975,6	00 \$ 4	1,300,000	\$	\$ 2,000,000	\$ 2,300,00	D \$	- \$	- \$	-	\$	- \$ 3,500,000
Salt Lake	Salt Lake City	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrain improvements	2017	\$ 3,901,3	00 \$ 3	3,548,613	\$	\$ 1,548,613	\$ 2,000,00	0 \$	- \$	- \$	-	\$	- \$
Salt Lake	Salt Lake City	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	\$ 3,936,6	600 \$ 2	2,270,092		\$	\$	- \$	- \$ 2,2	70,092 \$	-	\$	- \$
Salt Lake	Salt Lake City	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	\$ 4,680,6	00 \$ 3	3,000,000	\$	\$	\$	- \$	- \$ 3,00	00,000 \$	-	\$	- \$
Salt Lake	Salt Lake City	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	\$ 7,688,8	65 \$ 6	5,215,816	\$	\$-	\$	- \$	- \$	- \$	3,215,816	\$ 3,000,	000 \$
Salt Lake	Salt Lake County	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	\$ 3,657,4	00 \$ 1	,842,009	\$ 1,842,009	\$	\$	- \$	- \$	- \$	-	\$	- \$
Salt Lake	Salt Lake County	NEWPROJ()	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,4	.00 \$ 1	,521,846	\$ 1,521,846	\$	\$	- \$	- \$	- \$	-	\$	- \$
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	\$ 23,675,4	26 \$ 14	1,175,040	\$ 14,175,040	\$	\$	- \$	- \$	- \$	-	\$	- \$
Salt Lake	Sandy	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 7,332,0	00 \$ 5	5,810,094	\$ 5,810,094	\$	\$	- \$	- \$	- \$	-	\$	- \$
Salt Lake	Sandy	NEWPROJ()	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	s 2018	\$ 6,145,1	00 \$ 4	1,433,075	\$ 4,433,075	\$	\$	- \$	- \$	- \$	-	\$	- \$

								Print Date:	12-Jun-24			Amount Obligated	Fiscal Voor	ew Project/ Additioanl Funding		
County	Sponsor	Project Sequence	Project Identification	Project Ir	Iformation	Year Added to TIP	Estimated Total	Current	Total Amount	Current Year	Allocation o	f Programmed Fu	nds per Federal Fiscal Ye	ar	Concept I	Development
County	Sponsor	r roject sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	Tear Audeu to TIF	Project Cost	Programmed Funds	Obligated	2024	2025	2026	2027	2028	2029	2030
Salt Lake	Sandy & Draper Cities	NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	¹ 2015	\$ 4,680,000	4,300,000	\$	\$-	\$ - \$	- :	\$ 4,300,000 \$	-	\$-	\$
Salt Lake	Sandy, Midvale	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		Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	6,428,155	\$ 6,428,155	\$-	\$ - \$	- :	\$ - \$	-	\$-	\$
Salt Lake	South Jordan	NEWPROJ()	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; includir improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	ag 2017	\$ 1,053,200	777,788	\$ 777,788	\$-	\$ - \$	- :	\$ - \$	-	\$-	\$
Salt Lake	South Jordan	NEWPROJ()	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewall park strip, intersection improvements, and necessary stre lights.		\$ 1,840,900	1,632,271	\$ 186,544	\$ -	\$ 1,445,727 \$	- :	\$ -		\$ -	\$
Salt Lake	South Jordan	New Project - 005()	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	Reconstruct existing roadway and improve the vertica curve to increase site distance	2019	\$ 2,301,300	2,145,502	\$	\$ 1,930,952	\$ - \$	- :	\$ - \$	-	\$ -	\$
Salt Lake	South Jordan	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	\$ 460,800	429,604	\$ 368,390	\$ 61,214	\$ - \$	- :	\$ - \$	-	\$ -	\$
Salt Lake	South Jordan	Newproject-S_STP- 009(2021)	19676	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding throug lanes to three approaches and adding a right turn pock to westbound approach and addressing North/South Bil lanes	et 2021	\$ 3,775,900	3,020,272	s ·	\$-	\$ - \$	- :	\$ - \$	3,020,272	\$-	\$
Salt Lake	South Jordan	Newproject-S_STP- 03(2022)	20311	4000 W / South Jordan Parkway Intersection Improvements	- One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & We approach	st 2022	\$ 5,152,400	4,715,816	s ·	\$-	\$ - \$	- :	\$ - \$	3,215,816	\$ 1,500,000	\$
Salt Lake	South Salt Lake	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	4,364,600	\$ 4,364,600	\$-	\$ - \$	- :	\$ - \$	-	\$-	\$
Salt Lake	South Salt Lake	NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015		2,500,000	\$ 2,500,000	\$-	\$ - \$	- :	\$ - \$	-	\$-	\$
Salt Lake	South Salt Lake	Newproject-005(2020) Original PIN 18820	16925	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lane Shoulders, Curb, Gutter, and Sidewalk	s, 2020	\$ 4,908,805	4,200,000		\$-	\$ - \$	4,200,000	\$ - \$	-	\$-	\$
Salt Lake	South Salt Lake	NEWPROJ() Possibly Combine PINs	16925	700 West; 3300 South to Carlisle Avenue (3655 South)	Reconstruct and widen to include center turn lane, curl gutter, sidewalk, and shoulders), 2018	\$ 6,571,575	4,000,000	\$ 840,002	\$ 881,311	\$ 2,278,687 \$	- :	\$ - \$	-	\$-	\$
Salt Lake	South Salt Lake/ UDOT	New Project - 006()	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	783,132	\$ 783,132	\$ -	\$ - \$	- :	\$ - \$	-	\$-	\$
Salt Lake	Taylorsville	NEWPROJ()	11082		New Construction including curb, gutter, sidewalk, and shoulder improvements	l 2018	\$ - 5	-	\$	\$-	\$ - \$	- :	\$ - \$	-	\$ -	\$
Salt Lake	Taylorsville	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	12,159,548	\$ 7,338,758	\$-	\$ - \$	- :	\$ - \$	-	\$-	\$

								Print Date:	12-Jun-24			Amount Obligated	Fiscal Voor Ad	/ Project/ ditioanl unding		
County	Sponsor	Project Sequence	Project Identification	Project In	formation	Year Added to TIP	Estimated Total	Current Programmed	Total Amount	Current Year	Allocatio	n of Programmed Fu	ınds per Federal Fiscal Year	r	Concept	Development
County	Sponsor	Project Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	Tear Added to TIF	Project Cost	Funds	Obligated	2024	2025	2026	2027	2028	2029	2030
Salt Lake	Taylorsville	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ - \$	4,820,791	\$ 4,820,791	\$-	\$-	\$-	\$ - \$	-	\$-	\$
Salt Lake	Taylorsville/ UDOT	New Project - 008()	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500 \$	364,995	\$ 364,995	\$-	\$ -	\$ -	\$ - \$	-	\$ -	\$
Salt Lake	UDOT	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 an CFI features on the east and south legs of the 6200 So intersection.	1 2020	\$ 9,858,600 \$	1,000,000	\$ 1,000,000	\$-	\$ -	\$-	\$ - \$	-	\$ -	\$
Salt Lake	UDOT	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	\$ 1,410,650	\$ 75,996	\$-	\$-	\$ - \$	-	\$-	\$
Salt Lake	UDOT	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	\$ 441,110	\$ 1,058,890	\$-	\$-	\$ - \$	-	\$ -	\$
Salt Lake	UDOT TOC	Newproject-003(2020)	18818	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	 (1) SR-172 (S000 W) From Ameria Earnart 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 Hww 	2020	\$ 690,000 \$	643,287		\$-	\$ -	\$-	\$ 643,287 \$	-	\$-	\$
Salt Lake	UDOT TOC	Newproject-S_STP- 001(2021)	19629	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	 SR-266 from I-215 West to I-215 East 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 SR-48 from MVC to Redwood Rd 	2021	\$ 790,000 \$	736,517	\$	\$-	\$-	\$-	\$ 736,517 \$	-	\$-	\$
Salt Lake	UTA	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	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	 (1) SK-172 (3000 W) Hom Ameria Earnart 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 Hum. 	2020	\$ 225,000	237,736		\$ 237,736	\$ -	\$ -	\$ - \$	-	\$ -	\$
Salt Lake	UTA	Newproject- O_STP- 013(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essentia Transit Connection between Davis County and Salt Lak County		\$ 4,700,000 \$	750,000	\$	\$-	\$-	\$-	\$ - \$	750,000	\$-	\$
Salt Lake	UTA/ Draper	Newproject-S_STP- 011(2021)	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; 9000 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes ar Bike Lanes	d 2015	\$ 11,442,800 \$	4,661,500	\$ 4,659,391	\$ 2,109	\$-	\$-	\$ - \$	-	\$-	\$
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	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	\$	\$ 500,000	\$ 500,000	\$ -	\$ - \$	-	\$ -	\$
Salt Lake	West Jordan	NEWPROJ()	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	1,499,977	\$ 489,458	\$ 1,010,520	\$ -	\$ -	\$ - \$	-	\$ -	\$

								Print Date:	12-Jun-24			Amount C Obligated	Surrent Federal Fiscal Year Fiscal Year Funding		
County	Sponsor	Project Sequence	Project Identification	Project In	iformation	– Year Added to TIP	Estimated Total	Current Programmed	Total Amount	Current Year	Allocation	of Programmed Fund	ls per Federal Fiscal Year	Concept D	Development
County	Sponsor	Project Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	Tear Added to TTF	Project Cost	Funds	Obligated	2024	2025	2026	2027 2028	2029	2030
Salt Lake	West Jordan	Newproject-009(2020)	18824	9000 South; New Bingham Highway Intersection	Project will realign and construct full intersection at New Bingham Highway and 6400 West	2020	\$ 10,355,800	\$ 5,500,000		\$-	\$ - 5	\$ 3,000,000 \$	2,500,000 \$	- \$ -	\$ -
Salt Lake	West Jordan	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.		\$ 1,500,000	\$ 745,000	\$ ·	\$-	\$ - 5	\$ - \$	745,000		\$ -
Salt Lake	West Jordan	NEWPROJ()	20148	1300 West; 9000 South to 7800 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	d 2015	\$ 11,442,800	\$ 7,838,500	\$ 3,311,996	\$ 4,526,504	\$ - 5	\$ - \$	-	\$ -	\$ -
Salt Lake	West Jordan	NEWPROJ()	20149	1300 West; 7800 South to 6600 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	d 2015	\$ 11,442,800	\$ 2,000,000	\$ ·	\$-	\$ - 5	\$ - \$	- \$ 2,000,00	0 \$ -	\$
Salt Lake	West Valley City	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	\$ - 5	\$ - \$	- \$	- \$ -	\$
Salt Lake	West Valley City	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	\$ -	\$ - 5	\$ - \$	- \$	- \$ -	\$
Salt Lake	West Valley City	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	\$ 3,010,611	\$ 4,060,759	\$ - 5	\$ - \$	- \$	- \$ -	\$
Salt Lake	West Valley City	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	\$ 5,762,166	\$ 2,423,153	\$ 3,339,013	\$ - 5	\$ - \$	- \$	- \$ -	\$ -
Salt Lake	West Valley City & Magna	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	\$ 7,115,816	s .	\$ -	\$ - 5	\$ - \$	- \$ 4,715,81	6 \$ 2,400,000	\$ -
Salt Lake	WFRC	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 10,314,335	\$ 5,110,138	\$ 804,556	\$ 828,693	\$ 853,553 \$	879,160 \$ 905,53	5 \$ 932,701	\$ 960,682
Salt Lake	WFRC	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	\$ 14,092,968	\$ 8,746,701	\$ 826,520	\$ 851,315	\$ 876,855 \$	903,160 \$ 930,25	5 \$ 958,162	\$ 986,907
Salt Lake	WFRC	F-R299(50)	16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)			\$ 490,750	\$ 490,750	\$ -	\$ - 5	\$ - \$	- \$	- \$ -	
Salt Lake	West Valley City	Newproject-S_STP- 04(2024)		3900 South; Redwood Rd to Jordan River Bridge Widening and Reconstruction	Reconstruct with Minor Widening, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk		\$ 10,887,000	\$ 2,000,000	\$	\$0	\$ O	\$ 0	\$ 0 \$ 0	\$ 0	\$ 2,000,000
Salt Lake	Riverton City	Newproject-S_STP- 05(2024)		1300 West : 13100 South to 13700 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.		\$ 9,493,000	\$ 1,400,000	\$	\$ O	\$0	\$ O	\$ 0 \$ 0	\$ O	\$ 1,400,000
Salt Lake	West Valley City/ Magna	Newproject-S_STP- 07(2024)		7200 West; 4100 South to 3900 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.		\$ 5,981,000	\$ 5,582,067	\$	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0	\$ O	\$ 2,000,000
Salt Lake	Herriman City	Newproject-S_STP- 08(2024)		6400 West Herriman Blvd. (12600 So) to Midas Creek (approx. 12100 So)	New Construction of a 3-lane roadway including bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	\$ 9,220,000	\$ 2,700,000	\$	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0	\$ 0	\$ 2,700,000

County Salt Lake Salt Lake Salt Lake OGDEN/ LA	Sponsor Draper UTA Salt Lake County YTON URBA	Project Sequence Newproject-S_STP- 10(2024) Newproject-S_STP- 11(2024) Newproject-S_STP- 12(2024)	Project Identification Number (PIN)	Project In Location/ Limits Pioneer Road; 1650 East to Highland Drive TechLink TRAX; Salt Lake International Airport to UofU Research Park	formation Concept/ Type of Improvement Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walk. Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage populations.	Year Added to TIP 2024	Estimated Total Project Cost	Print Date Current Programmed Funds	: 12-Jun-24 Total Amount Obligated	Current Year 2024	Allocation of 2025	Obligated	urrent Federal Fiscal Year New Project/ Additioanl Funding s per Federal Fiscal Year 2027 2028	Concept D 2029	Development 2030
Salt Lake Salt Lake Salt Lake	Draper UTA Salt Lake County	Newproject-S_STP- 10(2024) Newproject-S_STP- 11(2024) Newproject-S_STP-	Identification	Location/ Limits Pioneer Road; 1650 East to Highland Drive TechLink TRAX; Salt Lake International Airport to UofU	Concept/ Type of Improvement Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls. Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage		Project Cost	Programmed Funds							-
Salt Lake Salt Lake Salt Lake	Draper UTA Salt Lake County	Newproject-S_STP- 10(2024) Newproject-S_STP- 11(2024) Newproject-S_STP-		Pioneer Road; 1650 East to Highland Drive TechLink TRAX; Salt Lake International Airport to UofU	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls. Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage		Project Cost	Funds	Obligated	2024	2025	2026	2027 2028	2029	2030
Salt Lake Salt Lake	UTA Salt Lake County	10(2024) Newproject-S_STP- 11(2024) Newproject-S_STP-		TechLink TRAX; Salt Lake International Airport to UofU	adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls. Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage	2024	\$ 4,605,100	\$ 3,000,000							
Salt Lake	Salt Lake County	11(2024) Newproject-S_STP-			mobility, increase opportunities for disadvantage			φ 5,000,000	\$	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0	\$ O	\$ 3,000,000
						2024	\$ 3,800,000	\$ 2,000,000	\$ ·	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0	\$ 0	\$ 2,000,000
OGDEN/ LA	YTON URBA			1300 East and Galaxie Drive Intersection Improvements	Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accomdate the southbound left turn	2024	\$ 86,600	\$ 80,800	\$	\$ O	\$ 80,800	\$ 0	\$ 0 \$ 0	\$ 0	\$ 80,800
		AN AREA							\$ -						
Box Elder	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	\$	\$-	\$ - \$	1,582,113 \$	- \$	- \$ -	\$ -
Box Elder	Brigham City	Newproject-O_STP- 05(2023)	21197	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	\$	\$-	\$ - \$	- \$	- \$	- \$ 2,000,000	\$ -
Davis	Centerville	Newproject-O_STP- 01(2023)	21192	1250 West; Parrish Lane to 200 North	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 752,100	\$ 500,000	\$	\$-	\$-\$	- \$	- \$	- \$ 500,000	\$-
Davis	Centerville	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	\$	\$-	\$ - \$	- \$	- \$ 1,061,32	5	
Davis	Centerville	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	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR- 108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ 6,766,000	\$ 4,062,630	\$ 4,062,630	\$-	\$ - \$	- \$	- \$	- \$ -	\$-
Davis	Clearfield/ Syracuse	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR- 108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016		\$ 1,300,000	\$ 1,300,000	\$ -	\$ - \$	- \$	- \$	- \$ -	\$ -
Davis	Clinton	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	\$ 3,000,000	\$	\$-	\$ - \$	- \$	- \$ 2,000,00	\$ 1,000,000	\$ 1,000,000
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	\$ 2,784,649	\$ 2,784,649	\$ -	\$ - \$	- \$	- \$	- \$ -	\$ -
Davis	Farmington	NEWPROJ()	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	\$ 5,986,400	\$ 4,572,231	\$ 1,565,151	\$ 3,007,080	\$ - \$	- \$	- \$	- \$ -	\$ 1,500,000
Davis	Farmington	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	\$ 2,333,360	\$ 279,690	\$ 2,053,670	\$ - \$	- \$	- \$	- \$ -	\$-
Weber	Farr West	Newproject-O_STP- 04(2023)	21196	3300 North; 2700 West to 2575 West	Reconstruct with Minor Widening & Construct Round- about Intersection	2024	\$ 3,453,400	\$ 2,400,000	\$	\$ -	s - s	- \$	- \$	- \$ 2,400,000	\$-

						1		Print Date:	12-Jun-24			Amount Obligated	Current Federal Fiscal Year New Project/ Additioanl Funding		
County	Sponsor	Project Sequence	Project Identification	Project In	formation	Year Added to TIP	Estimated Total	Current Programmed	Total Amount	Current Year	Allocatio	on of Programmed F	unds per Federal Fiscal Year	Concept Developr	oment
County	Sponsor	r rojeet sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement		Project Cost	Funds	Obligated	2024	2025	2026	2027 2028	2029	2030
Weber	Farr West City	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	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	\$ ·	\$ 609,407	\$ 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 \$	2,446,057	\$ 2,446,057	\$-	\$-	\$ -	\$ - \$	- \$ - \$	
Weber	Hooper	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	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	\$	\$-	\$ -	\$ -	\$ 2,000,000 \$	- \$ - \$	
Weber	Kaysville/ Farmington	NEWPROJ()	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600 \$	3,870,000	\$ 3,870,000	\$-	\$ -	\$ -	\$ - \$	- \$ - \$	
Davis	Layton	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 \$	407,550	\$ 52,209	\$ 355,341	\$-	\$ -	\$ - \$	- \$ - \$	
Davis	Layton	NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ - \$	- \$ - \$	
Weber	Marriott-Slaterville	NEWPROJ()	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 5,605,300 \$	3,385,899	\$ 3,385,899	\$ -	\$-	\$ -	\$ - \$	- \$ - \$	
Weber	Marriott-Slaterville	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 \$	2,076,782	\$ 2,076,782	\$-	\$ -	\$ -	\$ - \$	- \$ - \$	
Weber	North Ogden	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	4,140,000	\$ 4,140,000	\$-	\$ -	\$ -	\$ - \$	- \$ - \$	
Weber	North Ogden	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 1,829,346 \$	1,829,346	\$ 1,829,346	\$-	\$ -	\$ -	\$ - \$	- \$ - \$	
Davis	North Salt Lake	Newproject-022(2020)	19623	Main Street Sidewalk; I-15 Overpass to Pacific Avenue (combined with PIN 19623) Original PIN 18813	Construct Missing Sidewalk	2020	\$ 366,200 \$	274,650	\$ 10,000	\$-	\$ -	\$ 264,650	\$ - \$	- \$ - \$	
Weber	North Salt Lake	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,440,914 \$	406,904	\$ 406,904	\$ -	\$ -	\$ -	\$ - \$	- \$ - \$	
Weber	North Salt Lake	NEWPROJ()	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ - 5	750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ - \$	- \$ - \$	
Davis	North Salt Lake	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	2,536,702		\$ -	\$-	\$-	\$ 2,536,702 \$	- \$ - \$	

														New Project/		
	I		I	1			· · · ·	Print Date:	12-Jun-24			Amount Obligated	Current Federal Fiscal Year	Additioanl Funding		
Correty	Spensor	Project Sequence	Project Identification	Project In	formation	—Year Added to TIP	Estimated Total	Current	Total Amount	Current Year	Allocation o	f Programmed Fun	ds per Federal Fisc	ıl Year	Concept De	evelopment
County	Sponsor	Project Sequence	Number (PIN)	Location/ Limits	Concept/ Type of Improvement	- Year Added to TIP	Project Cost	Programmed Funds	Obligated	2024	2025	2026	2027	2028	2029	2030
Weber	Ogden	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	\$ 1,800,000	\$ 1,800,000	\$-	\$ - \$	- \$	-	\$ - \$	- :	\$
Weber	Ogden	NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,477,200	\$ 2,850,961	\$ 2,850,961	\$-	\$ - \$	- \$	-	\$ - \$	- :	\$
Weber	Ogden	Newproject-O_STP- 08(2022)	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	s .	\$-	\$ - \$	- \$	-	\$ 3,371,579		
Weber	Ogden	Newproject-O_STP- 02(2023)	21193	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	s .	\$-	\$ - \$	- \$	-	\$ - \$	3,000,000	\$
Weber	Ogden/ UTA	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 1,750,000	\$-	\$ - \$	- \$	-	6 - \$	- :	\$
Davis	Ogden/ UTA	Transfer to FTA	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	Ogden-WSU BRT Project Design	2017	\$ 5,000,000	\$ 1,500,000	\$ 1,500,000	\$-	\$ - \$	- \$	-	\$ - \$	- :	\$
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	\$ 2,446,057	\$ 2,446,057	\$-	\$ - \$	- \$	-	s - s	- :	\$
Box Elder	Perry	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	\$ 2,964,500	\$ 200,697	\$ - \$	- \$	-	\$ 2,763,803		
Weber	Plain City	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	s .	\$-	\$ - \$	- \$	-	\$ 2,311,973		
Weber	Plain City	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,169,030	s ·	\$ 2,169,030	\$ - \$	- \$	-	\$ - \$	- :	\$
Weber	Plain City	NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ -	\$ 290,078	\$ 290,078	\$-	\$ - \$	- \$	-	\$ - \$	- :	\$
Weber	Plain City	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		\$ 10,000	\$ - \$	3,490,000 \$	-	\$ - \$	- :	\$
Weber	Pleasant View/ North Ogden	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	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	\$	- \$	-	\$ - \$	- :	\$
Weber	Roy	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.		\$ 471,500	\$ 439,579		\$ 439,579	\$ - \$	- \$	-	\$ - \$	- :	\$
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	\$ 4,186,461	\$ 1,137,406	\$ 1,362,594	\$ 1,686,461 \$	- \$	-	s - s	- :	\$

$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	New Project/ Additioanl
Control Project Segment Project Segment </th <th>Funding</th>	Funding
Line Number (N) Lunsing Langing	scal Year Concept Development
Jams PALLIDS1 Link Down Selection Curle, Guiter and Sidewalk Auto S 2.352,200 S	2028 2029 2030
Dates Synthe Cly $1/5^{44}$ 300^{44} (Free First 17, 2017 South 0.5 200 South 300^{44} (Secont Free GHz) 300^{44} (Secont Free GH	\$ - \$ - \$
Datis Synthe Cuty NW PR QL Images Images Images Cuty Images ALAL S	\$ - \$ - \$
Image: A control in the control in	\$ - \$ - \$
Hold (0) Optimization Hand (1) Description (1) 3^{-1} <td>\$ - \$ - \$</td>	\$ - \$ - \$
Var UDOT TOC Newproject-015(2020 18803 Traffic Signal Priority/Preemption for Transit, Freight, 2010 Street 2020 \$ 500000 \$ 466,150 \$ 466,150 \$ \$ 466,150 \$ 466,150 \$ \$ 466,150 \$ $< 466,150 $ <<6 466,150 $ $ <6 466,150 $ <6 <<6 <<6 <<6 <<6 <<6 <<6 <<6 <<6 <<6 <<6 <<6<6 <<6 <<6 <<6<6 <<6 <<6 <<6<6 <<6<6 <<6<6 <<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6 <<6<6<6 <<6<6<6 <<<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<6<6<6 <<<<<<<6<6<6 <<6<6<6 <<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<$	\$ - \$ - \$
Weber 4.155:AB1 UDOT TOC Newproject-0.51P- 001(2021) 19569 ITallic Signal Priority/Preemption for Frankt, Freight and Snow Plows End is the issue is in the issue i	\$ - \$ - \$
VarUTANewproject-016(2020)18806Traffic Signal Priority//Preemption Equipment for Additional Transit VehiclesStreet (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)2020\$79,245\$ 10^{10} \$ 10^{10} \$ 10^{10} \$ 10^{10} \$ 10^{10} \$ 10^{10} \$ 10^{10} \$ 10^{10} 1	\$ - \$ - \$
Davis UTA Newproject-O_S1P- 009(2021) 19626 Davis/Salt Lake Connector Design Transit Connection between Davis County and Salt Lake County 2021 \$ 4,700,000 \$ 750,000 \$ <t< td=""><td>\$ - \$ - \$</td></t<>	\$ - \$ - \$
Dight of Way for the 400 North Duilge/North Street	\$ - \$ - \$
Weber UTA Newproject-O_STP- 09(2022) 20308 Frontrunner Right of Way; 12th Street to the Weber County Border Right of Way for the 400 Korth Street Expansion and Commuter Rail Station/ Maintenance Facility 2022 \$ 11,306,464 \$ 1,500,000 \$ 1,500,000 \$ -<	\$ - \$ - \$
VarNewproject-014(2020)18802UTA - On-Board Technology SystemDevelop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching2020\$ 5,000,000\$ 2	\$ - \$ - \$
WeberNew Project - 014()17795300 West; 5000 South to Riverdale City BoundaryReconstruct Roadway and improve Curb, gutter, and sidewalk where necessary2019\$ 3,024,100\$ 2,903,275\$ 4,003,275\$ 4,000\$ 5,000,200\$ 4,000\$ 4,000\$ 5,000\$ 4,000\$ 5,00	\$ - \$ - \$
DavisNewproject-O_STP- 02(2022)203011100 West; 200 North to 400 NorthReconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes2022\$ 1,048,300\$ 807,218\$ <t< td=""><td>\$ 657,218 \$ 150,000 \$</td></t<>	\$ 657,218 \$ 150,000 \$
Weber 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
WeberNew131244700 West; 4000 South to 4600 SouthReconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk2014\$ 3,870,700\$ 2,324,857\$ 4,000\$ 4,	\$ - \$ - \$
Davis West Point 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 \$<	\$ - \$ - \$

								Print Date:	: 12-Jun-24			Amount Obligated	Current Federal Fiscal Year New Project/ Additioanl Funding	
County	Sponsor	Project Sequence	Project Identification	Project In	formation	- Year Added to TI	Estimated Tota	Current Programmed	Total Amount	Current Year	Allocat	ion of Programmed	Funds per Federal Fiscal Year	Concept Development
County	Sponsor	i tojeti sequente	Number (PIN)	Location/ Limits	Concept/ Type of Improvement		Project Cost	Funds	Obligated	2024	2025	2026	2027 2028	2029 2030
Davis	West Point	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	\$ 3,907,80) \$ 2,643,242	s -	\$-	\$ -	\$ -	\$ 2,643,242 \$	\$ - \$ -
Davis	West Point/ Clearfield	F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,00) \$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ - \$	·\$ -\$ -
Various	WFRC	New Project - 015()	17796	Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ 323,508	\$ -	\$ -	\$ -	\$ - \$	· \$ - \$ -
Var	WFRC	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	\$ 4,890,33	2 \$ 7,870,100	\$ 4,559,256	\$ 445,049	\$ 458,400	\$ 472,152	\$ 486,317 \$ 500,90	\$ 515,934 \$ 531,412
Var	WFRC	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,04	5 \$ 6,652,820	\$ 3,438,610	\$ 433,222	\$ 446,218	\$ 459,605	\$ 473,393 \$ 483,33	\$ 497,834 \$ 512,769
Davis	Woods Cross	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	\$ 3,942,60	9 \$ 2,000,000	\$	\$-	\$ -	\$ -	\$ - \$ 2,000,00	
Davis	Woods Cross	New Project - 015()	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,50) \$ 984,975	\$ 323,508	\$ 661,467	\$ -	\$ -	\$ - \$	· \$ - \$ -
Weber	South Ogden	Newproject-O_STP- 01(2024)		40th St. and Chimes View Dr Reconstruction Project - Phase II; Between Riverdale Road and Washington Blvd	Reconstruct with Minor Widening with improvements to sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.	2024	\$ 5,483,000	\$ 2,000,000	\$ O	\$ O	\$ 0	\$ O	\$ 0 \$ 0	\$ 0 \$ 2,000,000
Davis	Bountiful	Newproject-O_STP- 02(2024)		Parkin Overpass (Bamberger Railroad Bridge); 500 West & US-89 (Main Str)	This project will replace the vintage railway structure with a new at-grade, signalized intersection	2024	\$ 8,081,000	\$ 2,000,000	\$ O	\$ O	\$ O	\$ 0	\$ 0 \$ 0	\$ 0 \$ 2,000,000
Davis	West Point	Newproject-O_STP- 05(2024)		700 South Widening; 4000 West to 4500 West	Project will widen the narrow two lane section to a 3 lane section including shoulder, curb, gutter, and sidewalk on both sides.	2024	\$ 4,296,100	\$ 1,500,000	\$ O	\$ O	\$ O	\$ O	\$ 0 \$ 0	\$ 0 \$ 1,500,000
Davis	North Salt Lake	Newproject-O_STP- 06(2024)		Main Street; 350 North to Pacific Avenue	Project will reconstruct remaining section of Main Street including improvements to shoulder, curb, gutter, and sidewalk.	2024	\$ 1,666,000	\$ 1,332,800	\$ O	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0	\$ 0 \$ 1,000,000
Weber	Harrisville	Newproject-O_STP- 07(2024)		750 West; West Harrisville Road to US-89 (via 1750 North)	Project will widen the narrow 2-lane roadway to a 3- lanefacility and reconstruct 750 West including center turn lane, shoulder, curb, gutter, and sidewalk.	2024	\$ 3,895,000	\$ 1,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0 \$ 0	\$ 0 \$ 1,500,000

Congestion Mitigation / Air Quality Program CMAQ Funded Projects

DRAFT 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **Draft** - 2025 – 2030 Transportation Improvement Program (TIP)

							Congestion mitigati		,	Print Date:	12-Jun-24		-	Amount Obligated	Current Federal Fiscal		PM2.5 Funding	g	
County	Project Type	Sponsor		Project Number	Project Identification	Project Information		Year Added to	Estimated Total Project	Original Funds	Local Matching	Total Amount	Current Year		Year of Programmed	Funding Funds per Federal l	Fiscal Year	Concept D	Pevelopment
County	Troject Type	Sponsor	China Bource	Troject Rumber	Number	Location/ Limits	Concept/ Type of Improvement	TIP	Cost	Programmed	Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
SALT LA	KE URBA	N AREA																	
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	\$ 624,361	\$-	\$-	\$ -	· \$ -	\$-	\$ -	\$-
Salt Lake	Trans	Cottonwood Heights	PM2.5	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	Inter	Holladay	PM2.5	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	PM2.5	F-LC35 (210)	8555	6200 South & 2300 East Intersection Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$-	\$-	\$ -	\$ -	- \$ -	\$-	\$ -	\$ -
Salt Lake	Trans	Holladay	PM2.5	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	PM2.5	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	\$ 1,694,362	\$-	\$-	\$ -	· \$ -	\$-	\$ -	\$ -
Salt Lake	Trans	Murray, West Valley, Taylorsville, UTA	Regular	Newproject- S_CMAQ- 004(2023)	21223	Electric Buses – replacements for SL County Fleet	Purchase of 2 electric buses for the Midvalley Connector	2024	\$ 10,500,000	\$ 2,000,000	\$ 145,232	\$-	\$ -		\$ -	- \$ -	\$-	\$ 2,000,000	\$ -
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	\$ 55,090	\$ 224,910	\$-	\$ -	- \$ - ;	\$ -	\$ -	\$ -
Salt Lake	Bike	Riverton	Regular	Newproject- S_CMAQ- 002(2022)	20322		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	\$ -	\$ -	\$ 1,296,317	\$ -	· \$ -	\$ -	\$ -	\$ -
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	\$ 613,790	\$ -	\$-	\$ -	· \$ -	\$ -	\$ -	\$ -
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	\$ -	- \$ -	\$ -	\$ -	\$ -

										Print Date:	12-Jun-24			Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl PN Funding	12.5 Funding		
County	Project Type	Sponsor	CMAO Source	Project Number	Project Identification	Project Information		Year Added to	Estimated Total Project	Original Funds	Local Matching	Total Amount	Current Year	Allocation	of Programmed I	`unds per Federal Fi	scal Year	Concept D	Development
County	110,000 1,900	Sponsor	0.1112 00010		Number	Location/ Limits	Concept/ Type of Improvement	TIP	Cost	Programmed	Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
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	\$ 111,876	\$ 918,124	\$-	\$-	\$ - \$	-	\$-	\$ -
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	\$ 224,000	\$ 16,266	\$ -	\$ 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	\$ -	\$ -	\$ 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	\$ -	\$ -	\$-	\$ 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	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	Bike	Salt Lake City	Regular	Newproject- S_CMAQ- 003(2023)	21222	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	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	\$ -	\$ -
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	\$ 1,663,876	\$ 120,824	\$ -	\$-	\$-	\$ -	\$ - \$	1,663,876	\$ -	\$ -
Salt Lake	Inter	Sandy	PM2.5	New Project - 022()	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$ 3,446,300	\$ 2,600,000	\$ 188,802	\$ 2,600,000	\$	\$ -	\$ -	\$ - \$	-	\$-	\$ -
Salt Lake	Inter	Sandy	PM2.5	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	\$ 1,984,867	\$ 144,133	\$ -	\$ -	\$-	\$ 1,984,867	\$ - \$	-	\$ -	\$ -
Salt Lake	Bike	Sandy	Regular	Newproject- S_CMAQ- 005(2023)	21224	SR-209 Quarry Bend (9000 South Curve) Pedestrian Bridge; 9050 So & 900 East	Construct pedestrian bridge	2024	\$ 9,982,667	\$ 3,721,592	\$ 270,248	\$ -	\$ -		\$-	\$ - \$	-	\$ 3,721,592	\$ -

										Print Date:	12-Jun-24		_	Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding	PM2.5 Fundin	g	
					Project	Project Information		Year Added to	Estimated	Original Funds	Local	Total Amount	Current Year	Allocation	of Programmed 1	Funds per Federal	Fiscal Year	Concept D	Development
County	Project Type	Sponsor	CMAQ Source	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	TIP	Total Project Cost	Programmed	Matching Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
Salt Lake	Inter	Sandy/ Draper		Newproject- S_CMAQ- 002(2023)	21221	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	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	\$ 2,200,000	\$ 159,755	\$ -	\$-	\$-	\$-	\$ 2,200,000	\$	- \$ -	\$-
Salt Lake	Trans	Taylorsville	PM2.5	New Project - 010()	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	\$ 40,400,000	\$ 2,000,000	\$ 145,232	\$ 2,000,000	\$-	\$-	\$-	\$-	\$	- \$ -	\$-
Salt Lake	Trans	UDOT	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ 900,000	\$-	\$-	\$-	\$	- \$ -	\$-
Salt Lake	ATMS	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ 1,198,758	\$ 813,112	\$ 9,998,649	\$ 1,198,758	\$-	\$-	\$-	\$	- \$ -	\$-
Salt Lake	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 44,301	\$ 610,077	\$-	\$-	\$ -	\$-	\$	- \$ -	\$ -
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	\$-	\$ -	\$ -	\$	- \$ -	\$-
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	\$-	\$-	\$ -	\$ -	\$.	- \$ -	\$-
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	\$ 1,000,171	\$ 72,629	\$ 1,000,171	\$-	\$-	\$ -	\$ -	\$	- \$ -	\$-
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	\$ 500,000	\$ 36,308	\$ 500,000	\$-	\$-	\$ -	\$-	\$	- \$ -	\$-
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	\$ 1,400,000	\$ 101,663	\$ -	\$ 500,000	\$ 900,000	\$ -	\$ -	\$.	- \$ -	\$-
Salt Lake	Trans	UTA	PM2.5	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 E to 600 E New limits 300 E to 500 E	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ 900,000	\$-	\$-	\$ -	\$ -	\$.	- \$ -	\$-
Salt Lake	Trans	UTA	PM2.5	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$-	\$-	\$ -	\$-	\$	- \$ -	\$ -

										Print Date:	12-Jun-24			Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding	PM2.5 Fundin	g	
					Project	Project Information		Year Added to	Estimated	Original Funds	Local	Total Amount	Current Year	Allocation	of Programmed	Funds per Feder	al Fiscal Year	Concept D	Development
County	Project Type	Sponsor	CMAQ Source	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	TIP	Total Project Cost	Programmed	Matching Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
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	\$ 950,000	\$ 68,985		\$.	- \$ -	\$ -	\$. \$	- \$ -	\$-
Salt Lake	Bike	UTA	PM2.5	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ 2,800,000	\$.	• \$ -	\$ -	\$. \$	- \$ -	\$ -
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	\$ 1,280,048	\$ 92,952	\$ 1,280,048	\$.	• \$ -	\$ -	\$. \$	- \$ -	\$ -
Salt Lake	Trans	UTA	PM2.5	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 2,500,000	\$ 181,540	\$ -	\$ 2,500,000	\$ -	\$ -	\$. \$	- \$ -	\$ -
Salt Lake	Trans	UTA	PM2.5	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ 2,105,134	\$.	• \$ -	\$ -	\$. \$	- \$ -	\$-
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	\$ -	• \$ -	- \$ 1,400,000	\$ -	\$. \$	- \$ -	\$ -
Salt Lake	Trans	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	\$ 127,078	\$ 1,750,000	\$	- \$ -	\$ -	\$. \$	- \$ -	\$ -
Salt Lake	Trans	UTA	Regular	CM-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	CM-99999()	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	1 \$	- \$ -	\$ -
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	2022	\$ 32,252,889	\$ 2,300,000	\$ 167,017	\$ 2,300,000) \$.	- \$ -	\$ -	\$	- \$	- \$ -	\$ -
Davis	Trans	UTA	NEWPROJ()		14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ 145,232	\$	• \$ •	- \$ -	\$ -	\$	- \$	- \$ 2,000,000	
Salt Lake	Trans	UTA	PM2.5	Newproject- S_CMAQ- 001(2023)	21219	On Route Electric Bus Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,296,900	\$ 94,176	\$	• \$ ·		\$ -	\$	- \$.	- \$ 1,296,900	\$ -
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	\$ 2,000,000	\$	\$ -	\$ -	\$	- \$.	- \$ -	\$ -

										Print Date:	12-Jun-24			Amount Obligated	Current Federal Fisca Year	New Project Additioanl Funding		5	
					Project	Project Information		Year Added to	Estimated	Original Funds	Local	Total Amount	Current Year	Allocation	of Programmed	Funds per Fede	ral Fiscal Year	Concep	ot Development
County	Project Type	Sponsor	CMAQ Source	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	TIP	Total Project Cost	Programmed	Matching Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
Salt Lake	Bike	West Jordan	PM2.5	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	\$ 321,785	5 \$ 300,000	\$ 21,785	\$ 300,000	\$-	\$ -	\$	- \$	- \$ -	\$	- \$ -
Salt Lake	Inter	West Jordan	PM2.5	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	\$ -	\$ 1,362,370	\$ -	\$	- \$	- \$ -	\$	- \$ -
Salt Lake	Bike	South Jordan	Regular	Newproject- S_CMAQ- 001(2024)		Jordan River Trail Connector; Jordan River Trail to 500 West (Ultradent Dr)	Construct new trail and bridge so pedestrians can access the South Jordan Frontrunner Station using the Jordan River Trail.	2024	\$ 1,585,000) \$ 1,450,000	\$ 105,293	\$ -	\$-		\$	- \$	- \$.	\$	- \$ 1,450,000
Salt Lake	Inter	UDOT	PM2.5	Newproject- S_CMAQ- 002(2024)		12200 South, SP I 15 Offromp to	Widen 12300 So (SR-71) to extend free right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak	3	\$ 6,379,200) \$ 1,500,000	\$ 108,924	s -	\$-		\$	- \$	- \$ -	\$	- \$ 1,500,000
Salt Lake	Trans	UTA		Newproject- S_CMAQ- 003(2024)			Corridor-based bus rapid transit (BRT system between Farmington City and SLC.	^{'')} 2024	\$ 75,000,000) \$ 2,000,000	\$ 72,616	\$ -	\$-	\$-	\$	- \$	- \$.	\$	- \$ 1,000,000
Salt Lake	Inter	Salt Lake	PM2.5	Newproject- S_CMAQ- 004(2024)		Sunnyside Ave at Crestview Drive Roundabout	Convert an existing 2-way stop intersection to a roundabout	2024	\$ 820,000) \$ 762,000	\$ 55,333	\$ -	\$ -	\$ -	\$	- \$	- \$ -	\$	- \$ 762,000
Salt Lake	Inter	Sandy	PM2.5	Newproject- S_CMAQ- 005(2024)		11000 South 1000 East Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 3,456,167	7 \$ 2,100,000	\$ 152,494	\$ -	\$-	\$-	\$	- \$	- \$.	\$	- \$ 2,100,000

										Print Date:	12-Jun-24		-	Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding	PM2.5 Funding		
		_			Project	Project Information		Year Added to	Estimated	Original Funds	Local	Total Amount	Current Year	Allocation of	f Programmed I	Funds per Federa	ll Fiscal Year	Concep	pt Development
County	Project Type	Sponsor	CMAQ Source	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	TIP	Total Project Cost	Programmed	Matching Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
OGDE	V LAYTON	URBAN AI	REA																
Box Elde	· 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	\$-	\$-	\$-	\$ -	\$ 1,581,929	\$ -	\$	- \$ -
Davis	Trans	Centerville	PM2.5	New Project	15917		Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ 515,877	\$ 822,513	\$-	\$ -	\$ -	\$ -	\$	- \$ -
Davis	Inter	Centerville	PM2.5	New Project - 017()	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	\$-	\$-	\$ -	\$ -	\$ -	\$	- \$ -
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	\$-	\$-	\$ -	\$	- \$ -
Davis	Bike	Clinton	PM2.5	Newproject- O_CMAQ- 004(2023)	21218	2050 North Pedestrian Underpass on 2000 West	Construct an underground pedestrian crossing on SR-108 (2000 West)	2023	\$ 5,500,000	\$ 2,750,000	\$ 344,927	\$ -	\$-	\$-	\$ -	\$-	\$ -	\$ 2,750,0	000 \$ 2,000,000
Davis	Bike	Layton	PM2.5	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	\$ 6,000,000	\$ 1,254,160	\$ 91,072	\$ 197,561	\$ 1,056,599	\$-	\$ -	\$-	\$ -	\$	- \$ -
Davis	Bike	North Salt Lake	PM2.5	Newproject- O_CMAQ- 003(2023)	21217	Center Street Shared Use Trail; Foxboro Drive to Jordan River Trail	Minor Widening and Constructing trai connections to other trail systems and bike lanes, sidewalks		\$ 593,400	\$ 553,227	\$ 40,173	\$-	\$-	\$-	\$-	\$ -	\$ -	\$ 553,2	27 \$ -
Weber	Trans	Ogden	PM2.5	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 659,686	\$ 601,873	\$ 43,706	\$ 601,873	\$-	\$-	\$-	\$ -	\$ -	\$	- \$ -
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	\$-	\$-	\$ -	\$ -	\$ -	\$	- \$ -
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	Bike	Ogden	Regular	Newproject- O_CMAQ- 002(2022)	20318	Ogden Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$ 760,400	\$ 500,000	\$ 36,308	\$ -	\$ -	\$-	\$-	\$ -	\$ 500,000	\$	- \$ -

										Print Date:	12-Jun-24		-	Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding	PM2.5 Funding	3	
					Project	Project Information		Year Added to	Estimated	Original Funds	Local	Total Amount	Current Year	Allocation of	of Programmed 1	unds per Federa	al Fiscal Year	Concept I	Development
County	Project Type	Sponsor	CMAQ Source	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	TIP	Total Project Cost	Programmed	Matching Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
Weber	Bike	Ogden	Regular	Newproject- O_CMAQ- 002(2023)	21216	Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2023	\$ 678,500	\$ 632,518	\$ 45,931	\$ -	\$-	\$-	\$-	\$ -	\$-	\$ 632,518	\$-
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	PM2.5	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	\$ 3,250,000	\$-	\$-	\$ -	\$ -	\$ -	\$-	\$ -
Weber	Trans	Ogden/ UTA	Regular	Newproject- O_CMAQ- 001(2023)	21215	On Route Electric Bus Charging Infrastructure	Construct an on-route electric charging station at a key location	2023	\$ 1,500,000	\$ 1,398,450	\$ 101,550	\$ -	\$-	\$-	\$ -	\$ -	\$-	\$ 1,398,450	\$ -
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	\$-	\$ -	\$ -	\$-	\$ -	\$-
Weber	Bike	Plain City	PM2.5	New Project	15905	3600 West; 2600 North to 1975 North	Pedestrian and Bicycle Improvements	2017	\$ 695,000	\$ 441,650	\$ 32,071	\$-	\$ 441,650	\$-	\$ -	\$ -	\$-	\$-	\$-
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	PM2.5	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 220,641	\$ 16,022	\$ 220,641	\$-	\$-	\$-	\$ -	\$-	\$ -	\$-
Davis	ATMS	UDOT	Regular	CM-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	\$-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	PM2.5	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	\$ 489,458	\$-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Inter	UDOT/ Kaysville	PM2.5	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	\$-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UDOT/ North Salt Lake	Regular	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

										Print Date:	12-Jun-24			Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl I Funding	PM2.5 Funding	5	
Guarante	Dere is of Terror	S	CMAO S	Destant Needer	Project	Project Information		Year Added to	Estimated	Original Funds	Local Matching	Total Amount	Current Year	Allocation	of Programmed	Funds per Federal	Fiscal Year	Concept I	Development
County	Project Type	Sponsor	CMAQ Source	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	TIP	Total Project Cost	Programmed	Matching Funds Due	Obligated	2024	2025	2026	2027	2028	2029	2030
Davis	Trans	UTA	Regular	F-LC11(48)	10021	Fruit Heights/ Kaysville 400/200 North Park n Ride Lot	Expand Park n Ride Lot	2011	\$ 1,498,000	\$ 1,233,000	\$ 89,536	\$ -	\$ -	- \$ 1,233,000	\$ -	\$-	\$ -	· \$ -	\$ -
Weber	Trans	UTA	PM2.5	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116,900	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$-	- \$ -	\$ -	\$ -	\$ -	· \$ -	\$ -
Davis	Trans	UTA	Regular	New Project	15915	Davis County Ski Route Buses	Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort.	2017	\$ 1,020,000	\$ 912,830	\$ 66,286	\$ 912,830	\$-	- \$ -	\$ -	\$-	\$ -	· \$ -	\$-
Weber	Trans	UTA	PM2.5	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400,000	\$ 950,000	\$ 68,985	\$ 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	\$ 509,707	\$ 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	\$ 1,027,000	\$ 2,383,000	\$ 89,536	\$ 2,813,000	\$-	- \$ -	\$ -	\$-	\$-	· \$ -	\$-
Weber	Trans	UTA/ Ogden	Regular	Newproject- 027(2020)	18828	WSU 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	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	\$ 1,357,000	\$ 1,265,131	\$ 91,869	\$ -	• \$ -	- \$ -	\$ -	\$-	\$ 1,265,131	\$ -	- \$ -
Weber	Bike	Ogden	Regular	Newproject- O_CMAQ- 001(2024)		Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2024	\$ 632,000	\$ 400,000	\$ 29,046	\$ -	- \$ -	- \$ -	\$ -	\$-	\$ -	· \$ -	- \$ 400,000
Davis	Trans	UTA	PM2.5	Newproject- O_CMAQ- 003(2023)			Corridor-based bus rapid transit (BRT) system between Farmington City and SLC.	2024	\$ 75,000,000	\$ 2,000,000	\$ 145,232	\$ -	• \$	- \$ -	\$-	\$-	\$-		\$ 2,000,000

Transportation Alternatives Program (TAP) Funded Projects

DRAFT 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **Draft** - 2025 – 2030 Transportation Improvement Program (TIP)

						Transportation Al	ternati	ves l	Program (TAP)	-							-	
	1						1			Print Date:	6/12/2024				Amount Obligated	Current Federa Fiscal Year	New Project/ Additioanl Funding		
				Project	Project Ir	formation	Year Add	ed Est	stimated Total	Original Funds	Total Amount	Current Year		Allocation	n of Programmed	Funds per Federal	Fiscal Year	Concept I	Development
County	Sponsor	Route	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	to TIP			Programmed	Obligated	2024		2025	2026	2027	2028	2029	2030
SALT LA	AKE URB	BAN ARE	A																
Salt Lake	Cottonwood Heights		New Project	16948	2600 East Sidewalk; 7550 South to 7655 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$	415,400 \$	386,905	\$ 386,904	\$	- \$		\$	\$	- \$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	Fort Union	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 \$	454,030	\$-	\$ 454,03	0 \$	-	\$	\$	- \$ -	\$ -	\$ -
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	\$ 734,722	\$	- \$	-	\$	\$	- \$ -	\$ -	\$ -
Salt Lake	Herraman	Rosecrest	Newproject-S_TAP- 004(2023)	21234	Rosecrest Bike Lane; 13400 South to Mountain View Corridor	Install buffered bike lanes on Rosecrest Road	2024	\$	417,900 \$	389,608	s -	\$	- \$	389,608	\$	\$	- \$ -	\$ -	\$ -
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	\$ 250,000	\$	- \$	-	\$	\$	- \$ -	\$ -	\$ -
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 \$	97,892	s -	\$ 97,89	2 \$	-	\$	\$	- \$ -	\$ -	\$ -
Salt Lake	Kearns Metro Township		New Project	15926	Kearns Bicycle Route Signing Wayfinding; Kearns Metro Boundaries	Provide wayfinding and route direction with pavement markings, signing and striping to city bike ways, bus stops, schools, industrial parks, trails, and parks.	2017	\$	80,000 \$	60,000	\$ 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	Kearns Metro Township	4220 W	Newproject-S_TAP- 002(2023)	21232	4220 West Sidewalk; 5415 So to 5500 South	Construct curb, gutter, and sidewalk on both sides of 4220 West	2024	\$	131,000 \$	122,131	s -	\$	- \$	122,131	\$	\$	- \$ -	\$ -	\$ -
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	\$ 1,306,89	0 \$	-	\$	\$	- \$ -	\$ -	\$ -
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	\$	- \$	-	s -	\$	- \$		\$	\$	- \$	\$ -	\$ -
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	s -	\$	- \$	-	\$	\$	- \$	\$ -	\$ -
Salt Lake	Magna	Var	New Project - 027()	17868	Utah & Salt Lake Canal Trail, Phase 5	New Trail Construction	2019	\$	100,000 \$	90,000	\$ -	\$ 90,00	0 \$	-	\$	\$	- \$ -	\$ -	\$ -

						Transportation A	lternativ	es Program	<u>(TAP)</u>	_							
						·		U		: 6/12/2024			Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding		
				Project	Project In	formation	Year Added	Estimated Total	Original Funds	Total Amount	Current Year	Allocation o	f Programmed F	unds per Federal Fisc	al Year	Concept D	evelopment
County	Sponsor	Route	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Programmed	Obligated	2024	2025	2026	2027	2028	2029	2030
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	Millcreek	Birch Dr	Newproject-S_TAP- 005(2023)	21235	S Birch Drive; Upland Drive to 3900 South	Construct curb, gutter, sidewalk, and ADA ramps	2024	\$ 913,400	\$ 758,333	\$-	\$-	\$ 758,333 \$	-	\$ - \$	-	\$ -	\$-
Salt 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	\$ 600,000	s -	\$ 600,000	\$ - \$	-	s - s	-	\$ -	\$ -
Salt Lake	Riverton		New Project	14945	Midas Creek Trail; Mountain View to 4000 West	Construct the west section of the Midas Creek Trai to connect the trail through 13800 South	l 2016	\$ 212,285	\$ 202,285	\$ 202,285	\$ -	\$ - \$	-	s - s	-	\$ -	\$ -
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	\$ -	\$ - \$	-	s - s	-	\$-	\$ -
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	\$ 300,000	s -	\$ 300,000	\$ - \$	-	s - s	-	\$ -	\$ -
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 Ballpar TRAX		\$ 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	s -	\$ 200,000	\$ - \$	-	s - s	-	\$-	\$ -
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	s -	\$ 300,000	\$ - \$	-	s - s	-	\$ -	\$ -
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	\$ - \$	-	\$ - \$	-	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	2016	\$ 822,008	\$ 537,927	\$ 537,927	\$ -	\$ - \$	-	\$ - \$	-	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	15929	Salt Lake County Bicycle Counters	This project will place automatic counters at strategic locations around Salt Lake County to begin collecting vital user data.	n 2017	\$ 299,900	\$ 200,000	\$ 194,827	\$ 5,173	\$ - \$	-	\$ - \$	-	\$ -	\$ -
Salt Lake	Salt Lake County	8425 South	Newproject- 032(2020)	18838	8425 South; 1300 East to 1475 East - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	x 2020	\$ 396,200	\$ 322,855	\$ 322,855	\$ -	\$ - \$	-	\$ - \$	-	\$-	\$ -

						Transportation Al	ternativ	es Program	<u>(TAP)</u>								
							1	_	Print Date:	6/12/2024			Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding		
	G			Project	Project In	formation	Year Added	Estimated Total	Original Funds	Total Amount	Current Year	Allocation o	of Programmed F	unds per Federal Fis	cal Year	Concept D	Development
County	Sponsor	Route	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Programmed	Obligated	2024	2025	2026	2027	2028	2029	2030
Salt Lake	Taylorsville		New Project	14949	Taylorsville Regional Trail; 5140 South to 5400 South	Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215.	2016	\$ 310,500	\$ 268,502	\$ 268,502	\$ -	\$ - \$	ş -	\$ - :	\$ - 5	\$-	\$ -
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	\$ 559,380	\$-	\$ 259,380	\$ 300,000 \$	š -	\$ - :	\$ - :	\$-	\$-
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	\$ 1,000,000	\$ -	\$ 1,200,000	\$ - \$	ş -	\$ - :	\$ - 5	\$-	\$ -
Salt Lake	UTA		New Project	16950	Salt Lake Urbanized Area Bike Rack Expansion	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	2018	\$ 91,200	\$ 33,198	\$ 33,198	\$-	\$ - \$	š -	\$ - :	\$ - :	\$-	\$ -
Salt 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	\$ 300,000	\$-	\$ 300,000	\$ - \$	š -	\$ - :	\$ - :	\$-	\$ -
Salt Lake	UTA		New Project	15928	Update Bike Cars on FrontRunner	This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.	2017	\$ 194,800	\$ 181,612	\$ 181,612	\$-	\$ - \$	š -	\$	\$ - 5	\$-	\$-
Salt Lake	West Jordan		New Project	14947	7800 South Jordan River Pedestrian Bridge at 1100 West	Construct New Pedestrian Bridge over the Jordan River	2016	\$ 347,700	\$ 324,161	\$ 265,706	\$ 58,456	\$ - \$	š -	\$ - :	\$ - :	\$-	\$-
Salt Lake	West Jordan	TRAX Rail	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	\$ 120,000	\$-	\$ 120,000	\$ - \$	š -	\$ - :	\$ - 5	\$-	\$-
Salt Lake	West Jordan	Utah Lake Canal Trail	Newproject-S_TAP- 004(2022)	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 facilities	2022	\$ 167,000	\$ 155,694	\$-	\$ 155,694	\$ - \$	3 -	\$ - :	\$ - 5	\$ -	\$ -
Salt Lake	West Valley City	Var	New Project - 028()	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$ 600,000	\$ 451,458	\$ 102,553	\$ 348,905	\$ - \$	- -	\$ - ;	\$ - 5	\$ -	\$ -
Salt Lake	West Valley City	Cross Towne	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	\$ 300,000	\$ -	\$ 300,000	\$ - \$	- -	\$ - ;	\$ - 5	\$-	\$ -
Salt Lake	West Valley City/ Taylorsville	3900 So	Newproject-S_TAP- 001(2023)	21231	3900 South Bike Lanes; Redwood Road to Jordan River	Add Buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2023	\$ 9,913,000	\$ 1,129,817	\$ -	\$ -	\$ 1,129,817 \$	- -	\$ - ;	\$ - 5	\$-	\$ -
Salt Lake	White City Metro Township	Sego Lily	Newproject-S_TAP- 003(2023)	21233	Sego Lily Crossing at 1300 East	Construct grade appropriate ADA and crosswalk on west leg of intersection	2023	\$ 1,108,200	\$ 1,033,175	\$ -	\$ -	\$ 1,033,175 \$	- -	\$ - ;	\$ - 5	\$	\$ -
Salt Lake	West Valley City	1300 West	Newproject-S_TAP- 001(2024)		1300 West Bike Lanes; 4000 South to 3300 South	Improve the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk.	2024	\$ 9,585,000	\$ 745,000	\$ -	\$-	\$ - 5	\$ 745,000	\$-	\$-	\$-	\$-

2025-2030 Transportation Improvement Program (TIP) Transportation Alternatives Program (TAP)

Print Date: 6/12/2024 **Current Year** Project Information Alloca Project Year Added Estimated Total Original Funds **Total Amount** County Spo Route Project Number Identification to TIP Project Cost Programmed Obligated Number Location/ Limits Concept/ Type of Improvement 2024 2025 White City Construct two raised crossing with bulb outs, driver Newproject-S_TAP-002(2024) feedback signs, storm drains, and pedestrian ramps Salt Lake Metro Larkspur Drive; 700 East to Carnation Drive 2024 299,000 \$ 277,288 \$ Larkspur \$ - \$ - \$ Township along Larkspur Drive. Newproject-S_TAP-003(2024) Reconstruct disfunctioning curb & gutter, sidewalk, Salt Lake 3776 So 3776 S 2700 E Crosswalk Enhancement Project 2024 376.267 \$ Millcreek \$ 403.600 \$ - \$ - \$ crosswalk, and ADA ramps. Newproject-S_TAP-2700 East Pedestrian Improvements; Morningside Project will construct missing sidewalk on the east Salt Lake 2700 East 2024 971,000 \$ 740,000 \$ Holladay \$ - \$ 004(2024) Drive to 4500 South and west sides plus enhance safe crossings. Newproject-S_TAP-Bike Share (GREENbike) Capital Care This project is a capital replacement of three stations, 2024 Salt Lake Various 493.200 \$ 459.810 \$ - \$ - \$ Salt Lake \$ 005(2024) Improvements each with 12 docks, and a total of 36 eBikes. **OGDEN/ LAYTON URBAN AREA** Centerville Parrish Lane Newproject-O_TAP-Parrish Lane/ Legacy Trail Connection from1250 20335 Construct Missing Pedestrian/ Bicyclist Pathway 2022 250,000 250,000 Davis West to Legacy Trail 500.000 Porter Lane Mult-Use Trail; 400 West to Frontage Newproject-O_TAP-Construct a Multi-Use Trail on top of the enclosed 21228 2023 Porter Lane 302.500 151.250 151.25 Davis Centerville Road \$ \$ 002(2023) channel Newproject-O_TAP-Complete a Section of the Trail, Completing a 3 mile **Canal Trail** 19691 Clearfield Canal Trail; 200 So to 300 No (Clearfield) 2021 145,500 135,650 \$ 135,650 Davis Clearfield \$ \$ 002(2021) bike/ ped facility Project will place automatic counters at strategic Davis & locations around Davis and Weber Counties to begin New Project 15924 Davis and Weber County Bicycle Counters 2017 200.000 200.000 Davis Weber 500.000 \$ \$ County collecting vital user data. Davis Farmington New Project 16953 State Street and 400 West **Relocate and Signalize Pedestrian Crossing** 2018 250,000 233,075 \$ 233,022 \$ 53 \$ 16954 326 West Park Lane 2018 71,041 \$ Davis Farmington New Project Construct missing sidewalk 76,200 71,041 \$ East & West Trail Connections for Kay's Creek Trail Newproject-Davis Kay's Creek 18835 New Trail Construction 2020 790,500 395,250 395,250 \$ Layton - \$ 034(2020) **Highway 89 Underpass** Newproject-O_TAP-Davis 3200 West 20326 3200 West Safe Route to School Safe Routes to School - Construct Missing Sidewalk 2022 166,200 81,200 81,200 Layton 001(2022) Davis Weber Canal Trail Phase I; University Park Davis Weber Newproject-O_TAP-Davis 21227 Blvd & 1300 So to 2225 N & 525 W Extend the Davis Weber Canal Trail into Layton City 2023 654,600 327,300 327,30 Layton 001(2023) Canal New Project -North Salt Davis Var 17864 **Redwood Road West side path connections** Construct Missing Sidewalk 2019 284,600 200,600 200,600 \$ \$ Lake 023()

		Amount Obligated	Current Federal Fiscal Year	New Project/ Additioanl Funding		
atio	1 of]	Programmed F	unds per Federal F	iscal Year	Concept D	evelopment
		2026	2027	2028	2029	2030
	\$	277,288	\$-	\$-	\$-	\$ -
	\$	376,267	\$ -	\$ -	\$ -	\$ -
						Ψ
	() :	740,000	\$-	\$-	\$-	\$-
	\$	459,810	\$ -	\$ -	\$-	\$ -
-	\$	-	\$ -	\$-	\$ -	\$ -
250	\$	-	\$ -	\$ -	\$ -	\$ -
-	\$	-	\$ -	\$ -	\$ -	\$ -
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300	\$	-	\$ -	\$ -	\$ -	\$ -
-	\$	-	\$ -	\$ -	\$ -	\$ -

						Transportation Al	ternativ	es Program	<u>(TAP)</u>							
							1		Print Date:	6/12/2024		Amoun Obligate		New Project/ Additioanl Funding		
				Project	Project In	formation	Year Added	Estimated Total	Original Funds	Total Amount	Current Year	Allocation of Program	ned Funds per Federal	Fiscal Year	Concept D	Development
County	Sponsor	Route	Project Number	Identification Number	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Programmed	Obligated	2024	2025 2026	2027	2028	2029	2030
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	s -	\$ 226,640	\$ - \$	- \$ -	\$ -	\$ -	\$-
Weber	Ogden		F-LC57(29)	12014	Ogden City Bicycle Study; Municipal Boundaries of Ogden City	Produce a Comprehensive Bicycle Facilities Master Plan	2013	\$ 100,000	\$ 93,000	\$ 93,000	\$-	\$ - \$	- \$ -	- \$ -	\$ -	\$ -
Weber	Ogden	Var	New Project - 024()	17865	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	\$ 407,100	\$ 239,000	\$ 162,220	\$ 76,780	\$ - \$	- \$ -	\$ -	\$ -	\$ -
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	\$-	\$ 300,000	\$ - \$	- \$ -	- \$ -	\$ -	\$-
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	\$ - \$	- \$ -	- \$ -	\$-	\$-
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	\$ 69,200	\$ 65,000	\$-	\$ 65,000	\$ - \$	- \$ -	- \$ -	\$-	\$-
Weber	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	\$ 467,246	\$ 12,754	\$ - \$	- \$ -	- \$ -	\$-	\$-
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	\$ 124,928	\$ 146,602	\$ - \$	- \$ -	\$-	\$-	\$ -
Weber	South Ogden	Adams Ave	Newproject-O_TAP- 003(2023)	21229	Adams Avenue Sidewalk; 40th Street to 42nd Street	Construct missing curb, gutter, and sidewalk	2023	\$ 2,063,000	\$ 1,691,600	\$ -	\$-	\$ 1,691,600 \$	- \$ -	- \$ -	\$-	\$ -
Weber	South Ogden, Washington Terrace, Riverdale		New Project	14856	Three City Alternative Planning Study	Develop a bike and Pedestrian Alternative Transportation Plan to connect the three communities	2016	\$ 96,535	\$ 90,000	\$ 90,000	\$-	\$ - \$	- \$ -	- \$ -	\$ -	\$ -
Davis	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	\$-	\$ 241,186	\$ - \$	- \$ -	- \$ -	\$ -	\$-
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	s -	\$ 318,101	\$ - \$	- \$ -	- \$ -	\$ -	\$ -
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	\$ - \$	- \$ -	- \$ -	\$ -	\$-
Davis	South Weber	Weber River	Newproject-O_TAP- 004(2023)	21230	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	2023	\$ 732,400	\$ 682,817	\$ -	\$ -	\$ 682,817 \$	- \$ -	- \$ -	\$ -	\$ -
Davis	UTA		New Project	15923	Update Bike Cars on FrontRunner	Construct new bike racks on 6 of UTA's 16 FrontRunner bike cars.		\$ 116,900	\$ 95,000	\$ 95,000	\$ -	\$ - \$	- \$ -	- \$ -	\$ -	\$ -
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						Transportation A	Iternativ	es Program		-		_		Amount	Current Federal	New Project/		
[Т	1				1	Print Date:	6/12/2024			0	bligated	Fiscal Year	Additioanl Funding	L	
County	Sponsor	Route	Project Number	Project Identification	Project In	formation	Year Added		Original Funds	Total Amount	Current Year		Allocation of Pr	ogrammed Fu	ınds per Federal F	iscal Year	Concept I	Development
County	Sponsor	Route	i roject Number	Number	Location/ Limits	Concept/ Type of Improvement	to TIP	Project Cost	Programmed	Obligated	2024	2	025	2026	2027	2028	2029	2030
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	Centerville	Porter Lane	Newproject-O_TAP- 001(2024)		Porter Lane Multi-use Trail; 400 West to Main Street (SR-105)	Construct a Multi-Use Trail that will connect the ''last mile'' from Centerville City's Main Street District to the West Side of I-15.	2024	\$ 357,700	\$ 178,850	\$ -	\$ -	\$	- \$	178,850	\$-	\$ -	- \$ -	\$ -
Davis	Layton	Kay's Creek Trail	Newproject-O_TAP- 002(2024)		Kay's Creek Trail: Main Street to Hawthorne Drive	Construct the trail connecting safe-routes-to-school, commuter route, a recreational outlet, and access to downtown		\$ 1,470,000	\$ 450,000	\$ -	\$-	\$	- \$	450,000	\$ -	\$-	· \$ -	\$ -
Davis	North Salt Lake	Center Str	Newproject-O_TAP- 003(2024)		Center Street sidewalk (Orchard to 340 East)	Construct missing sidewalk to get to the crosswalk a Center St and Orchard Dr.	t 2024	\$ 676,000	\$ 265,000	\$-	\$ -	\$	- \$	265,000	\$-	\$-	- \$ -	\$ -
Weber	North Ogden	various	Newproject-O_TAP- 004(2024)		North Ogden Canal Trail Crossing Improvements	This project will construct 2 or more of the four crossing crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.	2024	\$ 800,000	\$ 300,000	\$ -	\$ -	\$	- \$	300,000	\$ -	\$-	· \$ -	\$ -
Weber	Hooper	Hooper Slough Trail	Newproject-O_TAP- 005(2024)			Connect portions of the Hooper Slough Trail (Seg A 5156 S 5725 W to 5100 S 5500 W and Seg B: 5230 V 4825 S to 5200 W 4600 S		\$ 1,103,600	\$ 400,000	\$ -	\$ -	\$	- \$	400,000	\$ -	\$ -	· \$ -	\$ -

Carbon Reduction Program (CRP) Funded Projects

DRAFT 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS



WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA **Draft** - 2025 – 2030 Transportation Improvement Program (TIP)

DRAFT 2025-2030 Transportation Improvement Program (TIP) Carbon Reduction Program (CRP)

										Print Date:	12-Jun-24		Amount Obligated	Current Federal Fisca Year	New Project/ al Additioanl Funding		
County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation of 2	Programmed 1	Funds per Feder	al Fiscal Year	Concept	Development
					Location/ Limits	Concept/ Type of Improvement					2024	2025	2026	2027	2028	2029	2030
Salt Lake	Urban Are	a															
Salt Lake	Cottonwood Heights	Highland Dr	Newproject- S_CRP- 003(2023)	21241	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	\$ -	\$-	\$ 1,000,000	952,516	\$	- \$ -	. \$	- \$
Salt Lake	Holladay	Var	Newproject- S_CRP- 002(2023)	21240	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	ş -	\$	- \$ -	\$	- \$
Salt Lake	Salt Lake City/ West Valley City	Var	Newproject- S_CRP- 001(2023)	21239	On-Route Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,500,000	\$-	\$-	\$ 1,500,000 \$	6 -	\$	- \$ -	\$	- \$
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	UDOT TOC		Newproject- S_STP- 004(2021)	19632	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	2021	\$ 600,000	\$ 559,380	\$-	\$ 559,380	\$ - \$	6 -	\$	- \$ -	\$	- \$
Salt Lake	UTA		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	\$ 2,330,000	\$-	\$ - \$	6 -	\$	- \$ -	\$	- \$
Salt Lake	UTA		New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 325,000	\$ 325,000	\$-	\$ - \$	6 -	\$	- \$ -	\$	- \$
Salt Lake	UTA	Regular	CM-99999()	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 4,065,825	\$ 326,305	\$ 3,464,264	\$ 326,305	\$ - \$	6 -	\$	- \$ -	\$	- \$
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	\$ 2,215,816	\$-	\$ - \$	6 -	\$	- \$ -	· \$	- \$
Salt Lake	Riverton City		Newproject- S_CRP- 002(2024)		Construction of Electric Vehicle Charging Stations next to Riverton City Hall	Construct four electric car charging stations in the parking area adjacent to Riverton City Hall	2024	\$ 425,000	\$ 385,000	\$-	\$-	\$-	\$ 385,000	\$	- \$ -	\$	- \$
Salt Lake	UDOT	12300 So	Newproject- S_CRP- 001(2024)		12300 South; SB I-15 Offramp to Lone Peak Parkway	Widen 12300 So (SR-71) to extend free- right acceptance lane from the I-15 SB off- ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak	2024	\$ 6,379,200	\$ 1,000,000	\$ -	\$-	\$	\$ 1,000,000	\$	- \$ -	\$	- \$
Salt Lake	Sandy	110000 So	Newproject- S_CRP- 003(2024)		11000 South 1000 East Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 3,456,167	\$ 1,100,000	\$ -	\$-	\$ -	\$ 1,100,000	\$	- \$ -	· \$ -	- \$

DRAFT 2025-2030 Transportation Improvement Program (TIP) Carbon Reduction Program (CRP)

Print Date							Print Date:	12-Jun-24				New Project/ al Additioanl Funding	Additioanl				
County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation	of Programmed	Funds per Feder	al Fiscal Year	Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2024	2025	2026	2027	2028	2029	2030
Ogden/ L	ayton Urba	nize Area															
Davis	Layton		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	\$ 6,000,000	\$ 800,000	\$ 800,000	\$-	\$-	\$	· \$	- \$ -	\$	- \$
Weber	Roy		New Project - 018()	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$-	\$ 673,470	\$-	\$ -	\$	- \$ -	\$	- \$
Weber	Roy	Var	Newproject- O_CRP- 001(2023)	21236	Roy Municipal Bldg. Electric Vehicle Charging Stations 5051 South 1900 West	Installation of four (4) electric vehicle charging stations	2024	\$ 100,500	\$ 93,696	\$ -	\$-	\$ 93,696	\$ -	\$	- \$ -	\$	- \$
Weber	South Ogden/ UDOT		New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,185,477	\$ 13,889	\$ 871,588	\$ 300,000	\$ -	· \$	- \$ -	\$	- \$
Davis	Syracuse	Antelope Drive	Newproject- O_CRP- 003(2023)	21238	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	\$ 349,906	\$ -	\$-	\$ 349,906	\$ -	\$	- \$ -	\$	- \$
Weber	Syracuse	Antelope Drive	Newproject- O_CRP- 003(2023)	21238	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	\$ 349,906	\$ -	\$-	\$ 349,906	\$ -	\$	- \$ -	\$	- \$
Weber	UTA		CM-99999()	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 2,119,280	\$ 476,014	\$ 1,608,700	\$ 161,754	\$-	\$ -	· \$	- \$ -	\$	- \$
Weber	UTA		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	\$-	\$-	\$ -	· \$	- \$ -	\$	- \$
Davis	West Point	1800 North	Newproject- O_CRP- 002(2023)	21237	1800 North & 4500 West Intersection	Improve Intersection Functionality Construct Round-about	2023	\$ 2,087,300	\$ 1,013,690	\$ -	\$-	\$ 506,845	\$ 506,845	\$	- \$ -	\$	- \$
Weber	Farr West	Harrisville Road	Newproject- O_CRP- 001(2024)		1200 West Harrisville Road Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 1,698,000	\$ 900,000	\$ -	\$-	\$-	\$ 900,000) \$	- \$ -	\$	- \$
Weber	Roy	6000 South	Newproject- O_CRP- 002(2024)		4300 West 6000 South Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 1,953,000	\$ 900,000	\$ -	\$-	\$-	\$ 900,000) \$	- \$ -	\$	- \$

Glossary of Federal Funding Types

2025 - 2030

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

$2025-2030\ Transportation\ Improvement\ Program\ (TIP)$



UDOT electronic Program Management STIP Planning Fund Table



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
FP_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
IP_BRIDGE	BRIDGE INVESTMENT PROGRAM - 2022	BRIDGE	80.00	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
YWAYS	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_O/L	CARBON REDUCTION FOR O/L	STP	93.23	Υ	F
ARBON_P/O	CARBON REDUCTION FOR P/O	STP	93.23	Υ	F
ARBON_SL	CARBON REDUCTION FOR SL AREA	STP	93.23	Υ	F
ARBON_SUB	CARBON REDUCTION >5K - <50K	STP	93.23	Υ	F
MAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	Υ	F
MAQ_BOX_ELC	CONGESTION MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Υ	F
	CONGESTION MITIGATION/AIR QUALITY (CACHE	CMAQ	93.23	Υ	F
	CMAQ CACHE @ 100%	CMAQ	100.00	Υ	F
MAQ MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Υ	F
MAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Υ	F
MAQ_PM2.5		CMAQ	93.23	Y	F
	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
MAQ TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOOEL	CMAQ	93.23	Y	F
	CMAQ TOOELE @ 100 %	CMAQ	100.00		F
MAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23		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		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		F
M_2008_129	EARMARK - SECTION 129	EARMARK	100.00		F
M 2009 PLHD		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
EM_2012_IBRD		EARMARK	100.00		F



UDOT electronic Program Management STIP Planning Fund Table



Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
M_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
M_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Υ	F
M_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Υ	F
M_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Υ	F
M_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Υ	F
M_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Υ	F
M_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Υ	F
M_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Υ	F
M_2021_FBD	FERRY BOAT DISC FOR 2020	EARMARK	80.00	Υ	F
M_2023_FBD	FERRY BOAT DISC FUND FOR 2023	EARMARK	80.00	Υ	F
M_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Υ	F
M_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Υ	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
	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
	REPURPOSED EARMARK @ 93.23	EARMARK	93.23		F
M_RPS0@93.2		EARMARK	93.23		F
	RE-PURPOSED EARMARK SPECIAL	EARMARK	93.23		F
M_RPS9@100		EARMARK	100.00		F
M_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00		F
	REPURPOSED EARMARK @ 93.23	EARMARK	93.23		F
M_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23		F
	STP ENHANCEMENT FUNDS @ 100%	STP	100.00		F
	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23		F
R 2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23		F
R_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	-	F
R_2019	EMERGENCY RELIEF - 2019	ER	100.00		F
R_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23		F
R 2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23		F
—	EMERGENCY RELIEF - 100%	ER	100.00		F
R_2022	EMERGENCY RELIEF 2022	ER	93.23		F
R_2022@100	EMERGENCY RELIEF - 2022 - 100%	ER	100.00		F
R_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00		F
V_RAAG	EV RELIABILITY & ACCESS GRANT	EV	100.00		F
A_AARPA	US TREASURY BROADBAND FUNDS	STATE	100.00		0
	AARPA COMING FROM TREASURY	MISC	0.00		ō
A ATCMTD	ADVANCED TECH DEPLOY GRANT	MISC	100.00		F
A INFRA@100		MISC	100.00		F
	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00		F
A_LTAP_100	LTAP @ 100% PRO RATA	MISC	100.00		F
A_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00		F
	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00		F
A_MISC_100 %	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00		F



UDOT electronic Program Management STIP Planning Fund Table



Report run on: June 10, 2024 8:30 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_RAISE_100	NATL INF INVEST RAISE 23 IIJA	MISC	100.00	Υ	F
FA_RAISE_80%	REBUILDING AMERICAN INFRASTRUCTURE	MISC	80.00	Υ	F
FA_RSTDG	RURAL SURFACE TRANS. GRANT	STP	100.00	Υ	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Υ	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Υ	F
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Υ	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00	Y	F
FA_STIC_2021	2021 STIC TECH INNOVATIION	MISC	100.00		F
FA_STIC_2023	2023 STIC TECH	MISC	80.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Υ	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTA _5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00		F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00		F
FTA_5307_100	FTA FUNDS @ 100 % PRO RATA	FTA	100.00		F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F
FTA_5310_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00		F
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00		F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00		F
FTA_5312_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48		F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00		F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80		F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00		F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80		F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5337_50%	FTA SECTION 5337 RAIL VEHICLE REPL	FTA	50.00		F
FTA_5338	FTA SECTION 5338	FTA	80.00		F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00		F
FTA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F





Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
TA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Y	F
TA_5339_80C	LO/NO DISCRETIONARY FUNDS	FTA	80.00	Υ	F
TA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
TA_ARPA_100	FTA ARPA FUNDS @ 100%	FTA	100.00	Y	F
TA_CARE_100	FEDERAL CARES ACT @ 100%	FTA	100.00	Y	F
TA_CRRSAA_1	FTA CRRSAA FUNDS @ 100%	FTA	100.00		F
TA_ICAM_80	INNOVATIVE COORDINATED ACCESS & MOBILITY	FTA	80.00	Y	F
TA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00		F
IF_O/L_80%	HIF WITH PRO-RATA OF 80%	STP	80.00	Y	F
	HIGHWAY IMPROVEMENT PROG. EARMARK	EARMARK	93.23		F
IPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
ISIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	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		F
ISIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
	HSIP HIGH RISK RURAL ROADS @100%	SAFETY	100.00		F
ISIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
SIP_VRU	VULNERABLE ROAD USER SAFETY	SAFETY	93.23	Y	F
Λ	INTERSTATE MAINTENANCE	IM	94.18	Y	F
S_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	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	0
OCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Υ	L
OCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Υ	0
OCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Υ	L
OCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Υ	L
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
IAG_EXCHANGI	STATE/ FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Υ	L
EVI	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	EV	80.00	Υ	F
EVI@100%	NAT'L ELECTRIC VEHICLE INFRASTRUCTURE	EV	100.00	Υ	F
HFP	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
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Υ	F
IRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F





Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	0
—	OTHER STATE AGENCY	STATE	0.00		S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
PL_WFRC_100	PLANNING WFRC AT 100 %	STP	100.00	Y	F
		MISC	80.00	Y	F
	PROTECT FLEX ANY AREA @ 100%PRO	MISC	100.00	Y	F
	PROTECT PANNING FUNDS	MISC	100.00	Y	F
R/H_DEVIC90S		RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICS90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
			90.00	Y Y	F
R/H_HZ_ELM1 R/H_HZ_ELM90	RAIL/HWY HAZARD ELIM @100 % RAIL / HWY ELIM @90/10	RAIL/HWY RAIL/HWY	100.00 90.00	r Y	F F
REC_TRLS	RECREATION TRAILS	STP	90.00 80.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Ŷ	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Ŷ	F
SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Ŷ	F
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Ŷ	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Ŷ	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	Υ	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Υ	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Υ	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Υ	F
STP_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Υ	F
STP_COVID_OL	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Υ	F
STP_COVID_PO	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Υ	F
STP_COVID_SL	CRRSAA BILL - 2021 SALT LAKE	STP	100.00	Y	F
STP_COVID_ST	CRRSAA FUNDS FOR STATEWIDE	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
—	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F
	STP_FLEXIBLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STD ELV CMDO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F





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Plan Fund	Description	Category	Fed Aid	Reg	Fed/S
TP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F
TP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
TP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
TP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
TP_HIF_BR	HIF BRIDGE REPLACE & REHAB	STP	93.23	Y	F
TP_HIF_O/L	HIGHWAY INFRATRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
TP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
TP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
TP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
TP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Υ	F
TP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	STP	93.23	Υ	F
TP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
TP_RURAL_GT	RURAL SURFACE TRANS GRANT	STP	100.00	Y	F
TP_SUB_JHC	STP SMALL URBAN 5K -49,999 POP JHC	STP	93.23	Y	F
TP_SUB_MAG	STP SMALL URBAN 5K -49,999 POP	STP	93.23	Y	F
TP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
TP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
TP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
TP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
TP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	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	93.23	Y	F
TP_TAP_ST	CONVERTED TAP FUNDS TO STP	ТАР	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		STP	93.23	Y	F
TP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23		F
TP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23		F
TP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23		F
	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00		F
	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23		F
	STP - O/L URBAN AREA @ 100%	STP	100.00		F
	STP-URBAN STEA 03 FUNDS	STP	100.00		F
	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00		S
T APPROP	STATE APPROPRIATED BUDGET	STATE	0.00		S
T_ATIF	LEGISLATIVELY ACTIVE TIF PROJECTS (UTN)	STATE	0.00		S
	STATE CONST - ATMS STATEWIDE	STATE	0.00		S
	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	STATE	0.00		S
T BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00		S
—	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00		S
T_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00		S
T_CAV	CONNECTED AUTONOMOUS VEHICLE	STATE	0.00		S
T_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00		S
T_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00		S
	CLOSE ADJUSTMENTS	STATE	0.00		S





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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
T_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S
	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Υ	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Υ	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Υ	S
T_CORR_CEVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Υ	S
T_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Υ	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
T_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	STATE	0.00	Υ	S
T_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Υ	S
T_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	STATE	0.00	Υ	S
T_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Υ	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Υ	S
T_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Υ	S
T_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Υ	S
T_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Υ	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Υ	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Υ	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Υ	S
T_GF_SB3	GENERAL FUNDS - SB3 (2021)	STATE	0.00	Υ	S
T_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Υ	S
T_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Υ	S
T_GF_TPA	TECHNICAL PLANNING ASSISTANCE - HB3	STATE	0.00	Υ	S
T_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Υ	S
T_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Υ	S
T_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	STATE	0.00	Υ	S
T_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Υ	S
T_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Υ	S
ST_ITS	STATE ITS FUNDS	STATE	0.00	Υ	S
T_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIGN	STATE	0.00	Υ	S
T_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
T_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
	STATE PARK LEGISLATIVE FUNDS	STATE	0.00	Y	S
	STATE PARK ACCESS ROADS (JHC)	STATE	0.00		S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00		S





Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Υ	S
ST_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Υ	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Υ	S
—	STATE RESEARCH MATCH FUNDS	STATE	0.00		S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00		S
	STATE RETAINED ROW FUNDS	STATE	0.00		S
ST_RTIF	LEGISLATIVELY FUNDED RURAL TIF PROJECTS	STATE	0.00		S
	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00		S
	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00		S
ST_SB115	COUNTY OF 1ST CLASS FUNDS	STATE	0.00		S
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00		S
ST_SIB_LG		STATE	0.00		S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00		S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00		S
	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00		S
ST_SPOT_MNT		STATE	0.00		S
	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00		S
	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00		S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00		S
ST_STUDIES	STATEWIDE CORRIDOR STUDIES	STATE	0.00		S
	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00		S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00		S
ST_TF_HB3	TRANSPORTATION FUND - HB3 (2024)	STATE	0.00		S
ST_TIF	STATE TIF FUNDS	STATE	0.00		S
	STATE TIF EXCHANGE WITH CMPO	STATE	0.00		S
	STATE TIF EXCHANGE WITH MAG	STATE	0.00		S S
ST_TIF_ ACT		STATE	0.00		
ST_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00		S S
ST_TIF_EXCH ST_TIF_FMLM	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS STATE TIF FIRST MILE LAST MILE	STATE STATE	0.00 0.00		S
	GENERAL FUND - HB 377 (2013)	STATE	0.00		S
ST_TIF_HB377 ST_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00		S
ST_TIF_HB433	STATE TIF MATCH FUNDS	STATE	0.00		S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00		S
ST TIF PRS S	TIF FUNDS FOR BRIDGE PRESERVATION	STATE	0.00		S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00		S
ST_TIF_TRAIL	UTAH TRAIL NETWORK (UTN)	STATE	0.00		S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00		S
	STATE TRANSPORTATION SOLUTIONS	STATE	0.00		S
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00		S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00		S
ST_TTIF_FMLM		STATE	0.00		S
	STATE FUNDS FROM UNIT CODE	STATE	0.00		S
ST_WILDLIFE	STATE WILDLIFE MITIGATION FUNDS	STATE	0.00	Ŷ	S





epm381_plan_fund (Rev 448)

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	ТАР	100.00	Υ	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Υ	F
TAP_SUB_JHC	TRAN ALT 5K - 49,999 - JHC	ТАР	93.23	Υ	F
TAP_SUB_MAG	TRANS ALT 5K - 49,999 - MAG	ТАР	93.23	Υ	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	ТАР	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	ТАР	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRAM - JHC	ТАР	93.23	Υ	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	ТАР	100.00	Υ	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	ТАР	93.23	Υ	F
TAP_SU_WFRC	TRANS ALT PROGRAM - WFRC	TAP	93.23	Υ	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Υ	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Υ	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	TAP	93.23	Υ	F
TAP_URB_WFRC	CTRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Υ	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	ТАР	100.00	Υ	F
TFER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23	Υ	F
TIGER	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Υ	F
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Υ	F
TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Υ	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOELE CO	MISC	100.00	Υ	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	0
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	0
UTA_HB322	UTA FUNDS FROM HB 322	STATE	0.00	Y	S
UTA_MATCH	UTA MATCHING FUNDS	LOCAL	0.00	Y	0
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	0
UTCO_TRAN_TX	UTAH COUNTY TRANS TAX	LOCAL	0.00	Y	0
Z_TEST_FUND	FUND SETUP FOR TEST PINS	STATE	0.00	Y	S

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

DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)



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: Jun 10, 2						
Region	PIN	Status	Proje	ect No.	Rt. Beg Len	PIN Descrip	tion / Project	Location	С	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Box Eld	er Col	Inty Projects	S										
BOX EL	19478		F-R199(32) 4/27/24	0)6	30 6	Grouse Creek Br SR-30; MP 6.04 -	idge Replacement (6.22	0C 459)	Νε	ew Bridge/Bridge R	eplacement		
		NHPP_BR		\$6,383,472	\$0	\$0	\$0	\$0	\$0	\$6,383,472	\$5,951,311	\$432,161	\$
		NHPP_NHS		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$
		STP_BRIDGE		\$616,528	\$0	\$0	\$0	\$0	\$0	\$616,528	\$574,789	\$41,739	\$
		STP_COVID_ST		\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$
			Total	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$7,509,175	\$490,825	\$
BOX EL	15677 To E	Scoping a Adv Dt: 09	F-0089(456	6)423	89 423	7 US-89; SR-126 to US-89; MP 423.2			Hi	gh Volume			
		NHPP_NHS		\$12,618,575	\$41,381,425	\$0	\$0	\$0	\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$
		ST_TRANS_SO	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
			Total	\$12,618,575	\$41,381,425	\$0	\$0	\$0	\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$0
BOX EL	To Be Adv Dt:				1098 1	1200 West Box E Cnty:FA-1098; M	Ider Creek Bridge at P .8181	t 600 North	Ne	ew Bridge/Bridge R	eplacement		
		LOCAL_GOVT		\$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	\$167,88
BOX EL			F-1098(3)0	1	1098	1 1200 West; 600 North to Industrial Way Cnty:FA-1098; MP .2481			Re	econstruct & Wider	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$6,750,168	\$6,750,168	\$0	\$0	\$6,750,16
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,23
			Total	\$0	\$0	\$0	\$0	\$0	\$8,895,400	\$8,895,400	\$2,000,000	\$0	\$6,895,40
BOX EL	18257	Advertised Adv Dt: 05	F-l84-4(7)0 5/11/24)	MULT		nent & Rehabilitatior LLEY - OVERPASS;				habilitation - Struc · .12 & SR-102; MP		
		BFP_BR_MAIN		\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$5,593,800	\$406,200	\$
		NHPP_BR		\$11,539,994	\$960,006	\$0	\$0	\$0	\$0	\$12,500,000	\$11,653,750	\$846,250	\$
			Total	\$17,539,994	\$960,006	\$0	\$0	\$0	\$0	\$18,500,000	\$17,247,550	\$1,252,450	\$
BOX EL	20773 To F	STIP Se Adv Dt:	F-184-4(9)2	2	MULT		acements; Blue Cree 20.38 & I-84; MP 26.4		Re	habilitation or Rep	blacement		
		NHPP_BR		\$0	\$0	\$0	\$24,500,000	\$0	\$0	\$24,500,000	\$22,841,350	\$1,658,650	\$
		ST_BRIDGE		\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$
			Total	\$0	\$0	\$3,000,000	\$24,500,000	\$0	\$0	\$27,500,000	\$22,841,350	\$4,658,650	\$
BOX EL	21862 To E	Scoping a Adv Dt: 02	S-I15-8(177 /03/25	7)366	MULT		-240 Passing Lanes 373.30 & I-15; MP 36		Pa	ssing Lane			
		ST_TIF		\$0	\$19,000,000	\$0	\$0	\$0	\$0	\$19,000,000	\$0	\$19,000,000	\$
BOX EL	13932 To E	Scoping Se Adv Dt: 12	F-LC03(22))	OTHER	750 North 200 W 750 North 200 W	est, Willard City est, Willard City, Uta	ıh	Int	ersection Modifica	ation		
		CMAQ_BOX_EL	LD	\$0	\$91,172	\$0	\$0	\$0	\$0	\$91,172	\$85,000	\$0	\$6,17



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region		Projec		-	PIN Descript	ion / Project	Location		oncept Desci	•		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
	er County Projects	5										
BOX EL	20552 Scoping Will Not Adv	S-R199(358)		OTHER	Historic Orchard P Historic Orchard D			Loc	al/MPO/Other Age	ency Pass-Through	I	
	LOCAL_MATCH		\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,00
	ST_TIF_ ACT		\$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	\$4,800,000	\$1,200,00
BOX EL	20553 Scoping Will Not Adv	S-R199(359)		OTHER	1200 W. Trail from 1200 West Trail fro		•		al/MPO/Other Age	ency Pass-Through	I.	
	LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MATCH	н	\$0	\$480,000	\$0	\$0	\$0	\$0	\$480,000	\$0	\$0	\$480,000
	ST_TIF_ ACT		\$15,859	\$1,904,141	\$0	\$0	\$0	\$0	\$1,920,000	\$0	\$1,920,000	\$(
		Total	\$15,859	\$2,384,141	\$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 1200 West; 3600 S			TIF	- Transportation	Investment Fund		
	LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
	L_PASS_MATCH	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	\$
	ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
	ST_TIF_EXCH	Tatal	\$1,875,028	\$204,121	\$0	\$0	\$0	\$0 \$0	\$2,079,148	\$0 \$0	\$2,079,148	\$007.04
		Total	\$1,875,028	\$412,035	\$0	\$0	\$0	\$U	\$2,287,063	\$U	\$2,079,148	\$207,915
BOX EL	To Be Adv Dt: 11/			OTHER	1200 W; 2250 S. to 775 W., Bike Trail, Perry 1200 West, 2250 South to 775 West				lestrian/Bike facil			
	CMAQ_BOX_EL	D	\$10,726	\$651,274	\$0	\$0	\$0	\$0	\$662,000	\$617,183	\$0	\$44,817
	LOCAL_GOVT	T	\$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 STIP To Be Adv Dt:	F-R199(328)		OTHER	Brigham City Park Brigham City Park	n Ride Lot - appro	· ·		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 To Be Adv Dt:	F-R199(348)		OTHER	1200\ 1100 West; 1 Project will extend				ersection Modifica 10 West Corridor	ition		
	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 STIP To Be Adv Dt:	F-R199(354)		OTHER	Utha Idaho Central Utah Idaho Central		•		lestrian/Bike facil South (Box Elder	ity r County) to Willard	City Boundary	
	TAP_URB_O/L		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$0	\$13,540
	19557 STIP	UT-FTBR-PA	-WIBA(1)		WILLARD BAY WE	EST ACCESS ROA	D PHASE I - STUD	Y Fed	leral Lands Acces	s Program		
BOX EL	To Be Adv Dt:		.,			EST ACCESS POA	D PHASE I - UT FT			-		



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Descript	ion / Project	Location	C	oncept Desc	ription		
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Box Elde	er Cou	nty Projec	ts									
BOX EL	19563	STIP	UT-FTFW-BERI(10)1		Auto Tour Route -	UT FTFW BERI 10	(1)	Fe	deral Lands Acces	ss Program		
	To B	e Adv Dt:			Auto Tour Route -	Rehabilitate Auto	Tour Route 10					
		FLHP	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000	\$0	\$0



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	<u>p_</u> p(_	_			-		_			
Region	PIN Status	Project No.	•		ription / Projec			Concept Desc	•		
	Fund	Prie	or 202	5 2026	2027	2028	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 De I-15; MP 313.0	stination Sensors in 00 - 337.00	Davis County	I	.ocal/MPO/Other Ag	gency Pass-Throug	h	
	LOCAL_GOVT		\$0 \$250,00	0 \$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
DAVIS	20465 STIP To Be Adv Dt:	S-0037(21)0	37	2 SR-37; SR-10 SR-37; MP .00	8 to 250 W. Reconstr 0 - 2.00	uct & Widening	١	Viden Existing Faci	lity		
	ST_TIF		\$0 \$	0 \$110,000,000	\$0	\$0	\$0	\$110,000,000	\$0	\$110,000,000	\$0
DAVIS	21237 STIP To Be Adv Dt:	F-0037(23)4	37 5	1800 North & SR-37; MP 4.	4500 West Intersecti	on	I	ntersection Modific	ation		
	CARBON_O/L		\$0 \$1,087,30			\$0	\$0	\$1,087,300	\$1,013,690	\$0	\$73,610
	LOCAL_GOVT		\$0 \$1,000,00		\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
		Total	\$0 \$2,087,30	0 \$0	\$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 Regio SR-68; MP 65	on One TAP, North Sa .62 - 65.82	alt Lake		Frails			
	LOCAL_GOVT		\$0 \$	0 \$0		\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MAT	СН	\$0 \$34,25	0 \$0	\$0	\$0	\$0	\$34,250	\$0	\$0	\$34,250
	ST_PVMT	\$98,	,750 \$	0 \$0	\$0	\$0	\$0	\$98,750	\$0	\$98,750	\$0
		Total \$98	,750 \$34,25	0 \$0	\$0	\$0	\$0	\$133,000	\$0	\$98,750	\$34,250
DAVIS	20328 STIP To Be Adv Dt:	F-0068(139)64	68 65	1 Redwood Roa SR-68; MP 64	ad Missing Sidewalks .64 - 65.61	s; 75 No to 965 No	o I	Pedestrian/Bike faci	ility		
	LOCAL_GOVT		\$0 \$40,20	2 \$0	\$0	\$0	\$0	\$40,202	\$0	\$0	\$40,202
	TAP_URB_O/L		\$0 \$243,09	8 \$0	\$0	\$0	\$0	\$243,098	\$226,640	\$0	\$16,458
		Total	\$0 \$283,30	0 \$0	\$0	\$0	\$0	\$283,300	\$226,640	\$0	\$56,660
DAVIS	13480 Scoping Will Not Adv	S-R199(198)	89 399		IIs Rd Grade Separat 8.60 - 398.80 & US-89			New Capacity nd West side Fronta	age Roads		
	ST_CONCPT_	D1 \$34	,668 \$17,46	0 \$0	\$0	\$0	\$0	\$52,128	\$0	\$52,128	\$0
	ST_TIF	\$953,		0 \$0	· · · · · · · · · · · · · · · · · · ·	\$0	\$0	\$953,277	\$0	\$953,277	\$0
		Total \$987,	945 \$17,46	60 \$0	\$0	\$0	\$0	\$1,005,405	\$0	\$1,005,405	\$0
DAVIS	10021 Scoping To Be Adv Dt: 01	F-LC11(48) 3/06/26	89 400	Fruit Heights US-89; MP 39	/ Kaysville 400/200 N 9.70 - 399.80	lorth	ι	JTA/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: 01	F-LC11(59) 9/06/16	89 399	Nicholls Roa US-89; MP 39	d / US-89 Grade Sear 8.50 - 398.90	ation	I	PE			
	STP_URB_O/L		\$0 \$	0 \$0	\$0	\$0	\$1,081,100	\$1,081,100	\$1,007,910	\$0	\$73,190
DAVIS	18835 Undr Const Adv Dt: 0	• •	89 402	East/ West Ka US-89; MP 40	ay's Creek Trail Conr 1.91 - 402.16	ections	1	Fransportation Alter	rnatives		
	LOCAL_GOVT	\$632,	893 \$	0 \$0	\$0	\$0	\$0	\$632,893	\$0	\$0	\$632,893
	TAP_URB_O/L	\$423,	952 \$	0 \$0	\$0	\$0	\$0	\$423,952	\$395,250	\$0	\$28,702
		Total \$1,056,	844 \$	0 \$0	\$0	\$0	\$0	\$1,056,844	\$395,250	\$0	\$661,594



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	1 - 1	- (/						- /					
Region	PIN	Status	Proje	ct No.	Rt. Beg Ler	n PIN Descrip	tion / Project I	Location	С	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	15917 To	Scoping Be Adv Dt: 08	F-0105(8)1 /22/24		105 1	PARRISH LN (SR SR-105; MP .66 -	105) 400 WEST INTE .85	ERSEC CENTERV	ILLE Int	tersection Improve	ements		
		CMAQ_PM2.5		\$553,337	\$882,241	\$0	\$0	\$0	\$0	\$1,435,579	\$1,338,390	\$0	\$97,189
		CMAQ_WFRC		\$1,501,663	\$0	\$0	\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$0	\$101,663
		LOCAL_GOVT		\$0	\$288,208	\$0	\$0	\$0	\$0	\$288,208	\$0	\$0	\$288,208
		STP_COVID_OI		\$441,652	\$0	\$0	\$0	\$0	\$0	\$441,652	\$441,652	\$0	\$0
			Total	\$2,496,652	\$1,170,450	\$0	\$0	\$0	\$0	\$3,667,102	\$3,180,042	\$0	\$487,060
DAVIS	16933 To	Active Be Adv Dt: 02	F-0106(21)8	В	106 8	1 Main Street (SR-1 SR-106; MP 8.30	06); Park Lane to Sł - 9.05	hepard Lane	Re	econstruct & Wide	ning		
		LOCAL_GOVT		\$810,000	\$0	\$0	\$0	\$0	\$0	\$810,000	\$0	\$0	\$810,000
		STP_URB_O/L		\$2,324,155	\$4,010,277	\$1,072,616	\$0	\$0	\$0	\$7,407,048	\$6,905,591	\$0	\$501,457
		TAP_FLEX		\$1,072,616	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
			Total	\$4,206,771	\$4,010,277	\$1,072,616	\$0	\$0	\$0	\$9,289,665	\$7,905,591	\$72,616	\$1,311,458
DAVIS	21194 <u>To</u>	STIP Be Adv Dt:	F-0106(30)	5	106 5	1 200 East (SR-106 SR-106; MP 5.19	•••	und Lane	Ρε	edestrian/Bicycle S	Safety		
		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 To	STIP Be Adv Dt:	F-0107(16)0	D	107	1 300 North; 3000 V SR-107; MP .49 -	Vest to 4000 West - ∣ 1.50	Reconstruction	Re	econstruct & 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	Undr Const Adv Dt: 0		6	108 6	2 SR-108; 300 Nort SR-108; MP 6.00			W	iden Existing Facil	ity		
		L_BETTERMEN	п	\$348,430	\$6,723,648	\$0	\$0	\$0	\$0	\$7,072,078	\$0	\$0	\$7,072,078
		ST_APPROP		\$214,022	\$0	\$0	\$0	\$0	\$0	\$214,022	\$0	\$214,022	\$0
		ST_TIF		\$21,607,356	\$57,178,622	\$0	\$0	\$0	\$0	\$78,785,978	\$0	\$78,785,978	\$0
			Total	\$22,169,808	\$63,902,270	\$0	\$0	\$0	\$0	\$86,072,078	\$0	\$79,000,000	\$7,072,078
DAVIS	21218 To	STIP Be Adv Dt:	F-0108(45)7	7	108 8	2050 North Pedes SR-108; MP 7.75	strian Underpass on - 7.75	2000 West	Pe	edestrian/Bike faci	lity		
		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
DAVIS	19855	Undr Const Adv Dt: 0		0	193	SR-193 Extensio SR-193; MP .00 -	n; SR-110 to SR-177 .10		Ne	ew Capacity			
		ST_TIF		\$1,048,114	\$8,951,886	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0



UDOT electronic Program Management

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			110,0	ct No.	N. D.	ey Len	PIN Description	DIT / Project L	Scation		oncept Desc	npuon		
		Fund	-	Prior		2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects												
DAVIS	19623 то в	Scoping e Adv Dt: 07	F-1384(2)1 /19/24		1384	1	NSL - Main Street Si Cnty:FA-1384; MP 1	· ·	1 North	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0		\$0	\$71,606	\$0	\$0	\$883,093	\$954,699	\$0	\$0	\$954,69
		STP_URB_O/L		\$10,726		\$0	\$283,868	\$0	\$0	\$2,720,907	\$3,015,501	\$2,811,352	\$0	\$204,149
			Total	\$10,726		\$0	\$355,474	\$0	\$0	\$3,604,000	\$3,970,200	\$2,811,352	\$0	\$1,158,84
DAVIS	20302 To B	STIP e Adv Dt:	F-1384(3)1		1384	2	1100 West; 2185 So Cnty:FA-1384; MP 1	•	2600 South)	Re	construct no wide	ening		
		LOCAL_GOVT		\$0		\$0	\$0	\$0	\$0	\$1,797,368	\$1,797,368	\$0	\$0	\$1,797,36
		STP_URB_O/L		\$0		\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,23
			Total	\$0		\$0	\$0	\$0	\$0	\$3,942,600	\$3,942,600	\$2,000,000	\$0	\$1,942,60
DAVIS	19624 то в	STIP e Adv Dt:	F-1388(1)4		1388	4	Centerville - 400 Eas Cnty:FA-1388; MP 3		orter Lane	Re	construct no wide	ening		
		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	\$123,28
			Total	\$0		\$0	\$0	\$0	\$0	\$2,425,300	\$2,425,300	\$1,697,710	\$0	\$727,59
DAVIS	DAVIS 20304 To Be Ad		F-1388(2)4		1388	4	400 East - 100 South Cnty:FA-1388; MP 4	•	0 South)	Re	construct no wide			
		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	\$77,06
			Total	\$0		\$0	\$0	\$0	\$0	\$1,415,100	\$1,415,100	\$1,061,325	\$0	\$353,77
DAVIS	20544 \	Scoping Vill Not Adv	S-1395(3)2		1392	2	Town Center I-15 Tra Cnty:FA-1392; MP 2	.07 - 2.27			-	ency Pass-Through		
		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	\$
			Total	\$0	\$6	627,000	\$0	\$0	\$0	\$0	\$627,000	\$0	\$376,200	\$250,800
DAVIS	20549 \	Scoping Vill Not Adv	S-1392(2)2		1392	2	Center Street Sidew Cnty:FA-1392; MP 2	.35 - 2.60			-	ency Pass-Through		
		LOCAL_MATCH		\$0		253,620	\$0	\$0	\$0	\$0	\$253,620	\$0	\$0	\$253,620
		ST_TTIF_FMLM		\$0		322,380	\$0	\$0	\$0	\$0	\$322,380	\$0	\$322,380	\$
			Total	\$0	\$5	576,000	\$0	\$0	\$0	\$0	\$576,000	\$0	\$322,380	\$253,62
DAVIS	17796		F-R199(8) 4/20/24		1418	1	800 West & 1500 So Cnty:FA-1418; MP .7	'1 - 1.01 & 800 Wes		Intersection, Wood		087		
		LOCAL_GOVT		\$420,000		\$0	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0	\$420,000
		STP_URB_O/L		\$1,324,654		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,324,654 \$1,744,654	\$1,234,975 \$1,234,975	\$0 \$0	\$89,679 \$509,679



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Region	PIN	Status	Project	t No.	Rt. Beg Ler	PIN Description	on / Project Lo	ocation	C	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	20548 V	Scoping Vill Not Adv	S-1431(2)1		1431 1	1 10' multi use trail al Cnty:FA-1431; MP 1	-	erville	Lo	cal/MPO/Other Ag	ency Pass-Through	I	
		LOCAL_MATCH		\$0	\$280,200	\$0	\$0	\$0	\$0	\$280,200	\$0	\$0	\$280,20
		ST_TIF_ ACT		\$0	\$420,300	\$0	\$0	\$0	\$0	\$420,300	\$0	\$420,300	9
			Total	\$0	\$700,500	\$0	\$0	\$0	\$0	\$700,500	\$0	\$420,300	\$280,20
DAVIS	21192 To B	STIP e Adv Dt:	F-1431(3)0		1431 1	1250 West; Parrish Cnty:FA-1431; MP .			Re	construct no wide	ening		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$215,792	\$215,792	\$0	\$0	\$215,7
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$0	\$36,30
			Total	\$0	\$0	\$0	\$0	\$0	\$752,100	\$752,100	\$500,000	\$0	\$252,10
DAVIS	20547 V	Scoping Vill Not Adv	S-1448(1)0		1448 1	1 Sidewalk & Bike lar Cnty:FA-1448; MP .		d Kaysville	Lo	cal/MPO/Other Ag	ency Pass-Through	I	
		LOCAL_MATCH		\$21,805	\$898,195	\$0	\$0	\$0	\$0	\$920,000	\$0	\$0	\$920,0
		ST_TIF_ ACT		\$0	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$1,380,000	
			Total	\$21,805	\$2,278,195	\$0	\$0	\$0	\$0	\$2,300,000	\$0	\$1,380,000	\$920,0
DAVIS	19625 то в	STIP e Adv Dt:	F-1450(0)0		1450	1 Mutton Hollow; Mai Cnty:FA-1450; MP .		Road	Inte	ersection Modifica	ation		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,905,168	\$2,905,168	\$0	\$0	\$2,905,1
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,2
			Total	\$0	\$0	\$0	\$0	\$0	\$5,050,400	\$5,050,400	\$2,000,000	\$0	\$3,050,4
DAVIS	19627 то в	Scoping e Adv Dt: 08/	F-1458(1)0 15/24		1458	Gentile Street SRTS Cnty:FA-1458; MP .			Pe	destrian/Bicycle S	Safety		
		LOCAL_GOVT		\$13,655	\$0	\$0	\$0	\$0	\$0	\$13,655	\$0	\$0	\$13,6
		STP_URB_O/L		\$149,100	\$288,045	\$0	\$0	\$0	\$0	\$437,145	\$407,550	\$0	\$29,5
			Total	\$162,755	\$288,045	\$0	\$0	\$0	\$0	\$450,800	\$407,550	\$0	\$43,2
DAVIS	20326 To B	STIP e Adv Dt:	F-1466(2)0		1466 1	3200 West Safe Rou Cnty:FA-1466; MP .				destrian/Bike faci			
		LOCAL_GOVT		\$0	\$79,104	\$0	\$0	\$0	\$0	\$79,104	\$0	\$0	\$79,1
		TAP_URB_O/L		\$0	\$87,096	\$0	\$0	\$0	\$0	\$87,096	\$81,200	\$0	\$5,8
			Total	\$0	\$166,200	\$0	\$0	\$0	\$0	\$166,200	\$81,200	\$0	\$85,0
DAVIS	19740 V	Scoping Vill Not Adv	S-R199(340)		1478 4	Kays Creek Parkwa Cnty:FA-1478; MP 3	y Shared Use Path 3.90 - 4.00 & Kays Ci	eek Parkway S		destrian/Bike facil	lity		
		L_PASS_MATC	Н	\$0	\$78,800	\$0	\$0	\$0	\$0	\$78,800	\$0	\$0	\$78,8
		ST_TIF_ ACT		\$0	\$315,200	\$0	\$0	\$0	\$0	\$315,200	\$0	\$315,200	
			Total	\$0	\$394,000	\$0	\$0	\$0	\$0	\$394,000	\$0	\$315,200	\$78,8



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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 Descripti	on / Project l	ocation	С	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	18810 To	STIP Be Adv Dt:	F-1489(1)0)	1489 1	300 North; 2000 We Cnty:FA-1489; MP.			Re	construct & Wider	ning		
		LOCAL GOVT		\$0	\$0	\$115,000	\$0	\$0	\$0	\$115,000	\$0	\$0	\$115,000
		STP_URB_O/L		\$0	\$0	\$3,197,700	\$0	\$0	\$0	\$3,197,700	\$2,981,216	\$0	\$216,484
			Total	\$0	\$0	\$3,312,700	\$0	\$0	\$0	\$3,312,700	\$2,981,216	\$0	\$331,484
DAVIS	17848 то 1	STIP Be Adv Dt:	F-1504(1)3	3	1504 3	1500 West & 1300 N Cnty:FA-1504; MP 3		ıt	Int	ersection Modifica	ition		
		CMAQ_WFRC		\$0	\$911,724	\$0	\$0	\$0	\$0	\$911,724	\$850,000	\$0	\$61,724
		LOCAL_GOVT		\$0	\$1,278,376	\$0	\$0	\$0	\$0	\$1,278,376	\$0	\$0	\$1,278,376
			Total	\$0	\$2,190,100	\$0	\$0	\$0	\$0	\$2,190,100	\$850,000	\$0	\$1,340,100
DAVIS	17365	Adv Dt: 0	F-184-5(50) 2/25/23)1	1508 1	Adams Ave over I-8 Cnty:FA-1508; MP .		ent (0C 644)	De	ck Repair/Replace	ment		
		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	15682 то 1	Active Be Adv Dt: 11	S-I15-8(15 /06/24	7)336	MULT	I-15; 1800 North Inte I-15; MP 336.40 - 33		6.40 - 337.40 & SR		w Interchange on & To add the map		of roadway on sr-37	
		ST_APPROP		\$414,237	\$0	\$0	\$0	\$0	\$0	\$414,237	\$0	\$414,237	\$0
		ST_TIF		\$28,648,889	\$40,935,111	\$0	\$0	\$0	\$0	\$69,584,000	\$0	\$69,584,000	\$0
			Total	\$29,063,126	\$40,935,111	\$0	\$0	\$0	\$0	\$69,998,237	\$0	\$69,998,237	\$0
DAVIS	15684		S-I15-7(34 6/17/23	0)325	MULT	I-15; Shepard Ln In I-15; MP 323.00 - 32			Ne	w Interchange on	Existing Freeway		
		L_BETTERMEN	т	\$269,207	\$5,209,687	\$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		\$124,786,240	\$17,000,000	\$0	\$0	\$0	\$0	\$141,786,240	\$0	\$141,786,240	\$0
			Total	\$125,269,207	\$22,209,687	\$0	\$0	\$0	\$0	\$147,478,894	\$0	\$142,000,000	\$5,478,894
DAVIS	20300 To 1	STIP Be Adv Dt:	F-R199(34		MULT	1300 North and 150 1300 North from 12	85 W to 1500 W, a	nd 1500 West from	1230 N to 1750		-		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,731,268	\$1,731,268	\$0	\$0	\$1,731,268
		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	STIP Be Adv Dt:	F-0107(17)	0	MULT	4500 West & 300 No SR-107; MP .0000)00	Int	ersection Modifica	ition		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,357,000	\$1,357,000	\$1,265,131	\$0	\$91,869



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UDOT electronic Program Management

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Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Description	on / Project L	ocation	С	oncept Desc	ription		
_		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	20335 то в	Scoping e Adv Dt: 12	F-0105(11)0 /11/24		MULT	Parrish Lane/ Legac SR-105; MP .0018	y Trail Connection		Pe	destrian/Bike facil	lity		
		LOCAL_GOVT		\$0	\$231,846	\$0	\$0	\$0	\$0	\$231,846	\$0	\$0	\$231,84
		TAP_URB_O/L		\$50,000	\$218,154	\$0	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$18,15
			Total	\$50,000	\$450,000	\$0	\$0	\$0	\$0	\$500,000	\$250,000	\$0	\$250,00
DAVIS	21238 To B	STIP e Adv Dt:	F-0127(9)0		MULT	Antelope Drive Shar SR-127; MP .0391				destrian/Bike facil vay Gatehouse to			
		CARBON_0/L		\$0	\$375,315	\$0	\$0	\$0	\$0	\$375,315	\$349,906	\$0	\$25,4
		LOCAL_GOVT		\$0	\$1,871,385	\$0	\$0	\$0	\$0	\$1,871,385	\$0	\$0	\$1,871,38
			Total	\$0	\$2,246,700	\$0	\$0	\$0	\$0	\$2,246,700	\$349,906	\$0	\$1,896,79
DAVIS	16935 V	Scoping Vill Not Adv	S-LC11(74)		OTHER	WDC Connector; We A new road connect				w Capacity to the West Davis	Corridor and Suns	et Drive	
		LOCAL_GOVT		\$0	\$365,500	\$0	\$0	\$0	\$0	\$365,500	\$0	\$0	\$365,5
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_PVMT		\$0	\$3,289,500	\$0	\$0	\$0	\$0	\$3,289,500	\$0	\$3,289,500	
			Total	\$0	\$3,655,000	\$0	\$0	\$0	\$0	\$3,655,000	\$0	\$3,289,500	\$365,5
DAVIS	20927 To B	Scoping e Adv Dt: 10	S-R199(381) / 30/25)	OTHER	SR-177; SR-193 to 1 SR-177; SR-193 to 1	800 N		Ne	w Capacity			
		ST_TIF		\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$0	\$20,000,000	
DAVIS	21158 To B	STIP e Adv Dt:	S-0177(5)0		OTHER	SR-177; 1800 N to 56 SR-177	600 S SES		Do	cument EA/EIS			
		ST_TIF		\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	
DAVIS	7176 V	Scoping Vill Not Adv	S-0067(14)0		OTHER	West Davis Corridor West Davis Corridor			Do	ocument EA/EIS			
		ST_APPROP		\$753,073	\$0	\$0	\$0	\$0	\$0	\$753,073	\$0	\$753,073	
		ST_GF_CHN		\$9,453,585	\$0	\$0	\$0	\$0	\$0	\$9,453,585	\$0	\$9,453,585	
		ST_TIF		\$1,413,400	\$383,527	\$0	\$0	\$0	\$0	\$1,796,927	\$0	\$1,796,927	
		ST_TIF_SB229		\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	
			Total	\$16,620,058	\$383,527	\$0	\$0	\$0	\$0	\$17,003,585	\$0	\$17,003,585	
DAVIS	7318 V	Active Vill Not Adv	S-R199(50)		OTHER	West Davis Corridor West Davis Corridor							
		L_CORR_DAVIS		\$12,861,887	\$2,753,565	\$0	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$15,615,4
		L_CORR_MATC		\$2,844,501	\$0	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$2,844,5
			Total	\$15,706,388	\$2,753,565	\$0	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$18,459,9



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Descrip	tion / Project	Location	C	oncept Desc	ription		
-		Fund	-	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty	Projects											
DAVIS	11990	•	F-LC11(50)		OTHER	•	nd Land Use Conne Support -Weber & I	-	Lo	cal/MPO/Other Ag	ency Pass-Through		
		L_PASS_MATCH	ł	\$263,954	\$31,459	\$32,403	\$33,375	\$0	\$34,376	\$395,567	\$0	\$0	\$395,567
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_UR_O/L@1		\$3,634,929	\$433,222	\$446,218	\$459,605	\$0	\$473,393	\$5,447,367	\$5,447,367	\$0	\$0
		ST_STUDIES		\$624,350	\$157,500	\$0	\$0	\$0	\$0	\$781,850	\$0	\$781,850	\$0
		ST_TRANS_SOL		\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0
			Total	\$4,973,233	\$622,181	\$478,621	\$492,980	\$0	\$507,769	\$7,074,784	\$5,447,367	\$1,231,850	\$395,567
DAVIS	14855	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	ł	\$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	3	\$0	\$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	15915	STIP Will Not Adv	F-R199(238)		OTHER	•	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	15924 <u>To</u>	Scoping Be Adv Dt: 08/	F-R199(237) 14/25		OTHER	Davis/ Weber Bic 'Davis/Weber Cou	ycle Counters Inty 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	0	\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
			Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$200,000	\$0	\$300,000
DAVIS	17794 <u>To</u>	Scoping Be Adv Dt: 03/	F-R199(9) 19/25		OTHER		l; 2010 South to 280 l; 2010 South to 280			construct & Wider	ning		
		STP_URB_O/L		\$976,111	\$3,014,689	\$0	\$0	\$0	\$0	\$3,990,800	\$3,720,623	\$0	\$270,177
DAVIS	18807 <u>To</u>	STIP Be Adv Dt:	F-LC11(75)0		OTHER		Road; Burke Lane t 0 North, Farmingtor		Ne	w Capacity			
		LOCAL_GOVT		\$0	\$0	\$4,904,652	\$0	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$0	\$0	\$4,904,652	\$0	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652
DAVIS	19690 To	Scoping Be Adv Dt: 10/	F-R199(331) 02/24		OTHER		way Trailhead Con way Trailhead Con			destrian/Bike facil lead (Weber River	•	Crossing (Weber R	iver and US-
		LOCAL GOVT		\$408,000	\$0	\$0	\$0	\$0	\$0	\$408,000	\$0	\$0	\$408,000
		TAP_URB_O/L		\$0	\$1,681,600	\$0 \$0	\$0	\$0	\$0	\$1,681,600	\$1,567,756	\$0	\$113,844



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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 Descriptio	n / Project L	ocation	С	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Davis C	ounty Projects											
DAVIS	19691 STIP	F-R199(332)		OTHER	Clearfield Canal Trail	·			destrian/Bike faci	lity		
	To Be Adv Dt:				Clearfield Canal Trail	·						
	TAP_URB_O/L		\$0	\$145,500	\$0	\$0	\$0	\$0	\$145,500	\$135,650	\$0	\$9,85
DAVIS	20317 Scoping	F-R199(350)		OTHER	Kay's Creek Trail Ov	erpass @ Layton	FrontRunner	Ne	w Bridge/Bridge F	Replacement		
	To Be Adv Dt: 01	/24/25			Construct a Pedestri to the FrontRunner S		ge to span the w	ridth of the Union	Pacific/FrontRunn	er railway corridor	and touch down im	mediately nex
	CARBON_O/L		\$858,093	\$0	\$0	\$0	\$0	\$0	\$858,093	\$800,000	\$0	\$58,09
	CMAQ_WFRC		\$211,907	\$1,133,325	\$0	\$0	\$0	\$0	\$1,345,232	\$1,254,160	\$0	\$91,07
	LOCAL_GOVT		\$0	\$2,505,000	\$0	\$0	\$0	\$0	\$2,505,000	\$0	\$0	\$2,505,00
	ST_TIF_ ACT		\$0	\$3,600,000	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000	\$(
		Total \$	\$1,070,000	\$7,238,325	\$0	\$0	\$0	\$0	\$8,308,325	\$2,054,160	\$3,600,000	\$2,654,16
DAVIS	21227 STIP	F-R199(375)0		OTHER	Davis Weber Canal T	rail Phase I		Pe	destrian/Bike faci	lity		
	To Be Adv Dt:				Davis Weber Canal T		ersity Park Blvd	& 1300 So to 2225	N & 525 W			
	LOCAL_GOVT		\$0	\$303,533	\$0	\$0	\$0	\$0	\$303,533	\$0	\$0	\$303,53
	TAP_URB_O/L		\$0	\$351,067	\$0	\$0	\$0	\$0	\$351,067	\$327,300	\$0	\$23,76
		Total	\$0	\$654,600	\$0	\$0	\$0	\$0	\$654,600	\$327,300	\$0	\$327,30
DAVIS	21228 STIP To Be Adv Dt:	F-R199(376)0		OTHER	Porter Lane Mult-Use Porter Lane Mult-Use		o Frontage Road		destrian/Bike faci	lity		
	LOCAL_GOVT		\$0	\$140,267	\$0	\$0	\$0	\$0	\$140,267	\$0	\$0	\$140,267
	TAP_URB_O/L		\$0	\$162,233	\$0	\$0	\$0	\$0	\$162,233	\$151,250	\$0	\$10,98
		Total	\$0	\$302,500	\$0	\$0	\$0	\$0	\$302,500	\$151,250	\$0	\$151,25
DAVIS	21230 STIP Will Not Adv	F-R199(377)0		OTHER	Weber River Parkway Weber River Parkway	•			destrian/Bike facil	lity		
	TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
DAVIS	4955 Active Will Not Adv	SP-9999(807)			West Davis Corridor; North Legacy Corrido							
	ST_CORR_PR	ES \$	\$8,244,440	\$32,061,121	\$0	\$0	\$0	\$0	\$40,305,561	\$0	\$40,305,561	\$
DAVIS	14044 STIP	F-LC11(64)			Layton FrontRunner	•		UT	A/Transit			
	To Be Adv Dt: 12	2/16/24	••		Layton FrontRunner	•	•-					
	CMAQ_WFRC		\$0 ¢0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0 \$0	\$145,23
	STP_URB_O/L	T	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1.15.00
		Total	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,23
DAVIS	14053 STIP Will Not Adv	F-LC11(67)			TOD Ped/ Bike; From Clearfield City TOD F		•		destrian/Bicycle S	Safety		
DAVIS	Will Not Adv	F-LC11(67)	\$0	\$0	Clearfield City TOD F	ed/ Bike Bridge; I	FrontRunner Sta	tion to Freeport C	enter	-	\$0	¢
DAVIS		F-LC11(67)	\$0 \$0	\$0 \$1,769,817			•			Safety \$0 \$1,650,000	\$0 \$119,817	\$(\$(



UDOT electronic Program Management

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Region	PIN	Status	Proje	ct No.	Rt. B	leg Len	PIN Descripti	on / Project	Location	C	oncept Desc	ription		
		Fund		Prior		2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Morgan	Count	y Projects												
MORGAN	16400	Scoping Vill Not Adv	S-0084(1)93	i	84	93	1 I-84; Mt Green Inter I-84; MP 93.40 - 94.4		dy)	Do	cument EA/EIS			
		ST_TIF		\$406,776	\$4	,593,224	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
MORGAN	15896	Active Vill Not Adv	S-0167(7)2		167	2	Mtn. Green Intercha SR-167; MP 1.50 - 1	•	servation	Co	rridor Preservatio	n		
		ST_CORR_PR	RES	\$6,559,063		\$34,696	\$0	\$0	\$0	\$0	\$6,593,758	\$0	\$6,593,758	\$0
MORGAN	19312	Awarded Adv Dt:	F-1978(2)1 03/23/24		1978	1	9 Old Highway Road; Cnty:FA-1978; MP	••	o North Morgan Iighway Road; Trapp		n-Urban orth Morgan			
		STP_RURAL		\$2,145,231		\$1	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
MORGAN	12624	Undr Const Adv Dt:	F-R199(194) 08/28/21)	1980		Devils Slide Bridge Cnty:FA-1980; MP .		29014D	Ne	w 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		\$6,249,000		\$0	\$0	\$0	\$0	\$0	\$6,249,000	\$5,825,943	\$0	\$423,057
			Total	\$10,388,000		\$0	\$0	\$0	\$0	\$0	\$10,388,000	\$9,684,732	\$0	\$703,268



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UDOT electronic Program Management

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STIP 2025-2030 Report Run on: Jun 10, 2024, 08:25 P.M.

Region	PIN	Status	Projec	ct No.	-		ription / Proje			Concept Desc	-		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects	;										
SALT L	18449 To 1	Scoping Be Adv Dt: 02	S-I15-7(375) /03/25	289	15 290	6 I-15 NB; Ban I-15; MP 289.	geter Hwy to 9000 S 76 - 295.50		1	New Capacity			
		ST_TIF		\$81,000,000	\$14,000,000	\$140,000,000	\$140,000,000	\$0	\$0	\$375,000,000	\$0	\$375,000,000	\$0
SALT L	19211 To 1	STIP Be Adv Dt:	S-I15-7(376)	299	15 299	9 I-15 NB; I-215 I-15; MP 298.			١	Viden Existing Faci	lity		
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$365,000,000	\$365,000,000	\$0	\$365,000,000	\$0
SALT L	16927 To 1	Active Be Adv Dt: 11	F-0048(42)2		48 2	7000 South 8 SR-48; MP 2.	& 1500 West Pedestr 29 - 2.29	ian Bridge	F	Pedestrian/Bike faci	lity		
		CMAQ_WFRC		\$201,049	\$932,875	\$0	\$0	\$0	\$0	\$1,133,924	\$1,057,158	\$76,767	\$0
		STP_URB_SL		\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$442,843	\$0	\$32,158
			Total	\$676,049	\$932,875	\$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)5	2	68 51	2 Redwood Ro SR-68; MP 51	ad 4100 South to 54 I.31 - 53.37	00 South	I	ntersection Improve	ements		
		LOCAL_GOVT		\$365,590	\$1,929,410	\$0	\$0	\$0	\$0	\$2,295,000	\$0	\$0	\$2,295,000
		L_BETTERMEN	т	\$290,087	\$0	\$0	\$0	\$0	\$0	\$290,087	\$0	\$0	\$290,087
		STP_FLX_ST		\$455,000	\$0	\$0	•	\$0	\$0	\$455,000	\$424,197	\$0	\$30,804
		STP_HIF_SL		\$5,170,858	\$0	\$0	•	\$0	\$0	\$5,170,858	\$4,820,791	\$0	\$350,067
		STP_URB_SL		\$7,871,670	\$0	\$0	· · ·	\$0	\$0	\$7,871,670	\$7,338,758	\$0	\$532,912
			Total	\$14,153,205	\$1,929,410	\$0	\$0	\$0	\$0	\$16,082,615	\$12,583,745	\$0	\$3,498,870
SALT L	14942 To 1	Scoping Be Adv Dt: 08	F-LC35(303)		71 12	4 SR-71; Lyndy SR-71; MP 12	y Dr to Van Winkle E 2.00 - 15.72	ike Lanes	F	Pedestrian/Bicycle S	Safety		
		CMAQ_WFRC		\$0	\$1,501,662	\$0	\$0	\$0	\$0	\$1,501,662	\$1,399,999	\$0	\$101,663
		LOCAL_GOVT		\$0	\$2,110,100	\$0	\$0	\$0	\$0	\$2,110,100	\$0	\$0	\$2,110,100
			Total	\$0	\$3,611,762	\$0	\$0	\$0	\$0	\$3,611,762	\$1,399,999	\$0	\$2,211,763
SALT L	20316	Awarded Adv Dt: 03	F-0071(73)2 3/23/24	0	71 20	1 700 East (SR SR-71; MP 20	-71); 2100 South to).05 - 21.17	1300 South	F	Pedestrian/Bicycle S	Safety		
		STP_URB_SL		\$536,308	\$0	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$36,308	\$0
		ST_PVMT_LV2		\$703,960	\$0	\$0		\$0	\$0	\$703,960	\$0	\$703,960	\$0
		TAP_FLEX		\$1,072,616	\$0	\$0		\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		TAP_URB_WFR		\$1,272,616	\$250,000	\$0		\$0	\$0	\$1,522,616	\$1,419,535	\$103,081	\$0
			Total	\$3,585,500	\$250,000	\$0	\$0	\$0	\$0	\$3,835,500	\$2,919,535	\$915,965	\$0
SALT L	21221 To 1	STIP Be Adv Dt:	F-0017(0)7		71 7	11400 South SR-71; MP 7.	& 700 East Intersec 22 - 7.22	tion	I	ntersection Modific	ation		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$3,600,900	\$3,600,900	\$3,357,119	\$0	\$243,781
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$0	\$2,600
			Total	\$0	\$0	\$0	\$0	\$0	\$3,603,500	\$3,603,500	\$3,357,119	\$0	\$246,381
SALT L	8166	Active Will Not Adv	S-0154(58)3		154		R HWY CORRIDOR F IGERTER HWY @ R		RRIDOR PRESERVA	TION			
		ST_CORR_PRE	S	\$3,676,995	\$3,817,049	\$0	\$0	\$0	\$0	\$7,494,044	\$0	\$7,494,044	\$0
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UDOT electronic Program Management

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



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Region	PIN	Status	Proje	ct No.	Rt. Beg Le	n PIN Descr	iption / Projec	t Location	C	Concept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Project	S										
SALT L	18448		S-0154(98)1	7	154 17	5 Bangerter Inte SR-154; MP 17	rchanges; 4100 S to 7.47 - 22.64	California	U	Ipgrade Existing At	-Grade Intersectio	n	
		ST_TIF		\$0	\$5,000,000	\$32,000,000	\$250,000,000	\$0	\$763,000,000	\$1050,000,000	\$0	\$1050,000,000	\$0
SALT L	18808	Scoping Will Not Adv	S-0154(92)0	I	154	22 Bangerter Hig SR-154; MP .0	hway Corridor - Envi 0 - 22.35	ironmental	D	ocument EA/EIS			
		ST_TIF		\$8,149,916	\$545,084	\$0	\$0	\$0	\$0	\$8,695,000	\$0	\$8,695,000	\$0
SALT L	20414	Undr Const Adv Dt:	• • •	17	154 16	1 Bangerter Hig SR-154; MP 16	hway @ 4700 South		т	IF - Transportation	Investment Fund		
		L_BETTERME		\$2,000,000	\$0		\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
		ST_TIF		\$43,000,000	\$75,000,000	\$12,000,000	\$0	\$0	\$0	\$130,000,000	\$0	\$130,000,000	\$0
			Total	\$45,000,000	\$75,000,000	\$12,000,000	\$0	\$0	\$0	\$132,000,000	\$0	\$130,000,000	\$2,000,000
SALT L	20994	Undr Const Adv Dt:	S-0154(105) 05/04/23	17	154 16	1 Aqueduct Relo SR-154; MP 16	ocation at Bangerter 5.30 - 17.61	Hwy @ 4700 South	N	lew Capacity			
		ST_TIF		\$18,827	\$20,481,173		\$0	\$0	\$0	\$20,500,000	\$0	\$20,500,000	\$0
SALT L	18833	Awarded Adv Dt:	F-0171(65)0 01/20/24		171	4 3500 South (S SR-171; MP .0	R-171) Sidewalk Imp 0 - 4.02	provements	т	ransportation Alter	natives		
		CMAQ_WFRC		\$636,308	\$0	\$0	\$0	\$0	\$0	\$636,308	\$593,230	\$43,078	\$0
		HSIP		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		HSIP_VRU		\$755,000	\$0		\$0	\$0	\$0	\$755,000	\$703,887	\$51,114	\$0
		LOCAL_GOVT		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERME	NT	\$323,640	\$0		\$0	\$0	\$0	\$323,640	\$0	\$0	\$323,640
		STP_FLX_ST	_	\$1,031,215	\$0		\$0	\$0	\$0	\$1,031,215	\$961,402	\$69,813	\$0
		ST_SAFE_SID		\$0	\$337,000	\$0	\$0	\$0	\$0	\$337,000	\$0	\$337,000	\$0
		ST_TRANS_S		\$67,000	\$0		\$0	\$0	\$0	\$67,000	\$0	\$67,000	\$0
		TAP_URB_WF		\$321,785	\$0	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$21,785	\$0
			Total	\$3,134,948	\$337,000	\$0	\$0	\$0	\$0	\$3,471,948	\$2,558,518	\$589,790	\$323,640
SALT L	7650	Scoping Will Not Adv	F-0172(18)		172		WEST BUS RAPID TH WEST BUS RAPID TH	• •					
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TRANSFER2U	TA	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0
			Total	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0
SALT L	20343 To	Scoping Be Adv Dt: 0	F-0173(43)8 3/26/26		173 8	5400 South;13 SR-173; MP 7.	00 West to Millrace F 74 - 8.09	Park	P	edestrian/Bike faci	lity		
		TAP_URB_WF	RC	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$559,380	\$0	\$40,620
SALT L	21400	Scoping Will Not Adv	S-R299(489))	190	17 Big Cottonwoo SR-190; MP .0	od Canyon Environm 0 - 17.00	nental Study	D	ocument EA/EIS			
		ST_TIF		\$0	\$2,000,000		\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0



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STIP 2025-2030

Region	PIN	Status	Proj	ject No.	Rt. Beg Len	PIN Descripti	on / Project	Location	С	oncept Desc	ription		
•		Fund	-	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects	5										
SALT L	19504		F-0201(56 4/20/24	6)14	201 14	SR-201 over 3200 V SR-201; MP 13.71 -	-	tation (0C 709)	Ma	ajor Rehabilitation	- Structure		
		NHPP_BR		\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$1,350,000	\$1,258,605	\$91,395	\$0
		STP_BRIDGE		\$12,500,000	\$0	\$0	\$0	\$0	\$0	\$12,500,000	\$11,653,750	\$846,250	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$13,850,000	\$0	\$0	\$0	\$0	\$0	\$13,850,000	\$12,912,355	\$937,645	\$0
SALT L	20431	Scoping Vill Not Adv	S-0201(5	5)18	201 18	2100 S @ State Str SR-201; MP 18.26 -		d Bike Crossing	Lo	ocal/MPO/Other Ag	ency Pass-Throug	h	
		L PASS MATC	н	\$0	\$170,400	\$0	\$0	\$0	\$0	\$170,400	\$0	\$0	\$170,400
		ST_TTIF_FMLN	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	Undr Const Adv Dt: 0	•	5)10	209 10	3 SR-209 (9000 S); R SR-209; MP 9.52 - 1		te St.	W	iden Existing Facil	ity		
		L_BETTERMEN	п	\$0	\$685,654	\$0	\$0	\$0	\$0	\$685,654	\$0	\$0	\$685,654
		ST_APPROP		\$659,294	\$0	\$0	\$0	\$0	\$0	\$659,294	\$0	\$659,294	\$0
		ST_PVMT_LV2		\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$0
		ST_TIF		\$12,393,472	\$42,374,850	\$0	\$0	\$0	\$0	\$54,768,322	\$0	\$54,768,322	\$0
			Total	\$14,652,766	\$43,060,504	\$0	\$0	\$0	\$0	\$57,713,270	\$0	\$57,027,616	\$685,654
SALT L	21224 To B	STIP e Adv Dt:	F-0209(56	6)14	209 14	SR-209 Quarry Ben SR-209; MP 13.67 -	-		Pe	edestrian/Bike facil	lity		
		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 Vill Not Adv	S-R299(2	81)	210	11 Little Cottonwood (SR-210; MP .00 - 10	• • •		Do	ocument EA/EIS			
		ST_APPROP		\$210,400	\$0	\$0	\$0	\$0	\$0	\$210,400	\$0	\$210,400	\$0
		ST_GF_HB3		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_TIF		\$15,419,317	\$0	\$0	\$0	\$0	\$0	\$15,419,317	\$0	\$15,419,317	\$0
			Total	\$16,129,717	\$0	\$0	\$0	\$0	\$0	\$16,129,717	\$0	\$16,129,717	\$0
SALT L	15689 то в	Scoping e Adv Dt: 09	F-l215(19 /17/24	02)19	215 19	4 I-215; SR-201 to No I-215; MP 19.29 - 22	•		Hi	gh Volume			
		NHPP_NHS		\$11,800,000	\$58,200,000	\$0	\$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	\$11,800,000	\$58,200,000	\$0	\$0	\$0	\$0	\$70,000,000	\$65,261,000	\$4,739,000	\$0
SALT L	18460	Undr Const Adv Dt: 0	S-R299(4 1/06/24	33)	215 16	1 I-215 SB; Frontage I-215; MP 15.51 - 16	•	South)	Ot	her			
		L_BETTERMEN	т	\$638,992	\$0	\$0	\$0	\$0	\$0	\$638,992	\$0	\$0	\$638,992
		ST_TIF		\$2,190,823	\$29,809,177	\$0	\$0	\$0	\$0	\$32,000,000	\$0	\$32,000,000	\$0
			Total	\$2,829,815	\$29,809,177	\$0	\$0	\$0	\$0	\$32,638,992	\$0	\$32,000,000	\$638,992



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Region	PIN	Status	Projec	ct No.	Rt. Beg Le	en PIN Descrip	tion / Project	Location	С	oncept Desc	ription		
	F	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Count	ty Projects											
SALT L	14938 Wil	Scoping Il Not Adv	F-LC35(299)		282 1	•	h Intermodal Center .80 & South Campu			ansportation Alter	natives		
		MAQ_WFRC		\$0	\$2,372,117		\$0	\$0	\$0	\$2,372,117	\$2,372,117	\$0	\$0
		FER_2_UTA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	U	JTA_FUNDS		\$0	\$2,573,900	\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$0	\$2,573,90
			Total	\$0	\$4,946,017	\$0	\$0	\$0	\$0	\$4,946,017	\$2,372,117	\$0	\$2,573,90
SALT L	21219 To Be	STIP Adv Dt:	F-0282(16)2		282 2	On Route Electri SR-282; MP 2.01	ic Bus Charging Infi - 2.01	rastructure	UT	A/Transit			
	c	MAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,391,076	\$1,391,076	\$1,296,900	\$0	\$94,17
	L	OCAL_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 Wil	STIP II Not Adv	F-0292(3)2		292 2	Electric Buses ¿ SR-292; MP 1.58	replacements for S - 1.58	L County Fleet	רט	A/Transit			
	C	MAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
	L	OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$8,354,768	\$8,354,768	\$0	\$0	\$8,354,76
			Total	\$0	\$0	\$0	\$0	\$0	\$10,500,000	\$10,500,000	\$2,000,000	\$0	\$8,500,000
SALT L	17836 Wil	Active Il Not Adv	S-2030(2)1		2030 1	1 Bacchus Hwy (Si Cnty:FA-2030; M	R-111): 10200 South P .68 - 1.45	to 10700 South	Int	ersection Modifica	ation		
	S	STP_URB_SL		\$0	\$0	•	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	S	T_TRANS_SO	L	\$0	\$1,641,309	\$0	\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0
			Total	\$0	\$1,641,309	\$0	\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$(
SALT L	14940 To Be	Active Adv Dt: 09,	F-LC35(301) /04/24		2035 6	1 Riverton - 13400 Cnty:FA-2035; M		0 W to 3200 W	Pe	destrian/Bicycle S	afety		
		CMAQ_WFRC		\$880,000	\$0	\$0	\$0	\$0	\$0	\$880,000	\$880,000	\$0	\$0
	L	OCAL_GOVT		\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000
			Total	\$1,530,000	\$0	\$0	\$0	\$0	\$0	\$1,530,000	\$880,000	\$0	\$650,000
SALT L	21201 To Be	STIP Adv Dt:	F-2035(2)2		2035 2	1 13400 South; 600 Cnty:FA-2035; M		st	Re	construct & Wide	ning		
		OCAL_GOVT		\$0	\$0		\$0	\$0	\$5,692,852	\$5,692,852	\$0	\$0	\$5,692,852
	S	STP_URB_SL		\$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
	J		Total	ψ υ	ΨŬ								
SALT L	14830	Advertised Adv Dt: 05	F-LC35(293)		2036	2 7800 S. Widening Cnty:FA-2036; M	•		Wi	den Existing Facil	ity		
SALT L	14830 C	Adv Dt: 05 MAQ_WFRC	F-LC35(293)	\$1,461,300	2036	Cnty:FA-2036; M \$0	P .00 - 1.68 \$0	\$0	\$0	\$1,461,300	\$1,362,370	\$0	\$98,930
SALT L	14830 C L	Adv Dt: 05	F-LC35(293)		2036	Cnty:FA-2036; M \$0 \$0	P .00 - 1.68	\$0 \$0 \$0		-	-	\$0 \$0 \$0	\$98,930 \$4,039,089 \$319,511



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Region	PIN	Status	Proje	ct No.	Rt. Beg	g Len	PIN Description	on / Project Lo	ocation	Co	oncept Desc	ription		
		Fund		Prior	2	025	2026	2027	2028	CD	Total	Fed Aid	State	Other
alt Lak	e Cou	nty Projects	5											
SALT L	19685 то в	Scoping e Adv Dt: 09	F-2036(1)2 /09/27		2036	2	5490 West 7800 Sou Cnty:FA-2036; MP 1.			Inte	rsection Modifica	ation		
		LOCAL_GOVT		\$0		\$0	\$700,901	\$0	\$0	\$0	\$700,901	\$0	\$0	\$700,901
		STP_URB_SL		\$0		\$0	\$799,099	\$0	\$0	\$0	\$799,099	\$745,000	\$54,099	\$0
			Total	\$0		\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$745,000	\$54,099	\$700,901
SALT L	19665 V	Active Vill Not Adv	F-ST99(794))	2040	14	RUC Customer Expe Cnty:FA-2040; MP 13		SFA Grant	Res	earch			
		FA_MISC_50%		\$2,500,000		\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$1,250,000	\$1,250,000	\$0
SALT L	21258 V	Active Vill Not Adv	S-ST99(935	i)	2040	14	FY24 Roadway Asse Cnty:FA-2040; MP 13		FA-2040; MP 13.8		a System Develo	pment/Enhancemen	t	
		ST_PVMT		\$0	\$75	0,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$750,000	\$0
SALT L	15910	Undr Const Adv Dt: 0	F-2040(1)7 5/06/23		2040	7	1 2700 West; 10000 S Cnty:FA-2040; MP 6.	,	- So Jordan	Rec	onstruct & Wide	ning		
		LOCAL_GOVT		\$0	\$21	8,932	\$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	\$834,268	\$21	8,932	\$0	\$0	\$0	\$0	\$1,053,200	\$777,788	\$0	\$275,412
SALT L	18822 To B	Scoping e Adv Dt: 05	F-2048(1)1 /30/25		2048	1	1 Fort Street; Pioneer Cnty:FA-2048; MP .8		ith	Rec	onstruct & Wide	ning		
		LOCAL_GOVT		\$0		\$0	\$981,759	\$0	\$0	\$0	\$981,759	\$0	\$0	\$981,759
		STP_URB_SL		\$10,726		\$0	\$3,458,615	\$0	\$0	\$0	\$3,469,341	\$3,234,467	\$0	\$234,874
			Total	\$10,726		\$0	\$4,440,374	\$0	\$0	\$0	\$4,451,100	\$3,234,467	\$0	\$1,216,633
SALT L	20148 To B	Scoping e Adv Dt: 01	F-2066(4)7 /24/25		2066		2 1300 West; 9000 Sou Cnty:FA-2066; MP 7.	20 - 8.70			onstruct & Wide	-		
		LOCAL_GOVT		\$0	\$2,14		\$0	\$0	\$0	\$0	\$2,143,196	\$0	\$0	\$2,143,196
		STP_URB_SL		\$3,552,500	\$4,85	-	\$0	\$0	\$0	\$0	\$8,407,701	\$7,838,500	\$0	\$569,201
			Total	\$3,552,500	\$6,99	8,397	\$0	\$0	\$0	\$0	\$10,550,897	\$7,838,500	\$0	\$2,712,397
SALT L	21233 To B	STIP e Adv Dt:	F-2068(2)4		2068	4	Sego Lily Crossing a Cnty:FA-2068; MP 4.	40 - 4.40		Pec	estrian/Bike facil	ity		
		TAP_URB_WF	RC	\$0	\$1,10	8,200	\$0	\$0	\$0	\$0	\$1,108,200	\$1,033,175	\$0	\$75,025
SALT L	15908 то в	Active e Adv Dt: 10	F-2076(2)4 /18/24		2076	4	1 1300 East; 2100 Sou Cnty:FA-2076; MP 3.		Boundary	Rec	onstruct no wide	ning		
		LOCAL_GOVT		\$0		8,350	\$0	\$0	\$0	\$0	\$458,350	\$0	\$0	\$458,350
		STP_URB_SL		\$1,584,147	\$6,83	4,402	\$0	\$0	\$0	\$0	\$8,418,549	\$7,848,613	\$0	\$569,936
			Total	\$1,584,147	\$7,29	2,752	\$0	\$0	\$0	\$0	\$8,876,899	\$7,848,613	\$0	\$1,028,28



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00100-01	ip_iopoit	(1(0) 2175)				Корон		24,00.201.101	•				
Region	PIN	Status	Proje	ct No.	Rt. Beg Len	PIN Descript	ion / Project Lo	ocation	C	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cour	nty Projects	5										
SALT L	19631	Awarded Adv Dt: 02	F-2076(4)1 2/24/24		2076 1	1300 East; 4220 So Cnty:FA-2076; MP			Re	construct no wide	ning		
		LOCAL_GOVT		\$0	\$267,952	\$0	\$0	\$0	\$0	\$267,952	\$0	\$0	\$267,952
		STP_URB_SL		\$3,217,848	\$0	\$0	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total	\$3,217,848	\$267,952	\$0	\$0	\$0	\$0	\$3,485,800	\$3,000,000	\$0	\$485,800
SALT L	20310 To Be	STIP e Adv Dt:	F-2076(5)2		2076 2	1 1300 East: 3300 So Cnty:FA-2076; MP			Ма	jor Rehabilitation	- Roadway		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,979,476	\$2,979,476	\$0	\$0	\$2,979,476
		STP_URB_SL		\$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	\$3,249,304
SALT L	19676 то ве	STIP a Adv Dt:	F-2080(3)3		2080 3	1300 W & Shield's Cnty:FA-2080; MP	Lane Intersection Im 2.51 - 2.51	provements	Int	ersection Modifica	ation		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$0	\$0	\$536,308
		STP_URB_SL		\$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 то ве	STIP a Adv Dt:	F-2082(13)1	12	2082 12	1 Highland Drive Pro Cnty:FA-2082; MP			Pe	destrian/Bike facil	ity		
		CARBON_SL		\$0	\$2,094,300	\$0	\$0	\$0	\$0	\$2,094,300	\$1,952,516	\$0	\$141,784
SALT L	18831 то ве	STIP a Adv Dt:	F-2093(1)4		2093 4	9000 South and 45 Cnty:FA-2093; MP	0 W & Parkland Dr Ir 4.47 - 4.66	ntersection	Int	ersection Improve	ments		
		CMAQ_WFRC		\$0	\$0	\$2,129,000	\$0	\$0	\$0	\$2,129,000	\$1,984,867	\$0	\$144,133
		LOCAL_GOVT		\$0	\$0	\$56,000	\$0	\$0	\$0	\$56,000	\$0	\$0	\$56,000
			Total	\$0	\$0	\$2,185,000	\$0	\$0	\$0	\$2,185,000	\$1,984,867	\$0	\$200,133
SALT L	17851	Undr Const Adv Dt: 0	F-2098(1)1 9/30/23		2098 1	9400 South & 700 Cnty:FA-2098; MP			Int	ersection Modifica	ation		
		CMAQ_WFRC		\$2,788,802	\$0	\$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	\$2,788,802	\$657,498	\$0	\$0	\$0	\$0	\$3,446,300	\$2,600,000	\$0	\$846,300
SALT L	14947 то ве	Active a Adv Dt: 07	F-LC35(308 /03/24	3)	2105 1	7800 So Jordan Ri Cnty:FA-2105; MP	ver Pedestrian Bridg .9393	je at 1100 W	Pe	destrian/Bicycle S	afety		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH		\$0	\$340,000	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$340,000
		ST_TTIF_FMLM		\$0	\$510,000	\$0	\$0	\$0	\$0	\$510,000	\$0	\$510,000	\$0
		TAP_URB_WFF		\$322,000	\$25,700	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539
			Total	\$322,000	\$875,700	\$0	\$0	\$0	\$0	\$1,197,700	\$324,161	\$510,000	\$363,539



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Region	PIN	Status	Proje	ct No.	Rt. Beg Lei	n PIN Description	on / Project L	ocation	С	oncept Desc	ription		
	F	und		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
alt Lak	e Count	y Projects											
SALT L	20311 To Be	STIP Adv Dt:	F-2107(1)21		2107 3	4000 W & South Jo Cnty:FA-2107; MP 2		section	Int	ersection Modifica	ation		
	L	OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,703,064	\$1,703,064	\$0	\$0	\$1,703,06
	S	TP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$3,449,336	\$3,449,336	\$3,215,816	\$0	\$233,52
			Total	\$0	\$0	\$0	\$0	\$0	\$5,152,400	\$5,152,400	\$3,215,816	\$0	\$1,936,58
SALT L	19630 To Be	STIP Adv Dt:	F-2108(1)0		2108	9000 South & 700 W Cnty:FA-2108; MP .		oual Left Lanes	Int	ersection Modifica	ation		
	С	MAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$2,359,755	\$2,359,755	\$2,200,000	\$0	\$159,75
	L	OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$2,830,993	\$2,830,993	\$0	\$0	\$2,830,99
	S	TP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$1,640,812	\$1,640,812	\$1,529,729	\$0	\$111,08
			Total	\$0	\$0	\$0	\$0	\$0	\$6,831,560	\$6,831,560	\$3,729,729	\$0	\$3,101,83
SALT L	20417 Will	Scoping I Not Adv	S-2113(2)0		2113	2 Center Park Drive S 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	\$89,83
	S	T_TIF_ ACT		\$0	\$134,747	\$0	\$0	\$0	\$0	\$134,747	\$0	\$134,747	:
			Total	\$0	\$224,578	\$0	\$0	\$0	\$0	\$224,578	\$0	\$134,747	\$89,83
SALT L	20419 Will	Scoping I Not Adv	S-2116(5)3		2116 3	Fort Union Blvd; 16 Cnty:FA-2116; MP 2)r.	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L,	_PASS_MATC	н	\$0	\$159,949	\$0	\$0	\$0	\$0	\$159,949	\$0	\$0	\$159,94
	S	T_TIF_ ACT		\$0	\$399,872	\$0	\$0	\$0	\$0	\$399,872	\$0	\$399,872	:
			Total	\$0	\$559,821	\$0	\$0	\$0	\$0	\$559,821	\$0	\$399,872	\$159,94
SALT L	20313 To Be	STIP Adv Dt:	F-2122(3)1		2122 1	1 5600 South; 900 Ea Cnty:FA-2122; MP 1			Ma	ajor Rehabilitation			
		OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$3,145,124	\$3,145,124	\$0	\$0	\$3,145,12
	S	TP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$5,433,676	\$5,433,676	\$5,065,816	\$0	\$367,86
			Total	\$0	\$0	\$0	\$0	\$0	\$8,578,800	\$8,578,800	\$5,065,816	\$0	\$3,512,98
SALT L		Scoping I Not Adv	S-2128(1)6		2128 6	2 300 W; 400 S to 210 Cnty:FA-2128; MP 5	.93 - 8.37			ansportation Alter			
		OCAL_MATCH	ł	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,00
	S	T_TIF_ ACT		\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	
			Total	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$2,100,000	\$1,400,00
SALT L		Scoping Adv Dt: 11/	F-2138(1)0 /26/24		2138	1 700 West; 3300 Sou Cnty:FA-2138; MP .	0087			construct & Wide	-		
		OCAL_GOVT		\$0	\$2,281,110	\$403,817	\$0	\$0	\$0	\$2,684,927	\$0	\$0	\$2,684,92
	S	TP_URB_SL		\$2,151,000	\$2,139,465	\$4,504,988	\$0	\$0	\$0	\$8,795,453	\$8,200,001	\$0	\$595,45
			Total	\$2,151,000	\$4,420,575	\$4,908,805	\$0	\$0	\$0	\$11,480,380	\$8,200,001	\$0	\$3,280,37



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Region	PIN Status	Proje	ct No.	Rt. Beg Ler	n PIN Descript	ion / Project	Location	C	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projec	ts										
SALT L	20346 Scoping To Be Adv Dt:	F-2142(1)2 10/31/24		2142 2	I-15 & 4800 South Cnty:FA-2142; MP	,	ria Dr to 325 W	Pe	destrian/Bike facil	ity		
	LOCAL_GOV	т	\$0	\$236,530	\$0	\$0	\$0	\$0	\$236,530	\$0	\$0	\$236,530
	TAP_URB_W	FRC	\$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	16928 Scoping To Be Adv Dt:	F-2151(1)1 06/16/25		2151 1	1 8000 West; 2600 S Cnty:FA-2151; MP		h - Magna	Ре	destrian/Bike facil	ity		
	STP_URB_SI	L	\$546,308	\$3,479,392	\$0	\$0	\$0	\$0	\$4,025,700	\$3,753,160	\$0	\$272,540
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	Ре	destrian/Bike facil	ity		
	LOCAL_GOV	т	\$0	\$19,999	\$0	\$0	\$0	\$0	\$19,999	\$0	\$0	\$19,999
	TAP_URB_W	/FRC	\$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 STIP To Be Adv Dt:	F-2153(2)1		2153 1	3 Rosecrest Bike La Cnty:FA-2153; MP	,	vc	Pe	destrian/Bike facil	ity		
	TAP_URB_W	FRC	\$0	\$417,900	\$0	\$0	\$0	\$0	\$417,900	\$389,608	\$0	\$28,292
SALT L	19679 Scoping To Be Adv Dt:	F-2146(1)8 02/25/25		2156 8	Cougar Lane; Niag Cnty:FA-2156; MP		s High Drive	Ad	ding a lane/should	der		
	LOCAL_GOV		\$0	\$536,308	\$0	\$0	\$0	\$0	\$536,308	\$0	\$0	\$536,308
	STP_URB_SI		\$843,000	\$1,424,692	\$0	\$0	\$0	\$0	\$2,267,692	\$2,114,169	\$0	\$153,523
		Total	\$843,000	\$1,961,000	\$0	\$0	\$0	\$0	\$2,804,000	\$2,114,169	\$0	\$689,831
SALT L	17869 Undr Const Adv Dt:	• • • •		2162	1 Cross Towne Trail Cnty:FA-2162; MP		ngerter Hwy	Tra	ansportation Altern	natives		
	LOCAL_GOV		\$2,658,070	\$0	\$0	\$0	\$0	\$0	\$2,658,070	\$0	\$0	\$2,658,070
	TAP_URB_W		\$806,130	\$0	\$0	\$0	\$0	\$0	\$806,130	\$751,555	\$0	\$54,575
		Total	\$3,464,200	\$0	\$0	\$0	\$0	\$0	\$3,464,200	\$751,555	\$0	\$2,712,645
SALT L	21231 STIP To Be Adv Dt:	F-2172(7)8		2172 8	1 3900 South Bike La Cnty:FA-2172; MP		d to Jordan River	Pe	destrian/Bike facil	ity		
	LOCAL_GOV		\$0	\$8,701,140	\$0	\$0	\$0	\$0	\$8,701,140	\$0	\$0	\$8,701,140
	TAP_URB_W	FRC	\$0	\$1,211,860	\$0	\$0	\$0	\$0	\$1,211,860	\$1,129,817	\$0	\$82,043
		Total	\$0	\$9,913,000	\$0	\$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	,	and 3900 South	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MA	тсн	\$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



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Region	PIN	Status	Proje	ct No.	Rt. Beg Len	PIN Description	on / Project	Location	C	oncept Desc	ription		
_		Fund	-	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
alt Lak	e Cou	nty Projects											
SALT L	15914 To 1	Scoping Be Adv Dt: 02/	F-2179(1)0 27/25		2179	Riverfront Parkway; Cnty:FA-2179; MP .0		0 S, Widen	Wi	den Existing Facil	lity		
		LOCAL_GOVT		\$0	\$90,100	\$0	\$0	\$0	\$0	\$90,100	\$0	\$0	\$90,100
		STP_URB_SL		\$436,000	\$1,314,800	\$0	\$0	\$0	\$0	\$1,750,800	\$1,632,271	\$0	\$118,529
			Total	\$436,000	\$1,404,900	\$0	\$0	\$0	\$0	\$1,840,900	\$1,632,271	\$0	\$208,62
SALT L	15911	Undr Const Adv Dt: 02	• •		2180 1	1 900 East; 3900 S to 4 Cnty:FA-2180; MP .5	•	econ, Millcre	Sp	ot Safety Improve	ement		
		LOCAL_GOVT		\$0	\$700,064	\$0	\$0	\$0	\$0	\$700,064	\$0	\$0	\$700,064
		LOCAL_MATCH		\$217,848	\$0	\$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_HIF_SL		\$1,364,299	\$0	\$0	\$0	\$0	\$0	\$1,364,299	\$1,271,936	\$0	\$92,36
		STP_URB_SL		\$2,187,988	\$268,154	\$0	\$0	\$0	\$0	\$2,456,142	\$2,289,861	\$0	\$166,281
			Total	\$6,770,135	\$968,218	\$0	\$0	\$0	\$0	\$7,738,353	\$6,561,797	\$0	\$1,176,55
SALT L	21240 To 1	STIP Be Adv Dt:	F-2186(3)3		2186 3	Holladay Signal Opti Cnty:FA-2186; MP 2.		cements	Sig	nal Operations			
		CARBON_SL		\$0	\$1,152,800	\$0	\$0	\$0	\$0	\$1,152,800	\$1,074,755	\$0	\$78,04
SALT L	19688		F-2189(1)0 /18/23		2189	Juniper Crest Cross Cnty:FA-2189; MP .2	-	n Peak Dr	Sat	fe Routes to Scho	ools		
		LOCAL_GOVT		\$41,431	\$238,569	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000
		TAP_URB_WFR	C	\$268,154	\$0	\$0	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$18,15
			Total	\$309,585	\$238,569	\$0	\$0	\$0	\$0	\$548,154	\$250,000	\$0	\$298,15
SALT L	21239 To 1	STIP Be Adv Dt:	F-2190(3)4		2190 4	On-Route Charging Cnty:FA-2190; MP 4.			UT	A/Transit			
		CARBON_SL		\$0	\$1,608,924	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,924
		LOCAL_GOVT		\$0	\$1,391,076	\$0	\$0	\$0	\$0	\$1,391,076	\$0	\$0	\$1,391,07
			Total	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$1,500,000	\$0	\$1,500,00
SALT L	21200 To 1	Scoping Be Adv Dt: 02/	F-2204(1)0 03/26		2204	1 2000 East; 3300 Sou Cnty:FA-2204; MP .0			Pe	destrian/Bicycle S	Safety		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$5,129,952	\$5,129,952	\$0	\$0	\$5,129,95
		STP_URB_SL		\$0	\$10,726	\$0	\$0	\$0	\$3,207,122	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total	\$0	\$10,726	\$0	\$0	\$0	\$8,337,074	\$8,347,800	\$3,000,000	\$0	\$5,347,80
SALT L	17807 To 1	Scoping Be Adv Dt: 10/	F-2213(1)1 14/25		2213 1	Lone Peak Parkway; Cnty:FA-2213; MP 1.		12300 South	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$870,988	\$0	\$0	\$0	\$0	\$870,988	\$0	\$0	\$870,988
		STP_URB_SL		\$375,416	\$3,893,596	\$0	\$0	\$0	\$0	\$4,269,012	\$3,980,000	\$0	\$289,012
			Total	\$375,416	\$4,764,584	\$0	\$0	\$0	\$0	\$5,140,000	\$3,980,000	\$0	\$1,160,000



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Region	PIN	Status	Proje	ct No.	Rt. Beg Len	PIN Descripti	on / Project L	ocation	С	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cour	nty Projects											
SALT L	18823 то в	Active e Adv Dt: 10/	F-2215(1)0 10/24		2215	1 3650 South; 2700 V Cnty:FA-2215; MP			Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$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	\$2,423,153	\$3,348,336	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,771,489	\$5,771,489	\$0	\$
		ST_TTIF_FMLM	Total	\$27,305 \$2,450,458	\$2,166,806 \$5,515,142	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,194,111	\$0 \$5,771,489	\$2,194,111 \$2,194,111	\$(
			Total	\$2,430,438	\$ 3,313,14 2	20	φU	\$U	\$U	\$7,965,600	\$ 5,771,469	\$2,194,111	٦Ę
SALT L	18816 То Ве	Scoping e Adv Dt: 10/	F-2218(1)0 03/25		2218	Bengal Blvd; Highl Cnty:FA-2218; MP		East	Int	ersection Improve	ements		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$10,000
		STP_URB_SL		\$10,000	\$2,124,200	\$0	\$0	\$0	\$0	\$2,134,200	\$1,989,715	\$0	\$144,485
			Total	\$10,000	\$2,124,200	\$0	\$0	\$0	\$10,000	\$2,144,200	\$1,989,715	\$0	\$154,485
SALT L	17806		F-2233(1)1 /24/24		2233 1	1 Parkway Blvd (270 Cnty:FA-2233; MP		Vest	Re	construct & Wide	ning		
		LOCAL_GOVT		\$0	\$3,615,135	\$0	\$0	\$0	\$0	\$3,615,135	\$0	\$0	\$3,615,135
		STP_URB_SL		\$7,584,865	\$0	\$0	\$0	\$0	\$0	\$7,584,865	\$7,071,370	\$0	\$513,495
			Total	\$7,584,865	\$3,615,135	\$0	\$0	\$0	\$0	\$11,200,000	\$7,071,370	\$0	\$4,128,630
SALT L	17867	Undr Const Adv Dt: 01	F-2236(1)2 /06/24		2236 2	2820 South; 7440 V Cnty:FA-2236; MP			Sa	fe Sidewalk			
		LOCAL_GOVT		\$0	\$552,075	\$0	\$0	\$0	\$0	\$552,075	\$0	\$0	\$552,075
		TAP_URB_WFR	С	\$1,502,549	\$0	\$0	\$0	\$0	\$0	\$1,502,549	\$1,400,826	\$0	\$101,723
			Total	\$1,502,549	\$552,075	\$0	\$0	\$0	\$0	\$2,054,624	\$1,400,826	\$0	\$653,798
SALT L	20312 To B	STIP e Adv Dt:	F-2238(2)0		2238	1 7200 West; 3500 So 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		F-2240(5)0 /09/24		2240	4700 South; 5400 V Cnty:FA-2240; MP			Re	construct & Wide	ning		
		HIP_COMUNITY		\$2,145,232	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		LOCAL_GOVT		\$2,140,000	\$0	\$0	\$0	\$0	\$0	\$2,140,000	\$0	\$0	\$2,140,000
			Total	\$4,285,232	\$0	\$0	\$0	\$0	\$0	\$4,285,232	\$2,000,000	\$0	\$2,285,232
SALT L	20422 V	Scoping Vill Not Adv	S-2250(1)6		2250 6	1 400 S Viaduct Mult Cnty:FA-2250; MP			Lo	cal/MPO/Other Ag	ency Pass-Through		
		L_PASS_MATCH	4	\$0	\$4,237,333	\$0	\$0	\$0	\$0	\$4,237,333	\$0	\$0	\$4,237,333
		ST_TTIF_FMLM		\$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		\$4,237,333



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UDOT electronic Program Management

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Region	PIN Status	Project	No.	Rt. Beg Ler	n PIN Descript	ion / Project l	_ocation	C	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
alt Lak	e County Projects	5										
SALT L	20309 STIP To Be Adv Dt:	F-2258(3)5		2258 5	1 900 West; North T Cnty:FA-2258; MP	•		Ма	jor Rehabilitation	- Roadway		
	LOCAL GOVT		\$0	\$0	Chty:FA-2256; MP \$0	4.98 - 5.73 \$0	\$0	\$4,239,529	\$4,239,529	\$0	\$0	\$4,239,52
	STP_URB_SL		\$0	\$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	\$4,473,04
SALT L	20323 STIP	F-2258(4)4		2258 4	Salt Lake Green B	ike Share Expansio	on	Pe	destrian/Bike faci	litv		
	To Be Adv Dt:	(.)			Cnty:FA-2258; MP	•				,, ,		
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$476,718	\$476,718	\$444,444	\$0	\$32,27
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$166,852	\$166,852	\$0	\$0	\$166,85
		Total	\$0	\$0	\$0	\$0	\$0	\$643,570	\$643,570	\$444,444	\$0	\$199,126
SALT L	21222 STIP To Be Adv Dt:	F-2258(5)4		2258 4	Salt Lake Green B Cnty:FA-2258; MP	ike Share Expansio 4.21 - 4.21	n	Ре	destrian/Bike faci	lity		
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$688,298	\$688,298	\$641,700	\$0	\$46,598
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,702	\$1,702	\$0	\$0	\$1,70
		Total	\$0	\$0	\$0	\$0	\$0	\$690,000	\$690,000	\$641,700	\$0	\$48,30
SALT L	20397 Scoping	S-2266(3)6		2266 6	1 Parleys Trail Gap		It Lake City)	Lo	cal/MPO/Other Ag	ency Pass-Through		
	Will Not Adv L PASS MATC		¢0	¢	Cnty:FA-2266; MP	5.70 - 6.30 \$0	\$0	\$0	¢000.000	¢0.	\$0	¢000.000
	ST_TIF_ ACT	, п	\$0 \$0	\$633,333 \$950,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$633,333 \$950,000	\$0 \$0	ەن \$950,000	\$633,333 \$(
		Total	\$0	\$1,583,333	\$0	\$0	\$0	\$0	\$1,583,333	\$0	\$950,000	\$633,333
SALT L	16944 Scoping	F-2266(2)2		2266 2	Highland Drive &	4500 South Intersed	tion Imp	Int	ersection Modifica	ation		
•	To Be Adv Dt: 07	• • •			Cnty:FA-2266; MP		·····					
	CMAQ_PM2.5		\$0	\$1,287,139	\$0	\$0	\$0	\$0	\$1,287,139	\$1,200,000	\$0	\$87,139
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_GOVT		\$0	\$1,309,861	\$0	\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$1,309,86
		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; MP		necrest Cyn Rd	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L_PASS_MATC	H	\$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
SALT L	21203 STIP To Be Adv Dt:	F-2292(2)12		2292 12	3 5655 Emigration C Cnty:FA-2292; MP	•	ion Cyn	Sp	ot Safety Improve	ment		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$3,301,052	\$3,301,052	\$0	\$0	\$3,301,052
	STP_URB_SL		\$0	\$80,446	\$0	\$0	\$0	\$3,137,402	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$0	\$80,446	\$0	\$0	\$0	\$6,438,454	\$6,518,900	\$3,000,000	\$0	\$3,518,900



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Region	PIN	Status	Projec	t No.	Rt. Beg Le	n PIN Descri	ption / Project	Location	С	oncept Desc	ription		
	F	und		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Count	y Projects											
SALT L	19684 To Be	STIP Adv Dt:	F-2322(1)4		2322 4	East Downtowr Cnty:FA-2322;	200 So Transit Hub MP 3.64 - 3.79	(400 E to 300 E)	UT	A/Transit			
	С	MAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
	L	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 I Not Adv	S-2324(1)0		2324	1 West Temple W Cnty:FA-2324;	/alk Bike Transit Con MP .0075	nections	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L,	_PASS_MATCH	н	\$0	\$884,000	\$0	\$0	\$0	\$0	\$884,000	\$0	\$0	\$884,000
	S	T_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 I Not Adv	S-2330(2)3		2330 3	1 North Temple A Cnty:FA-2330;	Active Transportation MP 2.98 - 3.73	Project	Lo	cal/MPO/Other Ag	ency Pass-Through		
	L,	_PASS_MATCH	н	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$2,200,000
	S	T_TTIF_FMLM		\$0	\$3,300,000	\$0	\$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	STIP Adv Dt:	F-2330(1)1		2330 1	SLC West Inter Cnty:FA-2330;			UT	A/Transit			
	С	MAQ_WFRC		\$0	\$1,501,663	\$0	\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$0	\$101,663
		OCAL_GOVT		\$0	\$2,698,637	\$0	\$0	\$0	\$0	\$2,698,637	\$0	\$0	\$2,698,637
	S	TP_URB_SL		\$0	\$0	\$2,270,092	\$0	\$0	\$0	\$2,270,092	\$2,116,407	\$0	\$153,685
			Total	\$0	\$4,200,300	\$2,270,092	\$0	\$0	\$0	\$6,470,392	\$3,516,407	\$0	\$2,953,985
SALT L	19633 То Ве	STIP Adv Dt:	F-2354(3)1		2354 1	1 700 North; 2200 Cnty:FA-2354;) West to Redwood R MP .99 - 1.72	d (1700 West)	Ma	ajor Rehabilitation	- Roadway		
	L	OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$1,462,752	\$1,462,752	\$0	\$0	\$1,462,752
	S	TP_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	\$4,680,600	\$4,680,600	\$3,000,000	\$0	\$1,680,600
SALT L	15264 Wil	Scoping I Not Adv	S-R299(244)		MULT		Street Interchange R/N 64 - 375.91 & I-80; MF		PE				
	S	T_HB377/TF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	S	T_TIF		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
			Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
SALT L	16490		F-I215(197)11	I	MULT		TRAX over I-215 Brid	-		•	habilitation - Struct	ure	
		Adv Dt: 11		***	<u>.</u>	-	- 11.19 & I-215; MP 1	•			AA ATA AA	A	•-
	N	HPP_BR		\$3,600,000	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$3,356,280	\$243,720	\$0 \$0
	<u> </u>												
		TP_BRIDGE T_BRIDGE		\$7,600,000 \$0	\$0 \$400,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$7,600,000 \$400,000	\$7,085,480 \$0	\$514,520 \$400,000	\$0 \$0



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Region	PIN	Status	Proje		-	•	otion / Project			Concept Desc	•		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Coun	ity Projects	i										
SALT L	18452 <u>то Ве</u>	Scoping Adv Dt: 04,	S-0085(19)4 /27/26	Ļ	MULT	•	Hwy to Porter Rockw - 12.46 & SR-85; MP 3		N	ew Capacity			
		ST_APPROP		\$239,710	\$0	\$0	\$0	\$0	\$0	\$239,710	\$0	\$239,710	\$0
		ST_CONCPT_D	2	\$45,823	\$0	\$0	\$0	\$0	\$0	\$45,823	\$0	\$45,823	\$0
		ST_TIF		\$470,108	\$22,029,892	\$12,500,000	\$50,000,000	\$0	\$405,000,000	\$490,000,000	\$0	\$490,000,000	\$0
			Total	\$755,641	\$22,029,892	\$12,500,000	\$50,000,000	\$0	\$405,000,000	\$490,285,533	\$0	\$490,285,533	\$0
SALT L	18844 W	Scoping /ill Not Adv	S-2354(2)1		MULT		e Transportation Imp IP .99 - 3.09 & SR-26		т	ransportation Alter	natives		
		LOCAL_MATCH	I	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATC	н	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
		ST_TIF_ ACT		\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0
			Total	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$2,400,000	\$1,600,000
SALT L	18847 W	Scoping /ill Not Adv	S-2066(3)10)	MULT	1300 W; 6400 S Cnty:FA-2066; N	to 4800 S - Active Tra IP 10.03 - 11.72	ansportation	Т	ransportation Alter	natives		
		LOCAL_MATCH	I	\$0	\$1,120,000	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$1,120,000
		ST_TIF_ ACT		\$0	\$1,680,000	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$1,680,000	\$0
			Total	\$0	\$2,800,000	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$1,680,000	\$1,120,000
SALT L	19632 то Ве	STIP Adv Dt:	F-R299(421))	MULT	-	nal Timing and Optin IP 1.51 - 4.25 & SR-4		Т	raffic Signal Coordi	ination		
		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	Undr Const Adv Dt: 02	• • •)4	MULT		vay South Interchang - 11.43 & SR-154; M			IF - Transportation 40	Investment Fund		
		L_BETTERMEN	т	\$5,412,890	\$0	\$0	\$0	\$0	\$0	\$5,412,890	\$0	\$0	\$5,412,890
		ST_APPROP		\$314,785	\$0	\$0	\$0	\$0	\$0	\$314,785	\$0	\$314,785	\$0
		ST_TIF		\$43,646,603	\$144,105,000	\$25,000,000	\$0	\$0	\$0	\$212,751,603	\$0	\$212,751,603	\$0
		ST_TIF_HB433		\$7,608,284	\$40,140,113	\$0	\$0	\$0	\$0	\$47,748,397	\$0	\$47,748,397	\$0
			Total	\$56,982,562	\$184,245,113	\$25,000,000	\$0	\$0	\$0	\$266,227,675	\$0	\$260,814,785	\$5,412,890
SALT L		Scoping /ill Not Adv	S-0186(46)1		MULT		p Capitol Hill - 1.50 & Cnty:FA-21			ocal/MPO/Other Ag	ency Pass-Throug		
		L_PASS_MATC		\$0	\$270,734	\$0	\$0	\$0	\$0	\$270,734	\$0	\$0	\$270,734
		ST_TTIF_FMLM		\$0	\$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: 11	S-0154(103) I/05/22	10	MULT		vay Aqueduct Protec - 10.91 & SR-154; M		0	ther			
		ST_TIF		\$1,286,428	\$1,713,572	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0



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SALT L	e Cou 20777	Fund	Prior			on / Project I			oncept Desc	•		
			FIIU	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
SALT L	20777	nty Projects										
		STIP Be Adv Dt:	F-I80-3(215)131	MULT	I-80 Bridge Deck Re I-80; MP 131.48 - 132				ehabilitation or Rep P 130 37 - 131 03	placement		
	10 1	NHPP_BR	\$) \$0	\$21,700,000	\$0	\$0	\$0 \$0	\$21,700,000	\$20,230,910	\$1,469,090	:
		STP_BRIDGE	\$		\$3,800,000	\$0	\$0	\$0	\$3,800,000	\$3,542,740	\$257,260	
		ST_BRIDGE	\$		\$0	\$0	\$0	\$0	\$3,100,000	\$0	\$3,100,000	
		ST_TIF_PRS_S	\$(\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	
			Total \$0	\$4,500,000	\$25,500,000	\$0	\$0	\$0	\$30,000,000	\$23,773,650	\$6,226,350	
SALT L	21097	Advertised	S-R299(479)	MULT	Cottonwood Canyor	Nariable Messa	ge Signs	П	S Communication			
		Adv Dt: 04	4/27/24		SR-190; MP .4171	& SR-209; MP 15	.05 - 15.30 & SR-21	0; MP .51 - 1.06				
		ST_TIF	\$2,11	9 \$3,197,881	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$3,200,000	
SALT L	21456	Scoping Will Not Adv	F-R299(492)	MULT	Salt Lake City's Rec I-15; MP 304.15 - 310	-	•	PI	anning			
		FA_MISC_100%	\$1,970,00) \$0	\$0	\$0	\$0	\$0	\$1,970,000	\$1,970,000	\$0	
		LOCAL_GOVT	\$0		\$0	\$0	\$0	\$0	\$1,270,000	\$0	\$0	\$1,270,0
		UTA_FUNDS	\$	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,0
			Total \$1,970,000	\$1,770,000	\$0	\$0	\$0	\$0	\$3,740,000	\$1,970,000	\$0	\$1,770,0
SALT L	21798 To F	Scoping Be Adv Dt: 05/	S-0190(32)2 /22/25	MULT	BCC: SR-190 at Ft U SR-190; MP 1.65 - 2.	, u			tersection Modifica 07 & SR-190; SR			
		ST_TIF	\$(\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000	
SALT L	21818 To F	Active Be Adv Dt: 02/	S-R299(496)0 /01/28	MULT	Cottonwood Canyor Cnty:FA-2074; MP 4 Preservation		•		orridor Preservatio 2.02 & Cottonwoo		and Roadway Cor	ridor
		ST_CORR_PRE	S \$(\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	
SALT L	7703	Undr Const Will Not Adv	MP-0182(6)	MULT	MVC; Salt Lake Cou MVC; Salt Lake Cou	•		St	affing Support			
		LOCAL_INKIND	\$) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_BETTERMEN	T \$38,333,97	9 \$0	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,9
		ST_BONDS_MV		•	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	
		ST_CHF_TIF	\$193,845,199		\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	
		ST_CONST	\$500,000		\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	
		ST_GF_CHN	\$128,755,86		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$128,755,865	\$0 \$0	\$128,755,865	
		ST_GF_TIF ST_TIF	\$7,500,000 \$6,950,95	•	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$7,500,000 \$19,940,779	\$0 \$0	\$7,500,000 \$19,940,779	
		01_11	Total \$431,685,999		\$0	\$0	\$0	\$0	\$444,675,822	\$0	\$406,341,843	\$38,333,9
SALT L	8312		S-0085(4)0	MULT	MVC; AQ MONITOR							
		Vill Not Adv ST_CHF_TIF	\$3,132,31	7 \$967,683	MVC; AQ MONITOR \$0	AND FILTERS	\$0	\$0	\$4,100,000	\$0	\$4,100,000	



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STIP 2025-2030

epm345_st	ip_repor	t (Rev 2179)					Run on: Jun 10, 2		l.				
Region	PIN	Status	Proje	ect No.	Rt. Beg Len	PIN Descripti	on / Project	Location	C	Concept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects	5										
SALT L	16382	· ·	S-0154(97)	10	MULT	Multiple Interchang SR-154; MP 16.50 -	-	•	U	pgrade Existing At-	Grade Intersection	n	
		ST_APPROP		\$343,855	\$0	\$0	\$0	\$0	\$0	\$343,855	\$0	\$343,855	\$0
		ST_TIF		\$52,605,000	\$6,300,000	\$16,105,000	\$0	\$0	\$0	\$75,010,000	\$0	\$75,010,000	\$0
		ST_TIF_HB433		\$25,895,000	\$0	\$0	\$0	\$0	\$0	\$25,895,000	\$0	\$25,895,000	\$0
			Total	\$78,843,855	\$6,300,000	\$16,105,000	\$0	\$0	\$0	\$101,248,855	\$0	\$101,248,855	\$0
SALT L	16922	Scoping Will Not Adv	F-2104(1)1		MULT	7000 South; 1300 V Cnty:FA-2104; MP	-			ocument EA/EIS			
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$927,384	\$927,384	\$0	\$0	\$927,384
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
			Total	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$1,000,000
SALT L	16943 To I	Scoping Be Adv Dt: 03	F-2038(1)1 /29/27		MULT	14600 South; Railro Cnty:FA-2038; MP .	•			edestrian/Bike facil	ity		
		CARBON_SL		\$0	\$0	\$1,142,002	\$0	\$0	\$0	\$1,142,002	\$1,064,688	\$0	\$77,314
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$0	\$0	\$1,142,002	\$0	\$0	\$0	\$1,142,002	\$1,064,688	\$0	\$77,314
SALT L	17838 To F	Active Be Adv Dt: 07	F-2124(3)1		MULT	Winchester and 70 Cnty:FA-2124; MP		:FA-2124; MP .93		tersection Modifica	ition		
		STP_URB_SL		\$1,206,237	\$1,547,663	\$0	\$0	\$0	\$0	\$2,753,900	\$2,567,461	\$0	\$186,439
SALT L	17842	Scoping Will Not Adv	F-R299(34	4)	MULT	Midvalley Connector SR-266; MP .27 - 1.				TA/Transit 3.74			
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FTASEC_5309		\$0	\$0	\$0	\$0	\$0	\$80,687,500	\$80,687,500	\$64,550,000	\$16,137,500	\$0
		LOCAL_GOVT		\$0	\$11,000,000	\$0	\$0	\$0	\$0	\$11,000,000	\$0	\$0	\$11,000,000
)	\$0	\$4,650,000	\$0	\$0	\$0	\$0	\$4,650,000	\$0	\$0	\$4,650,000
		ST_TTIF		\$22,800,000	\$0	\$0	\$0	\$0	\$0	\$22,800,000	\$0	\$22,800,000	\$0
		TRANSFER2UT		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0
			Total	\$22,800,000	\$17,650,000	\$0	\$0	\$0	\$80,687,500	\$121,137,500	\$66,550,000	\$38,937,500	\$15,650,000
SALT L	18818 To I	STIP Be Adv Dt:	F-R299(392	2)	MULT	TSP/ Preemption fo SR-172; MP 4.00 - 9 MP .00 - 22.47 & SR	.22 & Cnty:FA-23			TMS P .0033 & SR-111	; MP .00 - 10.60 &	SR-71; MP .0000	& SR-71;
		STP_URB_SL		\$0	\$0	\$690,000	\$0	\$0	\$0	\$690,000	\$643,287	\$46,713	\$0
SALT L	18819 To I	STIP Be Adv Dt:	F-R299(393	3)	MULT	TSP/ Preemption E SR-172; MP 4.03 - 9				TA/Transit 10.60 & SR-71; MP	.00 - 22.47 & Cnty:	FA-2358; MP .00:	33
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TRANSFER2UT	A	\$0	\$237,737	\$0	\$0	\$0	\$0	\$237,737	\$237,737	\$0	\$0
			Total	\$0	\$237,737	\$0	\$0	\$0	\$0	\$237,737	\$237,737	\$0	\$0



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	PIN	Status	Project	t NO.	Rt. Beg Len	PIN Description	on / Project	Location	C	oncept Desci	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects											
SALT L	19569 то в	STIP Be Adv Dt:	F-R299(419)		MULT	Traffic Signal Priorit SR-266; MP .00 - 8.12 MP .0000 & Cnty:F	2 & SR-173; MP 1			tection & SR-48; MP .00 - 2	2.00 & Cnty:FA-2161	; MP 3.20 - 4.25 &	SR-48;
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$790,000	\$790,000	\$736,517	\$53,483	\$
SALT L	19629 To F	STIP Be Adv Dt:	F-R299(420)		MULT	TSP Project ; SR-266 Cnty:FA-2161; MP 1. 3.50 & Cnty:FA-2034	01 - 4.25 & SR-1	73; 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	19678	Scoping Will Not Adv	F-R299(422)		MULT	Point of the Mountai https://www.rideuta.				A/Transit ain-Transit-Study			
		LOCAL_GOVT		\$0	\$5,854,768	\$0	\$0	\$0	\$0	\$5,854,768	\$0	\$0	\$5,854,768
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TRANSFER2UT		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0
			Total	\$0	\$7,854,768	\$0	\$0	\$0	\$0	\$7,854,768	\$2,000,000	\$0	\$5,854,76
SALT L	20315 To F	STIP Be Adv Dt:	F-R299(444)		MULT	Midvalley Connector Operations for the M Redwood Road Cam	lidvalley Connec		sit (BRT) route, co	A/Transit nnecting Murray C	Central Station, Salt	Lake Community	College's
		CARBON_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOVT		\$0	\$26,658,320	\$0	\$0	\$0	\$0	\$26,658,320	\$0	\$0	\$26,658,320
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TRANSFER2UT	A Total	\$0 \$0	\$4,515,816	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,515,816	\$4,515,816	\$0 \$0	\$26,658,320
				\$U	\$31,174,136	• -	• -	• -	• •	\$31,174,136	\$4,515,816	\$U	⊅20,000,32 (
SALT L	20340 To E	STIP Be Adv Dt:	F-R299(446)		MULT	Utah Lake Distribution Construct Missing T community college,	rail Connection	to the Jordan Valle	ey Transit Oriente		with the Jordan Val	ey Medical Cente	r (hospital), a
		TAP_URB_WFR	C	\$0	\$167,000	\$0	\$0	\$0	\$0	\$167,000	\$155,694	\$0	\$11,306
SALT L	20345	Awarded Adv Dt: 03	F-2116(4)3 3/23/24		MULT	Fort Union Blvd Ped Cnty:FA-2116; MP 3.				destrian/Bike facil	ity		
		L_BETTERMEN	т	\$1,793	\$0	\$0	\$0	\$0	\$0	\$1,793	\$0	\$0	\$1,793
		TAP_URB_WFR	C	\$487,000	\$0	\$0	\$0	\$0	\$0	\$487,000	\$454,030	\$0	\$32,970
			Total	\$488,793	\$0	\$0	\$0	\$0	\$0	\$488,793	\$454,030	\$0	\$34,763
SALT L	21198 To E	STIP Be Adv Dt:	F-2116(6)5		MULT	Fort Union Blvd; Pip Cnty:FA-2116; MP 4.	•			destrian/Bicycle S	afety		
		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



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Region	PIN Status	Project	t No.	Rt. Beg Len	PIN Description	on / Project L	ocation	С	oncept Desc	ription		
-	Fund	-	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects											
SALT L	21199 STIP	F-2072(1)1		MULT	Pioneer Road; 1300	East to 1650 East		Re	construct & Wider	ning		
	To Be Adv Dt:				Cnty:FA-2072; MP 1.	07 - 1.52 & Cnty:I	A-2072; MP 1.07	′ - 1.07				
	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 STIP To Be Adv Dt:	F-LC35(332)		MULT	2700 South; 8054 We Cnty:FA-2236; MP 1.				destrian/Bicycle S 2236: MP 1.50 - 1.5			
	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	14988 Scoping To Be Adv Dt: 02	F-LC49(169) /25/26		OTHER	Springville Sharp/Tin New RR connection	ntic RR Connectio	on	UT	A/Transit			
	CMAQ_MAG	\$	\$4,874,344	\$0	\$0	\$0	\$0	\$0	\$4,874,344	\$4,874,344	\$0	\$0
	CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	LOCAL_INKINE)	\$0	\$117,985	\$0	\$0	\$0	\$0	\$117,985	\$0	\$0	\$117,985
	LOCAL_MATCH	4	\$215	\$235,755	\$0	\$0	\$0	\$0	\$235,970	\$0	\$0	\$235,970
	R/H_HZ_EL90S		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	R/H_HZ_ELM1		\$720,000	\$0	\$0	\$0	\$0	\$0	\$720,000	\$720,000	\$0	\$0
	R/H_HZ_ELM90)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_URB_P/O		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_CONT_R3		\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$0
	ST_EXCH_MAG	3	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
	ST_MATCH		\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
	ST_TIFEX_MAG	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	UTA_FUNDS		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
		Total \$	\$5,594,559	\$1,043,740	\$0	\$0	\$0	\$0	\$6,638,299	\$5,594,344	\$390,000	\$653,955
SALT L	18885 Scoping Will Not Adv	F-R299(401)		OTHER	Northwest Quadrant New Salt Lake Garfie			Fre	eight			
	FA_INFRA@10	0	\$0	\$13,647,228	\$0	\$0	\$0	\$0	\$13,647,228	\$13,647,228	\$0	\$0
	L_PASS_MATC	H	\$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
SALT L	19472 Scoping To Be Adv Dt: 10	S-R299(416) /28/24		OTHER	SR-111; Herriman Pl 7300 W; Herriman Pl	•		Ne	w Capacity			
												\$0



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		Drainat	Ne	Dt. Deg Leg		Run on: Jun 10, 20						
Region	PIN Status Fund	Project	NO. Prior	кт. вед Len 2025	PIN Descript 2026	2027	2028	CD	oncept Desci Total	Fed Aid	State	Other
Salt Lak	e County Projects										Cluit	•
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 Altern	natives		
	L_PASS_MATC		\$0	\$680,000	\$0	\$0	\$0	\$0	\$680,000	\$0	\$0	\$680,000
	ST_TIF_ ACT	\$	2,720,168	\$0	\$0	\$0	\$0	\$0	\$2,720,168	\$0	\$2,720,168	\$0
		Total \$	2,720,168	\$680,000	\$0	\$0	\$0	\$0	\$3,400,168	\$0	\$2,720,168	\$680,000
SALT L	20398 Scoping Will Not Adv	S-R299(451)		OTHER	Midvale Canal Trai Midvale Canal Trai	• • • •		Loc	cal/MPO/Other Age	ency Pass-Through		
	L_PASS_MATC	H	\$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	H	\$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 U&SL Canal	e Canal SUP; 8000 W	/ to 2600 S	Loc	al/MPO/Other Age	ency Pass-Through		
	L_PASS_MATC	H	\$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		Do	cument EA/EIS			
	ST_TIF_HB433		\$62,154	\$187,846	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	21277 Scoping To Be Adv Dt: 10	F-R299(487) /30/24		OTHER	Neffs Canyon Trail Neffs Canyon Trail	head Improvements	:	Tra	ils			
	HIP_COMUNITY	ſ	\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000	\$0	\$0
	LOCAL_MATCH		\$0	\$58,093	\$0	\$0	\$0	\$0	\$58,093	\$0	\$0	\$58,093
		Total	\$800,000	\$58,093	\$0	\$0	\$0	\$0	\$858,093	\$800,000	\$0	\$58,093
SALT L	21773 Scoping Will Not Adv	S-LC35(337)		OTHER	Lake Avenue TRAX New Lake Park TR	K Station AX Station - Daybre	ak - Not on LRS Ro		A/Transit			
	LOCAL_GOVT		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000
	ST_TTIF		\$0	\$4,200,000	\$0	\$0	\$0	\$0	\$4,200,000	\$0	\$0	\$4,200,000
		Total	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
SALT L	14939 Scoping To Be Adv Dt: 10	F-LC35(300) /22/26		OTHER	-	eek Trail; Connor S ourse between Conn			nsportation Altern	natives		
	CMAQ_WFRC		\$0	\$447,000	\$0	\$0	\$0	\$0	\$447,000	\$447,000	\$0	\$0
	LOCAL_GOVT		\$0	\$32,700	\$0	\$0	\$0	\$0	\$32,700	\$0	\$0	\$32,700
		Total	\$0	\$479,700	\$0	\$0	\$0	\$0	\$479,700	\$447,000	\$0	\$32,700



UDOT electronic Program Management

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epm345_st	ip_report (Rev 2179)					Run on: Jun 10, 2						
Region	PIN Status	Project	No.	Rt. Beg Len	PIN Descripti	on / Project I	_ocation	C	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projec	ts										
SALT L	15912 Scoping To Be Adv Dt: (F-LC35(315) 9/24/24		OTHER	2810 South at 8000 2810 South at 8000			Int	ersection Modifica	ation		
	LOCAL_GOV	т	\$710,340	\$0	\$0	\$0	\$0	\$0	\$710,340	\$0	\$0	\$710,340
	STP_HIF_SL		\$136,997	\$0	\$0	\$0	\$0	\$0	\$136,997	\$127,722	\$0	\$9,27
	STP_URB_SL		\$313,093	\$840,470	\$0	\$0	\$0	\$2,376,720	\$3,530,283	\$3,291,283	\$0	\$239,000
		Total \$	1,160,430	\$840,470	\$0	\$0	\$0	\$2,376,720	\$4,377,620	\$3,419,005	\$0	\$958,61
SALT L	15918 STIP Will Not Adv	F-R299(271)		OTHER	UTA Locomotive O UTA Frontrunner S			UT	A/Transit			
	CARBON_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TRANSFER2	JTA	\$0		\$0	\$0	\$0	\$0	\$325,000	\$325,000	\$0 \$0	\$0
		Total	\$0		\$0	\$0	\$0	\$0	\$325,000	\$325,000	\$0	\$0
SALT L	15919 Scoping To Be Adv Dt: (F-R299(272)		OTHER	Salt Lake County S Signal Interconnec	-	- UDOT TOC		affic Signal Coord			
	CMAQ WFR		\$0	\$965,354	\$0	\$0	\$0	\$0	\$965,354	\$900,000	\$0	\$65,354
	LOCAL GOV		\$0		\$0	\$0	\$0	\$0	\$643,246	\$000,000	\$0	\$643,246
		Total	\$0		\$0	\$0	\$0	\$0	\$1,608,600	\$900,000	\$0	\$708,600
SALT L	15920 Active	F-R299(273)		OTHER	Salt Lake City Traff		nization	Tra	affic Signal Coord	ination		
	To Be Adv Dt: (CMAQ WFR(\$120,000	\$877,533	349 South 200 East \$0	، \$0	\$0	\$0	\$997,533	\$930,000	\$0	\$67,533
	LOCAL_GOV		\$120,000 \$0	. ,	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$997,535 \$2,467	\$930,000 \$0	\$0 \$0	\$2,467
	LOCAL_GOV		\$120,000		\$0	\$0	\$0	\$0	\$1,000,000	\$930,000	\$0	\$70,000
		Total	ψ120,000	4000,000	ψŬ	ΨŬ	ψŬ	ψŪ	\$1,000,000	\$350,000	ψŪ	ψι 0,00
SALT L	15936 Undr Const Will Not Adv	S-LC35(322)		OTHER	8600 South; 5600 V 8600 South Bridge		w Corridor from 56		w Bridge/Bridge F West	Replacement		
	LOCAL_GOV		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MAT		\$0		\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
	STP_URB_SL		\$0	•	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(
	ST_TIF		3,820,507	· · · ·	\$0 \$0	\$0	\$0	\$0 \$0	\$4,709,400	\$0	\$4,709,400	\$0
		Total \$	3,820,507	\$8,888,893	\$0	\$0	\$0	\$0	\$12,709,400	\$0	\$4,709,400	\$8,000,000
SALT L	17868 Scoping To Be Adv Dt: (F-R299(346) 9/05/24		OTHER	Utah & Salt Lake C 7200 West (West V				ansportation Alter			
	LOCAL_GOV	т	\$0	\$3,465	\$0	\$0	\$0	\$0	\$3,465	\$0	\$0	\$3,465
	TAP_URB_W	FRC	\$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	UTA - On-Board Te UTA - 669 West 200	•••••	City, Utah 84101	Da	ta System Develo	pment/Enhancemen	t	
	LOCAL_GOV	г	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STP_URB_SL		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TRANSFER2		\$0		\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0



UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



STIP 2025-2030

Region	PIN Status	Projec	t No.	Rt. Beg Len	PIN Descripti	on / Project	Location	С	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e County Project	S										
SALT L	18824 Scoping To Be Adv Dt: 0	F-LC35(324) 8/27/26	c	DTHER	9000 South; New B 9000 South from New			Ne	w Capacity			
	LOCAL_GOVT		\$0	\$0	\$11,957,052	\$0	\$0	\$0	\$11,957,052	\$0	\$0	\$11,957,05
	STP_URB_SL		\$0	\$0	\$3,217,848	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$0	\$0	\$15,174,900	\$0	\$0	\$0	\$15,174,900	\$3,000,000	\$0	\$12,174,90
SALT L	18832 Scoping Will Not Adv	F-R299(390)	C	DTHER	On Route Electric Potential Locations				A/Transit 00 South and 600	West		
	CMAQ_WFRC		\$0	\$182,344	\$0	\$0	\$0	\$0	\$182,344	\$169,999	\$0	\$12,34
	LOCAL_GOVT		\$0	\$318,460	\$0	\$0	\$0	\$0	\$318,460	\$0	\$0	\$318,460
	TFER_2_UTA		\$0	\$2,330,000	\$0	\$0	\$0	\$0	\$2,330,000	\$2,330,000	\$0	\$
		Total	\$0	\$2,830,804	\$0	\$0	\$0	\$0	\$2,830,804	\$2,499,999	\$0	\$330,804
SALT L	18837 Active To Be Adv Dt: 0	F-LC35(325) 7/18/24	c	DTHER	Kensington East-V Kensington Avenue	-	• •	Tra	ansportation Alter	natives		
	LOCAL_GOVT		\$0	\$429,300	\$0	\$0	\$0	\$0	\$429,300	\$0	\$0	\$429,30
	TAP_URB_WF	RC	\$251,000	\$446,200	\$0	\$0	\$0	\$0	\$697,200	\$650,000	\$0	\$47,200
		Total	\$251,000	\$875,500	\$0	\$0	\$0	\$0	\$1,126,500	\$650,000	\$0	\$476,500
SALT L	19683 Scoping Will Not Adv	F-R299(423)	C	DTHER	Electrified Truck Pa Electrified Truck Pa				her			
	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	\$0
	LOCAL_GOVT		\$0	\$7,093,992	\$0	\$0	\$0	\$0	\$7,093,992	\$0	\$0	\$7,093,992
		Total	\$0	\$9,681,992	\$0	\$0	\$0	\$0	\$9,681,992	\$2,412,792	\$175,208	\$7,093,992
SALT L	19689 Scoping To Be Adv Dt: 1	F-R199(330) 2/17/24	c	DTHER	TRAX Rail Trail Des TRAX Rail Trail Des	•	rdner Village Stati		ncept Developme 200 West	nt		
	LOCAL_GOVT		\$0	\$31,286	\$0	\$0	\$0	\$0	\$31,286	\$0	\$0	\$31,28
	TAP_URB_WF	RC	\$0	\$128,714	\$0	\$0	\$0	\$0	\$128,714	\$120,000	\$0	\$8,714
		Total	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000	\$120,000	\$0	\$40,00
SALT L	20314 STIP To Be Adv Dt:	F-R299(443)	C	DTHER	Tuscany View Rd E Extend Tuscany Vi	-			her-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	\$258,936
		Total	\$0	\$0	\$0	\$0	\$0	\$6,109,100	\$6,109,100	\$3,565,816	\$0	\$2,543,28
SALT L	20322 STIP To Be Adv Dt:	F-R299(445)	c	DTHER	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	\$94,13



UDOT electronic Program Management

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STIP 2025-2030

. –		t (Rev 2179)				•	un on: Jun 10, 20						
Region	PIN	Status	Project		Rt. Beg Len	•	•			oncept Desci	•	-	
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e Cou	nty Projects											
SALT L	20347 To I	STIP Be Adv Dt:	F-R299(447)		OTHER	First/ Last Mile POM First Mile/Last Mile A Special District	•	•		destrian/Bike facili ntain Transit fro D	•	Station to Highline	e Commercial
		LOCAL_GOVT		\$0	\$178,215	\$0	\$0	\$0	\$0	\$178,215	\$0	\$0	\$178,215
		TAP_URB_WFR	C	\$0	\$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
			Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$300,000	\$0	\$200,000
SALT L	21232	STIP Se Adv Dt:	F-LC35(333)		OTHER	4220 West Sidewalk; 4220 West Sidewalk;				destrian/Bike facili			
	10 1	TAP URB WFR	C	\$0	\$131,000	\$0	\$0	\$0	\$0	\$131,000	\$122,131	\$0	\$8,869
				**	¢101,000	* •	4 -	* *	**	<i><i>t</i></i> 101,000	<i>••==</i> ,•••	* *	<i>+</i> -,----
SALT L	21235 To I	STIP Be Adv Dt:	F-LC35(334)		OTHER	S Birch Drive; Upland S Birch Drive; Upland	d Drive to 3900 So	uth		lestrian/Bike facili			
		LOCAL_GOVT		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		TAP_URB_WFR		\$0	\$813,400	\$0	\$0	\$0	\$0	\$813,400	\$758,333	\$0	\$55,067
			Total	\$0	\$913,400	\$0	\$0	\$0	\$0	\$913,400	\$758,333	\$0	\$155,067
SALT L	3616	Active Will Not Adv	SP-0182(1)0			Mountain View Corrie Mountain View Corrie	dor						
		ST_CORR_PRE	S \$39	9,019,428	\$30,858,048	\$0	\$0	\$0	\$0	\$69,877,476	\$0	\$69,877,476	\$0
SALT L	4308	Active Will Not Adv ST_CORR_PRE	SP-9999(697) S \$1	,398,957	\$0	Highland Drive Corrie Draper/Sandy to High \$0		\$0	\$0	\$1,398,957	\$0	\$1,398,957	\$0
SALT L	4310	Active Will Not Adv	SP-0068(32)36			Redwood Road Corri Redwood Road Corri			Chi	p Seal			
		ST CORR PRE	s s	\$279,152	\$3,182,518	\$0	\$0	\$0	\$0	\$3,461,669	\$0	\$3,461,669	\$0
				• - • -		• •		• •	• •	•-, - ,	••		• •
SALT L	17374 To I	Scoping Be Adv Dt: 11,	S-R299(312) /03/27			Cottonwood Canyon Placeholder for the C	ottonwood Canyo	ons Rec Hot Spot F	Project(s)	sign and Construc			
		ST_TIF		\$9,506	\$1,459,494	\$0	\$0	\$0	\$0	\$1,469,000	\$0	\$1,469,000	\$0
SALT L	17916	Scoping Will Not Adv	S-R299(350)			Rail Access through Rail Access through		•	UT	A/Transit			
		ST_TIF	5	\$174,314	\$75,686	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	19561 To F	STIP Se Adv Dt:	UT-FLAP-SLA(10)1		MILL CREEK CANYO MILL CREEK CANYO		• •		leral Lands Acces	-	nike lane	
		FLHP		\$0	\$12,400,000	\$0	\$0	\$0	\$0	\$12,400,000	\$12,400,000	\$0	\$0
SALT L	20257 To E	STIP Be Adv Dt:	S-ST99(838)			5600 West Express E 5600 West	Bus and Park & Rid	le at 6200 S	UT,	A/Transit			
		LOCAL_MATCH	I	\$0	\$13,680,000	\$0	\$0	\$0	\$0	\$13,680,000	\$0	\$0	\$13,680,000
		ST_TTIF		\$0	\$20,520,000	\$0	\$0	\$0	\$0	\$20,520,000	\$0	\$20,520,000	\$0
			Total	\$0	\$34,200,000	\$0	\$0	\$0	\$0	\$34,200,000	\$0	\$20,520,000	\$13,680,000



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UDOT electronic Program Management

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Region	PIN Status	Project No.	Rt. Beg Len	PIN Description	on / Project	Location	C	oncept Desc	ription		
	Fund	Prio	r 2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Salt Lak	e County Projects										
SALT L	20259 Scoping Will Not Adv	S-ST99(840)		200 South Transit Pr 200 South	riority Signal Sys	stem	UT	A/Transit			
	LOCAL_MATCH	I .	\$0 \$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
	ST_TTIF		\$0 \$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000	\$0
		Total	\$0 \$3,000,000	\$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 He 200 South	ub		UT	A/Transit			
	LOCAL_MATCH	l .	\$0 \$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
	ST_TTIF		\$0 \$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total	\$0 \$2,500,000	\$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 I Westpoint/Jordan M			Lo	cal/MPO/Other Ag	ency Pass-Throug	h	
	L_PASS_MATC	н	\$0 \$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
	ST_TTIF_FMLM		\$0 \$900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
		Total	\$0 \$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$900,000	\$600,000
SALT L	20651 Scoping Will Not Adv	S-R299(462)		Coordinated Ramp Coordinated Ramp			Stu	ıdy			
	ST_FWY_OPS	\$325,0		\$0	\$0	\$0	\$0	\$325,000	\$0	\$325,000	\$0
	ST_TIF	\$189,4	07 \$310,593	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		Total \$514,4	07 \$310,593	\$0	\$0	\$0	\$0	\$825,000	\$0	\$825,000	\$0
SALT L	21207 Scoping Will Not Adv	S-R299(482)		Enhanced Bus, Tolli Big & Little Cottonw	•	& Bus Stops	UT	A/Transit			
	ST_TIF	\$126,800,0	00 \$0	\$0	\$0	\$0	\$0	\$126,800,000	\$0	\$126,800,000	\$0
	ST_TIF_CC		\$0 \$50,000,000	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$50,000,000	\$0
		Total \$126,800,0	00 \$50,000,000	\$0	\$0	\$0	\$0	\$176,800,000	\$0	\$176,800,000	\$0
SALT L	21213 Scoping To Be Adv Dt: 02/	S-R299(483) /28/30		FrontRunner Point In FrontRunner Station	•	Mountain & Double-T		A/Transit			
	ST_TTIF	\$200,000,0	00 \$200,000,000	\$0	\$0	\$0	\$0	\$400,000,000	\$0	\$400,000,000	\$0
SALT L	21826 STIP To Be Adv Dt:	S-R299(498)		S-Line Extension fro This project will extended of the Sugar House	end the S-Line fr	om the end of line at		A/Transit on at 1040 East alo	ong the north side	of Simpson Avenue	e to the heart
	ST TIF HB433		\$0 \$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$0	\$12,000,000	\$0
	ST_TTIF		\$0 \$9,900,000	\$0	\$0	\$0	\$0	\$9,900,000	\$0	\$9,900,000	\$0
		Total	\$0 \$21,900,000	\$0	\$0	\$0	\$0	\$21,900,000	\$0	\$21,900,000	\$0



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Salt Lake County Projects SALT L 11985 Scoping F-LC35(240) Transportation and Land Use Connection Program Project Planning Support - Salt Lake County Local/MPO/Other Agency Pa Will Not Adv Project Planning Support - Salt Lake County L_PASS_MATCH \$393,900 \$58,424 \$60,176 \$61,982 \$0 \$63,841 \$638,323 STP_URB_SL \$0	n	
SALT L 11985 Scoping Will Not Adv F-LC35(240) Transportation and Land Use Connection Program Project Planning Support - Salt Lake County Local/MPO/Other Agency Pa L_PASS_MATCH \$393,900 \$58,424 \$60,176 \$61,982 \$0 \$63,841 \$638,323 STP_URB_SL \$0	d Aid Stat	te Other
Will Not Adv Project Planning Support - Salt Lake County L_PASS_MATCH \$393,900 \$58,424 \$60,176 \$61,982 \$0 \$63,841 \$638,323 STP_URB_SL \$0 \$0 \$0 \$0 \$0 \$0 \$0 STP_URB_SL@1 \$5,424,421 \$804,556 \$828,693 \$853,553 \$0 \$879,160 \$8,790,383 \$8, ST_STUDIES \$624,350 \$157,500 \$0 \$0 \$0 \$0 \$0 \$879,160 \$8,790,383 \$8, ST_STUDIES \$624,350 \$157,500 \$0 \$0 \$0 \$0 \$10 \$63,841 \$10,600,556 \$8, S8, ST_STUDIES \$624,350 \$157,500 \$0 \$0 \$0 \$0 \$0 \$87,90,383 \$8, S7_STUDIES \$66,892,671 \$1,020,480 \$888,869 \$915,535 \$0 \$943,001 \$10,660,556 \$8, S8, S7_STUDIES \$888,869 \$915,535 \$0 \$943,001 \$10,660,556 \$8, S8, S7_STUDIES \$888,869 \$915,535 \$0 \$943,001 \$10,660,556 \$8, S8, S8, S7_STUDIES \$0		
L_PASS_MATCH \$393,900 \$58,424 \$60,176 \$61,982 \$0 \$63,841 \$638,323 STP_URB_SL \$0	iss-Through	
STP_URB_SL \$0		
STP_URB_SL@1 \$5,424,421 \$804,556 \$828,693 \$853,553 \$0 \$879,160 \$8,790,383 \$8,790,393 \$8,790,393 \$8,790,393 \$8,790,393 \$8,790,393 \$8,790,393 \$8,790,393 \$	\$0	\$0 \$638,323
ST_STUDIES \$624,350 \$157,500 \$0<	\$0	\$0 \$0
ST_TRANS_SOL \$450,000 \$	3,790,383	\$0 \$0
Total \$6,892,671 \$1,020,480 \$888,869 \$915,535 \$0 \$943,001 \$10,660,556 \$8,88,869 SALT L 13126 Scoping Will Not Adv CMAQ_WFRC F-LC35(255) Hillsborough Pond Park & Ride; Wasatch Blvd. Hillsborough Pond Park & Ride; Wasatch Blvd. UTA/Transit SALT L 13128 Scoping F-LC35(257) Park & Ride Smart Boards, Cottonwood Cnys \$1,784,700	\$0 \$781,8	,850 \$0
SALT L 13126 Scoping Will Not Adv F-LC35(255) Hillsborough Pond Park & Ride; Wasatch Blvd. UTA/Transit Viill Not Adv CMAQ_WFRC \$0 \$0 \$0 \$0 \$1,784,700 <td>\$0 \$450,0</td> <td>,000 \$0</td>	\$0 \$450,0	,000 \$0
Will Not Adv Hillsborough Pond Park & Ride; Wasatch Blvd. CMAQ_WFRC \$0 \$0 \$0 \$1,784,700<	3,790,383 \$1,231,4	,850 \$638,323
SALT L 13128 Scoping F-LC35(257) Park & Ride Smart Boards, Cottonwood Cnys Traveler Information		
	,663,876	\$0 \$120,824
To Be Adv Dt: 07/10/26 Park & Ride Smart Boards, Cottonwood Cnys		
CMAQ_WFRC \$0 \$706,900 \$0 \$0 \$0 \$0 \$0 \$706,900 \$	\$659,043	\$0 \$47,857
SALT L 14035 Scoping F-LC35(273) Highland Drive EIS Concept Development Will Not Adv Highland Drive EIS		
STP_URB_SL \$0 \$0 \$4,612,249 \$0 \$0 \$0 \$4,612,249 \$4	,300,000	\$0 \$312,249
SALT L 14046 Active F-LC35(279) 33/35 MAX Expansion and Optimization UTA/Transit Will Not Adv 33/35 MAX Expansion and Optimization UTA/Transit		
CMAQ_WFRC \$0 \$3,003,325 \$0 \$0 \$0 \$0 \$0 \$3,003,325 \$2	2,800,000	\$0 \$203,325
TFER_2_UTA \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0	\$0 \$0
Total \$0 \$3,003,325 \$0 \$0 \$0 \$0 \$0 \$3,003,325 \$2	2,800,000	\$0 \$203,325
SALT L 14054 Scoping F-LC35(285) 1300 South Bypass; 200 East to 200 West Pedestrian/Bicycle Safety To Be Adv Dt: 05/30/25 1300 South Bypass; 200 East to 200 West Pedestrian/Bicycle Safety		
	\$324,000	\$0 \$23,528



UDOT electronic Program Management

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STIP 2025-2030

Region	PIN Status	Projec	ct No.	Rt. Beg Len	PIN Description	on / Project	Location	C	oncept Desc	ription		
-	Fund	-	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Statewic	le County Proje	cts										
STATEW	4677 Active Will Not Adv	SP-9999(743	3)	OTHER	UDOT Wetland Mitig	-	•					
	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	\$
STATEW	5451 Active Will Not Adv	SP-R299(13))		Various Locations							
	ST_CORR_P	RES	\$1,178,717	\$636,481	\$0	\$0	\$0	\$0	\$1,815,198	\$0	\$1,815,198	\$
STATEW	14395 Active Will Not Adv	S-ST99(380)			Property Inventory Study to find and de	ocument all of the	e properties owned by		velop Documents			
	ST_CONST		\$204,319	\$45,681	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$
STATEW	14647 Scoping Will Not Adv	S-ST99(394)			Statewide Storm Dr Statewide Storm Dr		•••	En	viro. Mitigation/Ste	orm Water Pollutio	n/ etc	
	ST_CONST		\$23,818	\$411,182	\$0	\$0	\$0	\$0	\$435,000	\$0	\$435,000	\$0
STATEW	17384 Active Will Not Adv	F-TPF-5(394))		Western Maintenan Western Maintenan			Pla	anning			
	OTHER		\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,00
	SPR_P_100%	, 0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$
	SPR_R_100%		\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$
		Total	\$120,000	\$15,000	\$0	\$0	\$0	\$0	\$135,000	\$120,000	\$0	\$15,00
STATEW	17606 Active Will Not Adv	S-ST99(584)			Infrastructure for E "Infrastructure for e		••	AT	MS			
	LOCAL_GO	т	\$1,460,237	\$0	\$0	\$0	\$0	\$0	\$1,460,237	\$0	\$0	\$1,460,23
	ST_CONST		\$117,542	\$104,663	\$0	\$0	\$0	\$0	\$222,205	\$0	\$222,205	\$0
		Total	\$1,577,779	\$104,663	\$0	\$0	\$0	\$0	\$1,682,442	\$0	\$222,205	\$1,460,23
STATEW	19461 Active Will Not Adv	F-ST99(752)			2022-2026 LTAP Pro Statewide LTAP Set	-		An	nual Work Progra	m		
	FA_LTAP		\$600,050	\$0	\$0	\$0	\$0	\$0	\$600,050	\$300,025	\$300,025	\$0
	FA_LTAP_10	0	\$210,000	\$210,000	\$210,000	\$0	\$0	\$0	\$630,000	\$630,000	\$0	\$
	HSIP_100%		\$80,000	\$80,000	\$80,000	\$0	\$0	\$0	\$240,000	\$240,000	\$0	\$0
	STP_FLX_10		\$210,000	\$210,000	\$210,000	\$0	\$0	\$0	\$630,000	\$630,000	\$0	\$
		Total	\$1,100,050	\$500,000	\$500,000	\$0	\$0	\$0	\$2,100,050	\$1,800,025	\$300,025	\$(
STATEW	19538 Active Will Not Adv	F-TPF-5(476))		2021 Pooled Fund S N/A	Study, Western Al	liance QTC	Re	search			
	OTHER		\$286,055	\$0	\$0	\$0	\$0	\$0	\$286,055	\$0	\$0	\$286,05
				AA	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0	\$0
	SPR_P_100%		\$12,000	\$0								
	SPR_P_100% SPR_R_100% ST_APPROF	0	\$12,000 \$252,000 \$24,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$252,000 \$24,000	\$12,000 \$252,000 \$0	\$0 \$0 \$24,000	\$' \$(\$(



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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 Description	on / Project l	_ocation	Co	oncept Desci	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Statewic	le County Project	S										
STATEW		F-ST99(804)			NTD / TAM Plan Upd				\/Transit			
	Will Not Adv				Update the National							
	FTA_5311_100		\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$90,000	\$0	\$0
STATEW	19778 Scoping	F-ST99(805)			5311 Program Assis	tance		UT/	\/Transit			
	Will Not Adv				-			• • •		development process.		
	FTA_5311_100		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0
STATEW	19782 Scoping	F-ST99(806)			2021 DBE & Paratrar	nsit Reporting		UT	A/Transit			
	Will Not Adv				2021 DBE & Paratrar	nsit Reporting						
	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 S	tatewide Rural Tr	ansit Planning	UT	VTransit			
	Will Not Adv				N/A							
	FTA_5304_80%		\$2,257,202	\$0	\$0	\$0	\$0	\$0	\$2,257,202	\$2,257,202	\$0	\$0
	L_PASS_MATC		\$0	\$594,301	\$0	\$0	\$0	\$0	\$594,301	\$0	\$0	\$594,301
		Total	\$2,257,202	\$594,301	\$0	\$0	\$0	\$0	\$2,851,503	\$2,257,202	\$0	\$594,301
STATEW	19794 Active	F-ST99(808)			Highway Use Tax Ev	asion Project FY	2022-2024	Anr	ual Work Progra	n		
	Will Not Adv	,	**	^	N/A	^	^	**	^	^	**	**
	STP_FLX_100%	6	\$0 \$456,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$456,000	\$0 \$456,000	\$0 \$0	\$0 \$0
	STP_FLX_ST	Total	\$456,000	\$0	\$0 \$0	\$0	\$0	\$0	\$456,000	\$456,000 \$456,000	\$0	\$0 \$0
		Total	φ430,000	ψŬ	ψυ	φυ	ψυ	ψŬ	\$430,000	φ - 30,000	ψŪ	ψŪ
STATEW	20034 Active	F-ST99(816)			SHRP2 Product R01	A 3D Utility Loca	tion Data Rep	Dat	a System Develop	oment/Enhancement		
	Will Not Adv		\$440.000	¢0.	N/A \$0	¢0	¢0.	¢0	¢440.000	\$440.000	¢0	¢0
	FA_SHRP2		\$116,966	\$0	\$U	\$0	\$0	\$0	\$116,966	\$116,966	\$0	\$0
STATEW	20158 Active	F-TPF-5(485)			Study; Undrained Sh	near Liquefaction	Phase 1	Edu	ication			
	Will Not Adv		* 400 000	^	N/A	* •	^	^	* 400 000	* 400 000	**	* •
	SPR_R_100%		\$460,000	\$0	\$0	\$0	\$0	\$0	\$460,000	\$460,000	\$0	\$0
STATEW	20380 Active	S-ST99(855)			FY2023 Statewide Pa	avement Manage	ment	Anr	ual Work Progra	n		
	Will Not Adv				N/A							
	ST_PVMT		\$366,071	\$1,033,929	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
STATEW	20392 Active	F-ST99(857)			Statewide Househol	d Travel Survey		Loc	al/MPO/Other Age	ency Pass-Through		
	Will Not Adv				N/A							
	L_PASS_MATC	H	\$585,000	\$0	\$0	\$0	\$0	\$0	\$585,000	\$0	\$0	\$585,000
	SPR_P		\$320,073	\$0	\$0	\$0	\$0	\$0	\$320,073	\$320,073	\$0	\$0
	STP_URB_O/L		\$264,250	\$0	\$0	\$0	\$0	\$0	\$264,250	\$264,250	\$0	\$0
	STP_URB_SL		\$490,750	\$0 \$0	\$0 ¢0	\$0 \$0	\$0 \$0	\$0 ¢0	\$490,750	\$490,750	\$0 \$80.018	\$0 \$0
	ST_MATCH	Tatal	\$80,018	\$0	\$0	\$0	\$0	\$0	\$80,018	\$0	\$80,018	\$0
		Total	\$1,740,091	\$0	\$0	\$0	\$0	\$0	\$1,740,091	\$1,075,073	\$80,018	\$585,000



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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 Descripti	on / Project L	ocation	C	oncept Desci	ription		
	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Statewic	de County Projects	6									
STATEW	21136 Active Will Not Adv	F-ST99(898)		Fabrication Inspect	tions Yellowstone	River Bridge	Rei	imbursement/Sett	ement		
	OTHER	\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000	\$0	\$0	\$55,000
STATEW	21169 Active Will Not Adv	F-ST99(924)		FY2024 Research V Annual Work Progr	-		An	nual Work Progra	n		
	SPR_R	\$4,276,578	\$0	\$0	\$0	\$0	\$0	\$4,276,578	\$3,421,262	\$855,316	\$0
	ST_RESEARCH	\$812,252	\$0	\$0	\$0	\$0	\$0	\$812,252	\$0	\$812,252	\$0
		Total \$5,088,830	\$0	\$0	\$0	\$0	\$0	\$5,088,830	\$3,421,262	\$1,667,568	\$0
STATEW	21183 Active Will Not Adv	F-ST99(925)		FY2024 Statewide F N/A	Planning Work Pro	gram	An	nual Work Progra	n		
	LOCAL_GOVT	\$136,667	\$0	\$0	\$0	\$0	\$0	\$136,667	\$0	\$0	\$136,667
	SPR_P_100%	\$6,363,756	\$1,826,724	\$0	\$0	\$0	\$0	\$8,190,480	\$8,190,480	\$0	\$0
	ST_MATCH	\$2,047,620	\$0	\$0	\$0	\$0	\$0	\$2,047,620	\$0	\$2,047,620	\$0
		Total \$8,548,043	\$1,826,724	\$0	\$0	\$0	\$0	\$10,374,767	\$8,190,480	\$2,047,620	\$136,667
STATEW	21185 Active Will Not Adv	F-ST99(926)		FY2024 State Train	ing Budget		An	nual Work Progra	n		
	STP_FLX_100%		\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0
	ST_MATCH	\$225	\$164,775	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		Total \$600,225	\$164,775	\$0	\$0	\$0	\$0	\$765,000	\$600,000	\$165,000	\$0
STATEW	21212 Active Will Not Adv	S-ST99(932)		FY2024 Statewide F N/A	Pavement Manager	nent	An	nual Work Progra	n		
	ST_PVMT	\$0	\$2,550,000	\$0	\$0	\$0	\$0	\$2,550,000	\$0	\$2,550,000	\$0
STATEW	21399 Active Will Not Adv	F-ST99(949)		Long Term Structu N/A	ral Health Monitori	ng of Bridges	Ed	ucation			
	FA_STIC_2023	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0
STATEW	21525 Active Will Not Adv	F-TPF-5(526)		Western Transporta N/A	ation Research Co	nsortium	Re	search			
	SPR_R_100%	\$315,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$315,000	\$0	\$0
STATEW	21555 Active Will Not Adv	F-ST99(960)		ADVANCING DIGIT				•	oment/Enhancemen	t	
	FA_MISC_100%	\$5,000,000	\$0	\$0	\$0	\$0	(ADOMO) Grant \$0	\$5,000,000	\$5,000,000	\$0	\$0
	ST_UNITMATCH		\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	\$0
		Total \$6,250,000	\$0	\$0	\$0	\$0	\$0	\$6,250,000	\$5,000,000	\$1,250,000	\$0



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN Status	Proje	ct No.	Rt. Beg Len	PIN Description	on / Project l	_ocation	C	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Fooele (County Projects											
TOOELE		S-0036(50)6 05/11/24	51	36 62	3 SR-36 SB; Sunset L SR-36; MP 61.74 - 6	•	кwy	Wi	den Existing Facil	ity		
	ST_TIF		\$14,000,000	\$0	\$0	\$0	\$0	\$0	\$14,000,000	\$0	\$14,000,000	\$(
TOOELE	19738 Scoping Will Not Adv	S-0036(51)6	51	36 61	2 Tooele Cnty Sound SR-36; MP 61.28 - 6		to Village Blv	Tra	insportation Alter	natives		
	L_PASS_MAT	СН	\$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	\$(
		Total	\$0	\$668,000	\$0	\$0	\$0	\$0	\$668,000	\$0	\$534,400	\$133,600
TOOELE	17626 Scoping To Be Adv Dt: 1	S-R299(417 2/10/24)	MULT	I-80; EB Auxiliary L I-80; MP 99.00 - 101		3 Lane 1.06 - 65.80 & I-80 E		den Existing Facil	ity		
	ST_SIGNALS		\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
	ST_TIF		\$70,239	\$27,429,761	\$0	\$0	\$0	\$0	\$27,500,000	\$0	\$27,500,000	\$0
		Total	\$470,239	\$27,429,761	\$0	\$0	\$0	\$0	\$27,900,000	\$0	\$27,900,000	\$(
TOOELE	16588 Active To Be Adv Dt: 0	F-R299(297) 5/30/24)	OTHER	Tom's Lane South I Tom's Lane South I			Sm	all Urban			
	LOCAL_GOV		\$1,023,202	\$0	\$0	\$0	\$0	\$0	\$1,023,202	\$0	\$0	\$1,023,202
	STP_SU_JHC		\$310,859	\$1,274,806	\$0	\$0	\$0	\$0	\$1,585,665	\$1,478,315	\$0	\$107,350
		Total	\$1,334,061	\$1,274,806	\$0	\$0	\$0	\$0	\$2,608,867	\$1,478,315	\$0	\$1,130,552
TOOELE	16603 Advertised Adv Dt:	F-R299(467) 06/08/24)	OTHER	Burmester Road Im Burmester Road Im	•	sville City Limit Nor		n-Urban			
	LOCAL_GOV		\$0	\$238,468	\$0	\$0	\$0	\$0	\$238,468	\$0	\$0	\$238,468
	STP_HIF_RUF	RL	\$353,653	\$0	\$0	\$0	\$0	\$0	\$353,653	\$329,711	\$0	\$23,942
	STP_RURAL		\$1,791,579	\$353,653	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$2,145,232	\$592,121	\$0	\$0	\$0	\$0	\$2,737,353	\$2,329,711	\$0	\$407,642
TOOELE	20138 STIP To Be Adv Dt:	F-R299(436)	OTHER	33rd Parkway in To 33rd Parkway; SR-3			Sm	all Urban			
	LOCAL_GOV		\$0	\$2,950,076	\$0	\$0	\$0	\$0	\$2,950,076	\$0	\$0	\$2,950,076
	STP_SU_JHC		\$0		\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,924
		Total	\$0	\$4,559,000	\$0	\$0	\$0	\$0	\$4,559,000	\$1,500,000	\$0	\$3,059,000
TOOELE	19500 Scoping Will Not Adv	S-0179(2)0		OTHER	Midvalley Highway Midvalley Phase 2 a			Do	cument EA/EIS			
	ST_APPROP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_TIF		\$881,592	\$118,409	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		Total	\$881,592	\$118,409	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0



UDOT electronic Program Management

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Status	Proj	ect No.			PIN Descri	• •			Concept Desc	•		
		Fund		Prior	2	025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Various	Count	y Projects												
VARIOU		STIP	S-I15-1(13	37)38	15	38	5 I-15; Add SB La	· ·	13	1	IF - Transportation	Investment Fund		
	тов	e Adv Dt: ST_TIF		\$0	\$4,500	0.000	I-15; MP 38.00 - \$27,150,000	43.00 \$0	\$0	\$0	\$31,650,000	\$0	\$31,650,000	\$0
		_					. , ,			• -			40 1,000,000	* *
VARIOU	18857 V	Scoping Vill Not Adv	S-I15-7(36	69)309	15 3	09	16 I-15; Farmingto I-15; MP 309.00		y EIS	T	IF - Transportation	Investment Fund		
		ST_TIF		\$12,211,467	\$4,588	3,533	\$0	\$0	\$0	\$0	\$16,800,000	\$0	\$16,800,000	\$0
VARIOU	40054		0.0400/0	(0)	45 0	~~				-				
VARIOU	19854 то в	Scoping e Adv Dt: 06	S-R199(34	43)	15 3	08	18 I-15 Reconstruct I-15; MP 307.50	•	to Salt Lake City		IF - Transportation	Investment Fund		
		ST_TIF		\$111,200,000	\$50,000	0,000	\$362,000,000	\$583,000,000	\$0	\$661,000,000	\$1767,200,000	\$0	\$1767,200,000	\$0
VARIOU	20551	Scoping	S-R199(35	57)	30 1	09	4 Bear Lake Lega	cy Pathway: 2200	S to 800 N		.ocal/MPO/Other Ag	ency Pass-Throug	ıh	
VAILOO		Vill Not Adv	0 11100(00	,,	50 1	00	-	•		۔ 100 hway 2200 S. to	-		,	
		LOCAL_MATC	н	\$0	\$640	,000	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$640,000
		ST_TIF_ ACT		\$0	\$2,560	0,000	\$0	\$0	\$0	\$0	\$2,560,000	\$0	\$2,560,000	\$0
			Total	\$0	\$3,200	0,000	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$2,560,000	\$640,000
VARIOU	1793	Undr Const	SP-0067(1	1)0	67		14 Legacy Parkwa	y Project - *ROW*						
			5/10/03	-			SR-67; MP .00 -	14.00 & I-15; MP 3						
		ST_APPROP		\$436,784		\$0	\$0	\$0	\$0	\$0	\$436,784	\$0	\$436,784	\$0
		ST_CHF		\$388,914,376		\$0	\$0	\$0	\$0	\$0	\$388,914,376	\$0	\$388,914,376	\$0
			Total	\$389,351,159		\$0	\$0	\$0	\$0	\$0	\$389,351,159	\$0	\$389,351,159	\$0
VARIOU	21493	Scoping	S-0067(37)0	67		12 Legay Hghway		d Record of Surve	y F	NOW			
	v	Vill Not Adv		* •	****		SR-67; MP .00 -		^	A 0	* ~~~~~~~	\$ 0	* ~~~~~~~	
		ST_CHF		\$0	\$200),000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
VARIOU	4278	Active	SP-0089(9	98)334	89 3	98	11 US-89 Corridor							
	v	Vill Not Adv					US-89; MP 397.							
		ST_CONT_R1 ST_CORR_PRE	.e	\$265 \$3,705,372	\$44,934	\$735	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000 \$48,640,181	\$0 \$0	\$1,000 \$48,640,181	\$0 \$0
			Total	\$3,705,637	\$44,93	-	\$0	\$0	\$0	\$0	\$48,641,181	\$0	\$48,641,181	\$0
			Total	<i>40,100,001</i>	ψ++,50	,,,,,,	ψŬ	ψŬ	ψŪ	ψŪ	<i>\\</i> \\\\\\\\\\\\\	ψŪ	<i>\</i>	ψŪ
VARIOU	11479	Scoping e Adv Dt: 01	S-0108(40	8)	108	8	3 SR-108; SR-37 SR-108; MP 7.5			١	Viden Existing Facil	lity		
	10 2	ST CONCPT D		\$10,103		\$0	\$0	\$0	\$0	\$0	\$10,103	\$0	\$10,103	\$0
		ST_TIF		\$6,000,000	\$25,000		\$52,000,000	\$40,000,000	\$0	\$0	\$123,000,000	\$0	\$123,000,000	\$0
			Total	\$6,010,103	\$25,000	0,000	\$52,000,000	\$40,000,000	\$0	\$0	\$123,010,103	\$0	\$123,010,103	\$0
VARIOU	13051	Scoping	S-R199(17	77)	108	4	9 SR-108; Corrido	or Preservation		0	Corridor Preservatio	on		
		Vill Not Adv		.,			SR-108; MP 4.0							
		ST_CORR_PRE	S	\$875,055		\$0	\$0	\$0	\$0	\$0	\$875,055	\$0	\$875,055	\$0



UDOT electronic Program Management

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STIP 2025-2030

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Descript	ion / Project	Location	С	oncept Desc	ription		
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Various	Count	ty Projects										
VARIOU	21313 To I	Active Be Adv Dt: 11/2	F-0143(45)0 20/24	143 5	51 Patchwork Parkwa SR-143; MP .00 - 5		gnage & Kiosks	Sc	enic Byways			
		BYWAYS	\$249,886		\$0	\$0	\$0	\$0	\$249,886	\$249,886	\$0	\$
		LOCAL_INKIND	\$0		\$0	\$0	\$0	\$0	\$21,648	\$0	\$0	\$21,64
		LOCAL_MATCH	\$40,823		\$0	\$0	\$0	\$0	\$40,823	\$0	\$0	\$40,82
			Total \$290,709	\$21,648	\$0	\$0	\$0	\$0	\$312,358	\$249,886	\$0	\$62,47
VARIOU	14698 To I	Active Se Adv Dt: 12/	S-0189(77)13 09/24	189 13	4 Provo River Parkw US-189; MP 13.16			Co	onverted TAP			
		LOCAL_GOVT	\$1,700,113	3 \$0	\$0	\$0	\$0	\$0	\$1,700,113	\$0	\$0	\$1,700,11
		LOCAL_MAG	\$0) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		LOCAL_MATCH	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		L_BETTERMENT			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		ST_ATIF	\$0		\$0	\$0	\$0	\$0	\$17,000,000	\$0	\$17,000,000	\$
		ST_CONT_R3	\$200,000		\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$
		ST_PVMT	\$700,000		\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$
		ST_TIF	\$0		\$0	\$0	\$0	\$0	\$1,383,179	\$0	\$1,383,179	\$
		ST_TIF_ ACT	\$23,686,36		\$0	\$0	\$0	\$0	\$23,686,361	\$0	\$23,686,361	\$
		ST_TRANS_SOL			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
			Total \$26,286,474	\$18,383,179	\$0	\$0	\$0	\$0	\$44,669,653	\$0	\$42,969,540	\$1,700,11
VARIOU	21088		S-0191(210)252 /24/24	191 252 4	44 US-191; Indian Car US-191; MP 251.51	•	eservation	Pr	eservation High Vo	olume		
		ST_TRANS_SOL	\$21,550,000) \$0	\$0	\$0	\$0	\$0	\$21,550,000	\$0	\$21,550,000	\$
VARIOU	21093 To I	Scoping Se Adv Dt: 01/	S-0191(211)252 31/25	191 252 2	20 US-191; South of S US-191; MP 251.51			Ac	lding a lane/should	der		
		ST_TRANS_SOL	\$34,500,000) \$0	\$0	\$0	\$0	\$0	\$34,500,000	\$0	\$34,500,000	\$
VARIOU	14775	Undr Const	S-R499(287)	3270	6 Wayne County Fis Cnty:FA-3270; MP		d ake Cutoff Road 7 M		on-Urban a MP 0.0 to MP 5.7	7		
		STP_HIF_RURL	\$0) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		STP_RURAL	\$0) \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		ST_PVMT_LV2	\$1,537,302	2 \$74,698	\$0	\$0	\$0	\$0	\$1,612,000	\$0	\$1,612,000	\$
			Total \$1,537,302	\$74,698	\$0	\$0	\$0	\$0	\$1,612,000	\$0	\$1,612,000	\$
VARIOU	14264		F-184-6(131)91 /06/24	MULT	I-84; Over Weber R I-84; MP 90.67 - 91.		• • •	Ne	w Bridge/Bridge R	Replacement		
		NHPP_BR	\$1,800,000	\$18,663,000	\$0	\$0	\$0	\$0	\$20,463,000	\$19,077,655	\$1,385,345	\$
		STP_BRIDGE	\$6,520,000	\$2,517,000	\$0	\$0	\$0	\$0	\$9,037,000	\$8,425,195	\$611,805	\$
		STP_COVID_ST	\$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	\$
		ST_BRIDGE	\$9,500,000) \$0	\$0	\$0	\$0	\$0	\$9,500,000	\$0	\$9,500,000	\$
			Total \$17,820,000	\$34,180,000	\$0	\$0	\$0	\$0	\$52,000,000	\$39,622,750	\$12,377,250	



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



	PIN	Status	Froje	ct No.	Rt. Beg Len	PIN Description	on / Project L	ocation	C	concept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
/arious	Coun	y Projects											
VARIOU	15676	STIP Se Adv Dt:	F-I15-7(342)332	MULT	I-15; SR-232 to I-84, I-15; MP 331.50 - 340	-	50 - 340 10	Hi	igh Volume			
	10 1	NHPP_IM		\$0	\$50,000,000	\$0	\$0	\$0	\$0	\$50,000,000	\$47,090,000	\$2,910,000	\$0
VARIOU	19507 To I	Scoping Se Adv Dt: 02	S-I84-6(146)87	MULT	I-84/ US-89 Intercha I-84; MP 87.39 - 88.1	-			ew Capacity			
		ST_TIF		\$60,000,000	\$90,000,000	\$100,000,000	\$0	\$0	\$0	\$250,000,000	\$0	\$250,000,000	\$0
VARIOU	21275 To I	Scoping Be Adv Dt: 03	F-2640(1)0		MULT	Ibapah Road Safety Cnty:FA-2640; MP 2		Project	Re	econstruction - No	Added Capacity		
		HIP_COMUNIT	Y	\$2,509,254	\$1,244,902	\$0	\$0	\$0	\$0	\$3,754,156	\$3,500,000	\$0	\$254,156
		NSFL&TPGRA	T	\$0	\$8,346,271	\$0	\$0	\$0	\$0	\$8,346,271	\$8,346,271	\$0	\$0
		STP_RURAL_C	эт	\$0	\$6,030,695	\$0	\$0	\$0	\$0	\$6,030,695	\$6,030,695	\$0	\$0
			Total	\$2,509,254	\$15,621,868	\$0	\$0	\$0	\$0	\$18,131,122	\$17,876,966	\$0	\$254,156
VARIOU	21926 To I	STIP Se Adv Dt:	F-R199(384)	MULT	Davis-SLC Connect SR-225; MP .0077 Cnty:FA-2326; MP .0	& SR-106; MP .95	- 8.26 & Cnty:FA	-1404; MP .00 - 2.	ew Capacity .76 & SR-282; MP 2	.96 - 2.96 & Cnty:F	A-2322; MP 2.82 - 3.4	43 &
		ST_TTIF		\$0	\$18,000,000	\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$18,000,000	\$0
VARIOU	18803 To I	STIP Se Adv Dt:	F-R199(295	i)	MULT	TSP/ Preemption for US-89; MP 411.65 - 4	· • •			etection 0 - 4.01 & SR-108; I	MP 3.85 - 3.97		
		STP_URB_O/L		\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
VARIOU	18806 To I	STIP Se Adv Dt:	F-R199(296	5)	MULT	TSP/ Preemption Eq US-89; MP 411.65 - 4				TA/Transit 0080 & SR-108; I	MP 3.98 - 4.00		
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TRANSFER2U	ΓA	\$0	\$79,245	\$0	\$0	\$0	\$0	\$79,245	\$79,245	\$0	\$0
			Total	\$0	\$79,245	\$0	\$0	\$0	\$0	\$79,245	\$79,245	\$0	\$0
VARIOU	19626 To F	STIP Se Adv Dt:	F-R199(327)	MULT	Davis/ Salt Lake Con SR-225; MP .0075 US-89; MP 379.97 - 3	& SR-106; MP 1.15		A-1404; MP .75 - 2				.80 &
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$3,895,538	\$3,895,538	\$0	\$0	\$3,895,538
		STP_URB_O/L		\$0	\$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	STIP Se Adv Dt:	F-1392(4)0		MULT	Center St Shared Us Cnty:FA-1392; MP .1	·			edestrian/Bike facil 2; MP .2020	ity		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$593,400	\$593,400	\$553,227	\$0	\$40,173
VARIOU	12413	Undr Const	S-R399(388	3)	OTHER	MVC from 2100 N to MVC; Porter Rockw			т	F - Transportation	Investment Fund		
141100		Adv Dt: 0	4/06/23			WIVE, FOILEI ROCKW	en to 2100 N Leni						



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UDOT electronic Program Management

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egion	PIN	Status	Project No.	Rt. Beg Len	PIN Descrip	tion / Project I	Location	C	oncept Desc	ription		
		Fund	Pric	or 2025	2026	2027	2028	CD	Total	Fed Aid	State	Othe
arious	Coun	ty Projects										
VARIOU			S-ST99(351)		Surplus Property			RC	W			
		Will Not Adv			Surplus Property		••					
		ST_SRPLS_DOO	C \$21,	661 \$178,339	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	
VARIOU	15110	Scoping Will Not Adv	F-0276(8)0		Region 4 Ferry E Lake Powell Ferr	ngine Replacement a	and Retrofit	Sp	ot improvement			
		EM_2016_FBD	\$100, ⁻	195 \$0	\$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	
		EM_2017_FBD	\$125,0	000 \$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	
		EM_2018_FBD	\$125,0	000 \$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	
		EM_2019_FBD	\$125,0	000 \$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	
		EM_2020_FBD	\$131, ⁻	193 \$0	\$0	\$0	\$0	\$0	\$131,193	\$104,954	\$26,239	
		EM_2021_FBD	\$126,9	975 \$0	\$0	\$0	\$0	\$0	\$126,975	\$101,580	\$25,395	
		EM_2023_FBD		\$0 \$251,123	\$0	\$0	\$0	\$0	\$251,123	\$200,898	\$50,225	
		FA_MISC	\$3,4	431 \$0	\$0	\$0	\$0	\$0	\$3,431	\$2,744	\$686	
		STP_ENH_ST	\$1,180,	203 \$0	\$0	\$0	\$0	\$0	\$1,180,203	\$944,162	\$236,041	
		STP_FLX_ST		\$0 \$110,000	\$0	\$0	\$0	\$0	\$110,000	\$102,553	\$7,447	
		ST_CONT_PG		\$0 \$274,041	\$0	\$0	\$0	\$0	\$274,041	\$0	\$274,041	
			Total \$1,916,9	995 \$635,163	\$0	\$0	\$0	\$0	\$2,552,158	\$1,837,047	\$715,111	
VARIOU	17824	Scoping	F-TPF-5(433)		Study: Cellular C	concrete for Retainin	α Walls	Stu	ıdy			
		Will Not Adv			N/A		3		,			
		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%	\$300,0	000 \$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	
			Total \$337,5	500 \$0	\$0	\$0	\$0	\$0	\$337,500	\$330,000	\$7,500	
ARIOU	19066		S-ST99(734)			ommunications Coll	ection	De	velop Documents			
		Will Not Adv ST PVMT	\$1,643,	666 \$61,374	N/A \$0	\$0	\$0	\$0	\$1,705,040	\$0	\$1,705,040	
	40000	-	E OT00(725)	. ,		Least Overlag, 8 Tel					.,,,	
VARIOU	19082	Active	F-ST99(735)		N/A	: Local Overlay & Tol	n mt	Ea	ucation			
			\$1,490,	000 \$0	N/A \$0	\$0	\$0	\$0	\$1,490,000	\$745,000	\$745,000	
		FA_MISC_50%	\$1,490,	000 \$0	\$U	\$U	\$U	\$U	\$1,490,000	\$745,000	\$745,000	
ARIOU	19614		F-ST99(792)		UTA Contactless	Payment		UT	A/Transit			
		Will Not Adv			No location							
		COVID_UTA		\$0 \$538,200	\$0	\$0	\$0	\$0	\$538,200	\$538,200	\$0	
ARIOU	19637	Active	F-ST99(784)		FY20 Digital Con	struction AID Demo		Da	ta System Develo	oment/Enhancemer	nt	
		Will Not Adv			N/A							
		FA MISC	\$1,250,	000 \$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,000,000	\$250,000	



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



	······································										
Region	PIN Status	Project No.	-		ption / Project			concept Desc	•		
	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Various	County Projects										
VARIOU	20253 Scoping To Be Adv Dt: 05/	S-ST99(835) /12/26		FrontRunner 2x Frontrunner			U	TA/Transit			
	ST_TTIF	\$92,000,00		\$124,000,000	\$30,000,000	\$0	\$65,000,000	\$380,000,000	\$0	\$380,000,000	\$0
	UTA_FUNDS		\$0 \$5,000,000	\$5,000,000	\$5,000,000	\$0	\$50,000,000	\$65,000,000	\$0	\$0	\$65,000,000
		Total \$92,000,00	\$74,000,000	\$129,000,000	\$35,000,000	\$0	\$115,000,000	\$445,000,000	\$0	\$380,000,000	\$65,000,000
VARIOU	20254 Scoping To Be Adv Dt: 05/	S-ST99(836) /12/26		Point of the Mo			U	TA/Transit			
	ST_TTIF	\$354,24	4 \$74,615,756	\$0	\$0	\$0	\$0	\$74,970,000	\$0	\$74,970,000	\$0
VARIOU	20971 Active Will Not Adv	F-ST99(889)		Develop Tool fo N/A	r R/W Excess / Surplu	IS	D	ata System Develo	oment/Enhanceme	nt	
	FA_STIC_2021	\$60,00	0 \$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0
	ST_MATCH	\$	60 \$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 I N/A	MPO CPG SLC, O/L A	REAS	A	nnual Work Progra	m		
	FTA_5303_100	\$881,43	5 \$0	\$0	\$0	\$0	\$0	\$881,435	\$881,435	\$0	\$0
	L_PASS_MATC		60 \$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@ ²			\$0	\$0	\$0	\$0	\$432,086	\$432,086	\$0	\$0
		Total \$5,257,07	78 \$381,749	\$0	\$0	\$0	\$0	\$5,638,827	\$5,257,078	\$0	\$381,749
VARIOU	21614 Scoping Will Not Adv	F-ST99(962)		Overweight Per Statewide	mit Automation for B	-	L	oad Rating			
	FA_MISC_100%	, 1	60 \$1,349,591	\$0	\$0	\$0	\$0	\$1,349,591	\$1,349,591	\$0	\$0
VARIOU	13006 STIP To Be Adv Dt:	F-ST99(293)			lick & Outreach Prog thority (UTA) One Ca			TA/Transit			
	FA_MISC		60 \$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0
	FA_MISC_100%		50 \$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
	UTA_FUNDS		0 \$100,000 0 \$550,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		Total \$	60 \$550,000	\$0	\$0	\$0	\$0	\$550,000	\$450,000	\$0	\$100,000
VARIOU	16039 STIP	F-ST99(494)			ast Mile Program			TA/Transit			
	Will Not Adv		· · · · · · · · · · · · · · · · · · ·		il go to http://www.rid		-		•		A
	LOCAL_GOVT		50 \$11,771,432	\$0 \$0	\$0	\$0	\$0	\$11,771,432	\$0	\$0	\$11,771,432
	TIGER_MAG		60 \$5,966,789	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,966,789	\$5,966,789	\$0 \$0	\$0 \$0
	TIGER_SUMMIT TIGER_TOOELE		60 \$688,350 60 \$313,285	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$688,350 \$313,285	\$688,350 \$313,285	\$0 \$0	\$0 \$0
	TIGER_WFRC		50 \$13,031,576	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$313,285 \$13,031,576	\$313,285 \$13,031,576	\$0 \$0	\$0 \$0
			0 \$31,771,432	\$0	\$0	\$0	\$0	\$31,771,432	\$20,000,000	\$0	\$11,771,432
		• • • • • •	÷•••,•••,•••	\$ 0	**	֥	40	÷•··,···,·•	+==,===,==	40	÷,



UDOT electronic Program Management

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Status	Project	t No.	Rt. Beg Len	PIN Descript	ion / Project	Location	С	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Various	Coun	ty Projects											
VARIOU	16040	STIP	F-ST99(495)			UTA; Enhanced A	utomated Train Co	ntrol System	UT	A/Transit			
	To I	Be 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	\$30,280,00
			Total	\$0	\$33,800,000	\$0	\$0	\$0	\$0	\$33,800,000	\$2,816,000	\$704,000	\$30,280,00



UDOT electronic Program Management

DRAFT DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



STIP 2025-2030

Report Run	on: Jun	10,	2024,	08:25 P.M.

Region	PIN	Status	Projec	ct No.	Rt. Beg Le	n PIN Descri	ption / Project	Location	C	Concept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Weber	County	/ Projects											
WEBER		Scoping Be Adv Dt: 11,	S-R199(341) /21/24)	39 9		Shared use Path - 9.03 & Ogden Cany	on Shared use Pa		edestrian/Bike facil	ity		
		HIP_COMUNITY	1	\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		L_PASS_MATC	н	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
		ST_TIF_ ACT		\$505,721	\$1,894,279	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0
			Total	\$505,721	\$4,639,512	\$0	\$0	\$0	\$0	\$5,145,232	\$2,000,000	\$2,400,000	\$745,232
WEBER	21412	Cncpt Scop Will Not Adv	S-0039(50)5		39 5	1 SR-39 Grade Se SR-39; MP 5.10	eparated Overpass Si - 5.60	tudy	C	oncept Developme	nt		
		ST_CONCPT_D	1	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
WEBER	18855 To J	STIP Be Adv Dt:	S-0089(538)	414	89 414	1 Ogden/WSU Bu US-89; MP 413.	us Rapid Transit (BRT 75 - 414,25)	т	IF - Transportation	Investment Fund		
		ST_TTIF		\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
WEBER	18858	Scoping Will Not Adv	S-R199(299))	89 414	1 BDO Phase 2 S US-89; MP 414.			т	rails			
		LOCAL_MATCH	1	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
		ST_TIF_ ACT		\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
			Total	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$900,000	\$600,000
WEBER	16945	Undr Const Adv Dt: 04	F-0089(486) 4/06/24	408	89 408	US-89 & Skylin US-89; MP 407.	e Drive Intersection I 72 - 408.08	mp	Ir	ntersection Modifica	ation		
		CARBON_0/L		\$1,041,299	\$223,701	\$0	\$0	\$0	\$0	\$1,265,000	\$1,179,360	\$85,641	\$0
		CMAQ_PM2.5		\$236,663	\$0	\$0	\$0	\$0	\$0	\$236,663	\$220,641	\$16,022	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$1,277,962	\$223,701	\$0	\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$101,663	\$0
WEBER	20318 To I	STIP Be Adv Dt:	F-0089(573)	413	89 414	Ogden Green E US-89; MP 413.	Bike Share Expansion 67 - 413.67		P	edestrian/Bike facil	ity		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$0	\$36,308
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$224,092	\$224,092	\$0	\$0	\$224,092
			Total	\$0	\$0	\$0	\$0	\$0	\$760,400	\$760,400	\$500,000	\$0	\$260,400
WEBER	21216 To I	STIP Be Adv Dt:	F-R199(374)	0	89 414	Ogden Green E US-89; MP 413.	Bike Share Expansion 61 - 413.61		P	edestrian/Bike facil	ity		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$678,500	\$678,500	\$632,566	\$0	\$45,934
WEBER	20728	Undr Const Adv Dt: 03	• •		97 3	2 5600 S Early Mi SR-97; MP 3.20	-		v	/iden Existing Facil	ity		
		ST_TIF_HB433		\$7,057,844	\$10,642,156	\$0	\$0	\$0	\$0	\$17,700,000	\$0	\$17,700,000	\$0



UDOT electronic Program Management

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STIP 2025-2030

pm345_st	ip_repor	t (Rev 2179)				Rej	port Run on: Jun ?	10, 2024, 08:25 P.	М.				
Region	PIN	Status	Proje	ect No.	Rt. Beg L	en PIN Desci	ription / Proje	ct Location		Concept Desc	ription		
		Fund		Prior	202	5 2026	2027	2028	CD	Total	Fed Aid	State	Other
Weber (County	Projects											
WEBER	16391	Undr Const Adv Dt: 0	S-R199(32 7/03/23	4)	97 5	I-15; SR-97 (56 SR-97; MP 5.1	600 South), widenir 0 - 5.30	ng of 5600 South	ι	Jpgrade Existing In	terchange		
		ST_APPROP		\$573,002	\$	0 \$0	\$0	\$0	\$0	\$573,002	\$0	\$573,002	\$0
		ST_TIF		\$40,000,000	\$	\$100,000,000	\$0	\$0	\$0	\$140,000,000	\$0	\$140,000,000	\$0
		ST_TIF_HB433		\$68,844,431	\$151,248,84	7 \$0	\$0	\$0	\$0	\$220,093,277	\$0	\$220,093,277	\$0
			Total	\$109,417,432	\$151,248,84	7 \$100,000,000	\$0	\$0	\$0	\$360,666,279	\$0	\$360,666,279	\$0
WEBER	19606 To F	STIP Be Adv Dt:	F-0204(22)	0	204	4 Ogden/ Laytor SR-204; MP .0	n Area Signal Timir 0 - 3 56	ng & Optimization	1	Fraffic Signal Coord	lination		
		STP_URB_O/L		\$0	\$	0 \$0	\$0	\$0	\$400,000	\$400,000	\$372,920	\$27,080	\$0
WEBER	21215 To E	STIP Be Adv Dt:	F-0284(5)0	I	284	On Route Ele SR-284; MP .2	ctric Bus Charging 424	Infrastructure	ι	JTA/Transit			
		CMAQ_WFRC		\$0	\$	io \$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,398,450	\$0	\$101,550
WEBER	18812 To E	Scoping Be Adv Dt: 03	F-3308(3)1		3308 1	4800 South & Cntv:FA-3308	Layton Canal ; MP 1.33 - 1.42		F	Reconstruct & Wide	ning		
		STP_URB_O/L		\$47,150	\$424,35	-	\$0	\$0	\$0	\$471,500	\$439,579	\$0	\$31,921
WEBER	17847 To E	Scoping Be Adv Dt: 10	F-3310(1)1 /16/24		3310	6000 South & Cnty:FA-3310	3100 West Round-a ; MP .5050	a-bout	I	ntersection Modific	ation		
		CARBON_O/L		\$100,000	\$622,37	5 \$0	\$0	\$0	\$0	\$722,375	\$673,470	\$48,905	\$0
		CMAQ_WFRC		\$0	\$	i0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOVT		\$0	\$38,32	\$0	\$0	\$0	\$0	\$38,325	\$0	\$0	\$38,325
			Total	\$100,000	\$660,70	0 \$0	\$0	\$0	\$0	\$760,700	\$673,470	\$48,905	\$38,325
WEBER	19628 то в	Scoping Be Adv Dt: 01	F-3318(1)0 /27/25)	3318	4000 South SF Cnty:FA-3318	RTS Rail Crossing; ; MP .4066	2550 W - 2350 W	F	Pedestrian/Bicycle S	Safety		
		LOCAL_GOVT		\$0	\$	i0 \$0	\$0	\$0	\$8,661	\$8,661	\$0	\$0	\$8,661
		LOCAL_MATCH	4	\$0	\$217,80		\$0	\$0	\$0	\$217,800	\$0	\$0	\$217,800
		STP_URB_O/L	_	\$10,000	\$		\$0	\$0	\$231,339	\$241,339	\$225,000	\$0	\$16,339
		ST_TTIF_FMLN		\$0	\$326,70	-	\$0	\$0	\$0	\$326,700	\$0	\$326,700	\$0
			Total	\$10,000	\$544,50	0 \$0	\$0	\$0	\$240,000	\$794,500	\$225,000	\$326,700	\$242,800
WEBER	17795	Undr Const Adv Dt: 0	• • •		3328 1	1 300 West; 500 Cnty:FA-3328	0 South to Riverda ; MP .53 - 1.22	le City Boundary	F	Reconstruct no wide	ening		
		LOCAL_GOVT		\$660,000		0 \$0	\$0	\$0	\$0	\$660,000	\$0	\$0	\$660,000
		STP_URB_O/L		\$3,114,100		0 \$0	\$0	\$0	\$0	\$3,114,100	\$2,903,275	\$0	\$210,825
			Total	\$3,774,100	\$	i0 \$0	\$0	\$0	\$0	\$3,774,100	\$2,903,275	\$0	\$870,825
WEBER	21229 To F	STIP Be Adv Dt:	F-3346(1)1		3346 1		e Sidewalk; 40th S ; MP 1.33 - 1.65	treet to 42nd Street	F	Pedestrian/Bike faci	lity		
		LOCAL_GOVT		\$0	\$248,56	3 \$0	\$0	\$0	\$0	\$248,563	\$0	\$0	\$248,563
		TAP_URB_O/L		\$0	\$1,814,43	7 \$0	\$0	\$0	\$0	\$1,814,437	\$1,691,600	\$0	\$122,837
			Total	\$0	\$2,063,00	0 \$0	\$0	\$0	\$0	\$2,063,000	\$1,691,600	\$0	\$371,400



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



-pm345_8					Report	Kull oli. Juli 10,	2024, 00.23 F.IVI.					
Region		Proje	ct No.	-	PIN Descript	-			oncept Desc	-		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Weber C	County Projects											
WEBER	21835 Scoping To Be Adv Dt: 01	F-3354(5)0 /02/25		3354	40th; Riverdale to Cnty:FA-3354; MP	-		Re	construct no wide	ning		
	STP_URB_O/L		\$37,542	\$230,612	\$0	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$18,154
WEBER	13124 Undr Const Will Not Adv	S-LC57(32))	3359 1	1 4700 West; 4000 S Cnty:FA-3359; MP		n Vest; 4200 South to		construct & Wider	ning		
	LOCAL_MATCH	н	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MATC	н	\$0	\$197,613	\$0	\$0	\$0	\$0	\$197,613	\$0	\$0	\$197,613
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ST_TIF_EXCH		\$1,976,128	\$0	\$0	\$0	\$0	\$0	\$1,976,128	\$0	\$1,976,128	\$0
		Total	\$1,976,128	\$197,613	\$0	\$0	\$0	\$0	\$2,173,741	\$0	\$1,976,128	\$197,613
WEBER	15905 Scoping To Be Adv Dt: 08	F-3370(1)0		3370	1 3600 West; 2600 N Cnty:FA-3370; MP		City	Re	construct & Wider	ning		
	CMAQ_PM2.5		\$0	\$473,721	\$0	\$0	\$0	\$0	\$473,721	\$441,650	\$0	\$32,071
	LOCAL_MATCH	н	\$0	\$162,059	\$0	\$0	\$0	\$0	\$162,059	\$0	\$0	\$162,059
	STP_COVID_O	L	\$290,076	\$2	\$0	\$0	\$0	\$0	\$290,078	\$290,078	\$0	\$0
	STP_URB_O/L		\$0	\$2,326,536	\$0	\$0	\$0	\$0	\$2,326,536	\$2,169,030	\$0	\$157,507
	TAP_URB_O/L		\$0	\$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
		Total	\$290,076	\$3,284,104	\$0	\$0	\$0	\$0	\$3,574,179	\$3,200,758	\$0	\$373,422
WEBER	18809 STIP To Be Adv Dt:	F-3371(1)1		3371 1	1 North Plain City Ro Cnty:FA-3371; MP		3350 West	Re	construct & Wider	ning		
	LOCAL_GOVT		\$0	\$0	\$234,744	\$0	\$0	\$0	\$234,744	\$0	\$0	\$234,744
	STP_URB_O/L		\$0	\$10,000	\$3,744,156	\$0	\$0	\$0	\$3,754,156	\$3,500,000	\$0	\$254,156
		Total	\$0	\$10,000	\$3,978,900	\$0	\$0	\$0	\$3,988,900	\$3,500,000	\$0	\$488,900
WEBER	21196 STIP To Be Adv Dt:	F-3371(2)2		3371 2	3300 North; 2700 V Cnty:FA-3371; MP			Int	ersection Modifica	ition		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$879,121	\$879,121	\$0	\$0	\$879,121
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,574,279	\$2,574,279	\$2,400,000	\$0	\$174,279
		Total	\$0	\$0	\$0	\$0	\$0	\$3,453,400	\$3,453,400	\$2,400,000	\$0	\$1,053,400
WEBER	17797 Scoping To Be Adv Dt: 03	F-3442(2)5		3442 5	1 West Harrisville Ro Cnty:FA-3442; MP		est	Re	construct & Wider	ning		
	LOCAL_GOVT		\$100	\$124,904	\$0	\$0	\$0	\$0	\$125,004	\$0	\$0	\$125,004
	STP_URB_O/L		\$0	\$3,335,200	\$0	\$0	\$0	\$0	\$3,335,200	\$3,109,407	\$0	\$225,793
		Total	\$100	\$3,460,104	\$0	\$0	\$0	\$0	\$3,460,204	\$3,109,407	\$0	\$350,797
WEBER	20303 STIP To Be Adv Dt:	F-3442(3)1		3442 1	1 1900/1975 North; 2 Cnty:FA-3442; MP		West (Phase 1)	Re	construct & Wider	ning		
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$182,114	\$182,114	\$0	\$0	\$182,114
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,479,859	\$2,479,859	\$2,311,973	\$0	\$167,886
		Total	\$0	\$0	\$0	\$0	\$0	\$2,661,973	\$2,661,973	\$2,311,973	\$0	\$350,000



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Region	PIN	Status	Proje	ct No.	Rt. Beg Len	PIN Description	on / Project L	ocation	C	oncept Desc	ription		
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Veber C	county	Projects											
WEBER	18814 To E	STIP Be Adv Dt:	F-3446(1)		3446 1	1 4000 North; SR-126 Cnty:FA-3446; MP 1.			Re	construct & Wider	ning		
		LOCAL_GOVT		\$0	\$0	\$4,204,537	\$0	\$0	\$0	\$4,204,537	\$0	\$0	\$4,204,53
		STP_URB_O/L		\$0	\$0	\$2,896,064	\$0	\$0	\$0	\$2,896,064	\$2,700,000	\$0	\$196,064
			Total	\$0	\$0	\$7,100,600	\$0	\$0	\$0	\$7,100,600	\$2,700,000	\$0	\$4,400,60
WEBER	15683 то в	Scoping Be Adv Dt: 02,	S-I15-8(158) /02/26)343	MULT	I-15; 24th Street Inte I-15; MP 342.80 - 343	•	.80 - 343.50	TIF	- Transportation	Investment Fund		
		ST_TIF		\$3,807,939	\$88,692,061	\$3,500,000	\$0	\$0	\$0	\$96,000,000	\$0	\$96,000,000	\$0
WEBER	15685	Active	S-I15-8(159))338	MULT	I-15; SR-97 (5600 So				- Transportation			
	١	Will Not Adv				I-15; MP 338.00 - 338 the study limits	.80 & I-15; MP 338		7; MP 3.00 - 5.3	5 & Addendum to	add the section of	SR-97 that is inclue	led within
		ST_TIF		\$1,990,116	\$1,009,884	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
WEBER	19919 To E	Active Be Adv Dt: 01,	F-l84-6(148) /23/25)81	MULT	I-84 Bridge Replacer I-84; MP 81.18 - 81.2			Ne	w Bridge/Bridge R	eplacement		
		NHPP_BR		\$1,010,000	\$17,090,000	\$0	\$0	\$0	\$0	\$18,100,000	\$16,874,630	\$1,225,370	\$
		STP_BRIDGE		\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000	\$1,211,990	\$88,010	\$
		ST_BRIDGE		\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$750,000	\$
		ST_TIF_PRS_S		\$0	\$1,850,000	\$0	\$0	\$0	\$0	\$1,850,000	\$0	\$1,850,000	\$
			Total	\$1,010,000	\$20,990,000	\$0	\$0	\$0	\$0	\$22,000,000	\$18,086,620	\$3,913,380	\$(
WEBER	14840	Undr Const Will Not Adv	S-LC57(37)		MULT	20th St.; Washington 20th Street, Washing		struction	Re	construct & Wider	ning		
		LOCAL_MATCH	ł	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		L_PASS_MATC	н	\$0	\$242,332	\$0	\$0	\$0	\$0	\$242,332	\$0	\$0	\$242,33
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$2,423,317	\$0	\$0	\$0	\$0	\$0	\$2,423,317	\$0	\$2,423,317	\$0
			Total	\$2,423,317	\$242,332	\$0	\$0	\$0	\$0	\$2,665,649	\$0	\$2,423,317	\$242,332
WEBER	14850 To E	Scoping Be Adv Dt: 10,	F-LC57(45) /23/24		MULT	SR-60; Round-Abou SR-168; MP 1.13 - 1.				ersection Modifica	ation		
		CMAQ_WFRC		\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	16936 то в	Scoping Be Adv Dt:	F-3354(4)0		MULT	Chimes View from R Cnty:FA-3354; MP .0				construct & Wider	ning		
		LOCAL_GOVT		\$0	\$454,735	\$0	\$0	\$0	\$0	\$454,735	\$0	\$0	\$454,73
		STP_URB_O/L		\$1,314,189	\$2,908,122	\$0	\$0	\$0	\$0	\$4,222,311	\$3,936,461	\$0	\$285,850
			Total	\$1,314,189	\$3,362,857	\$0	\$0	\$0	\$0	\$4,677,046	\$3,936,461	\$0	\$740,585



UDOT electronic Program Management

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Region	DIN	Status	Projec	t No	Pt Bog Lon	PIN Descripti	on / Project	ocation	C	oncept Desc	rintion		
region	FIN	Fund	Projec	Prior	кі. bey Len 2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Nobor (201104			FIIO	2025	2020	2027	2020	CD	TOLAI	reu Alu	Sidle	Other
WEBER	Jounty 19620	Projects	C 2260/2\4		MULT	1700 Co. 19th Ct. 1	- Orden Beunden	(1 in a	De	a a matru at 8 Mida	n in <i>a</i>		
WEDER		Will Not Adv	S-3368(3)1		MOLI	1700 So; 12th Str to Cnty:FA-3368; MP	-			construct & Wide	-		
		LOCAL_GOVT		\$0	\$2,600,100	\$0	\$0	\$0	\$0	\$2,600,100	\$0	\$0	\$2,600,10
		ST_PVMT_LV2		\$0	\$1,765,265	\$0	\$0	\$0	\$0	\$1,765,265	\$0	\$1,765,265	:
			Total	\$0	\$4,365,364	\$0	\$0	\$0	\$0	\$4,365,364	\$0	\$1,765,265	\$2,600,1
WEBER	19621	Scoping Will Not Adv	S-3416(2)1		MULT	20th Street; Quincy Cnty:FA-3416; MP	•			construct no wide	ening		
		LOCAL_GOVT		\$0	\$3,154,768	\$0	\$0	\$0	\$0	\$3,154,768	\$0	\$0	\$3,154,7
		ST_PVMT_LV2		\$0	\$1,530,000	\$0	\$0	\$0	\$0	\$1,530,000	\$0	\$1,530,000	5
			Total	\$0	\$4,684,768	\$0	\$0	\$0	\$0	\$4,684,768	\$0	\$1,530,000	\$3,154,76
WEBER	20307 To 1	STIP Be Adv Dt:	F-3384(1)0		MULT	25th Str & 4400 So Cnty:FA-3384; MP				construct no wide d and also 4400 S	ening outh; Mckay Dee Ho	ospital to Harrison	Blvd
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$5,469,690	\$5,469,690	\$0	\$0	\$5,469,6
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$3,616,410	\$3,616,410	\$3,371,579	\$0	\$244,8
			Total	\$0	\$0	\$0	\$0	\$0	\$9,086,100	\$9,086,100	\$3,371,579	\$0	\$5,714,5
WEBER	21193 To	STIP Be Adv Dt:	F-3432(3)1		MULT	2nd Street; Washin Cnty:FA-3432; MP	-			construct & Wide	ning		
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$4,331,652	\$4,331,652	\$0	\$0	\$4,331,6
		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 1	STIP Be Adv Dt:	S-0067(25)0	(OTHER	SR-67; Corridor Pro Future SR-67 Corri			Co	rridor Preservatio	on		
		ST_CORR_PRE	S	\$154,471	\$1,911	\$0	\$0	\$0	\$0	\$156,382	\$0	\$156,382	:
WEBER	16939	STIP Will Not Adv	F-LC57(49)	(OTHER	UTA Locomotive R Rebuilding of the C		comotives (Locat		A/Transit r Intermodal Cent	er)		
		CARBON_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	:
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$381,015	\$381,015	\$0	\$0	\$381,0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		TRANSFER2UT	A	\$0	\$1,045,000	\$0	\$0	\$0	\$0	\$1,045,000	\$1,045,000	\$0	
			Total	\$0	\$1,045,000	\$0	\$0	\$0	\$381,015	\$1,426,015	\$1,045,000	\$0	\$381,0
WEBER	18933	Scoping Will Not Adv	S-R199(304)	(OTHER	SR-97 (5600 South SR-97 (5600 South			Co	rridor Preservatic	on		
		ST_CORR_PRE	.e	\$3,223,942	\$276,058	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	



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STIP 2025-2030

Region	PIN	Status	Projec	ct No.	Rt. Beg Len	PIN Descripti	on / Project	Location	C	oncept Desc	ription		
-	F	Fund	-	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Veber C	County F	Projects											
WEBER	11091 Wil	Scoping Il Not Adv	F-R199(133)		OTHER	Washington Blvd & Washington Blvd. 8			Int	ersection Improve	ments		
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		ST_CONCPT_D1	1	\$2,650	\$310	\$0	\$0	\$0	\$0	\$2,960	\$0	\$2,960	\$
	S	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	\$
WEBER	14045 Wil	Scoping Il Not Adv	S-LC57(34)		OTHER	4700 West; 5100 So 4700 West; 5100 So			Re	construct & Wide	ning		
	L	OCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
	L	_PASS_MATCH	н	\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,91
	S	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
	S	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	\$207,91
WEBER		Undr Const II Not Adv	S-LC57(38)		OTHER	450/400 E.; 2600 N. 450/400 Est; 2600 N			TIF	- Transportation	Investment Fund		
	L	OCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
	L	_PASS_MATCH	н	\$0	\$391,000	\$0	\$0	\$0	\$0	\$391,000	\$0	\$0	\$391,00
		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	:
				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	ę
	5	ST_TIF_EXCH	Tatal	\$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	\$391,00
WEBER	14846 Wil	STIP II 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	5
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
		FER_2_UTA		\$0 \$0	\$1,072,616 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,072,616	\$1,000,000	\$0 \$0	\$72,61
	U	JIA_FUNDS	Total	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$1,072,616	\$0 \$1,000,000	\$0	\$72,6
			Juli	40				• •	•		.,,,	ΨŪ	φ12,01
WEBER		Adv Dt: 11/			OTHER	Bicycle and Ped Sa Riverdale Various	_ocations			destrian/Bike facil	-		
	т	AP_URB_WFR	С	\$0	\$69,720	\$0	\$0	\$0	\$0	\$69,720	\$65,000	\$0	\$4,72
WEBER	15923 Wil	STIP II Not Adv	F-R199(236)		OTHER	Update Bike Cars o 'This request is for		TA n 6 of UTA¿s 16 Fro		ansportation Alter ars.	natives		
	L	OCAL_GOVT		\$0	\$15,001	\$0	\$0	\$0	\$0	\$15,001	\$0	\$0	\$15,0
	т	AP_URB_WFR	С	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$
	т	FER_2_UTA		\$0	\$101,899	\$0	\$0	\$0	\$0	\$101,899	\$95,000	\$6,899	\$
			Total	\$0	\$116,900	\$0	\$0	\$0	\$0	\$116,900	\$95,000	\$6,899	\$15,00



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STIP 2025-2030

Region	PIN Status	Projec	t No.	Rt. Beg Len	PIN Descripti	on / Project I	Location	C	oncept Desc	ription		
	Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Weber (County Projects											
WEBER	16934 STIP Will Not Adv	F-LC57(48)		OTHER	Ogden-WSU Bus R Ogden/Weber State Events Center.	• • •			ew Capacity y Dee Hospital - wi	h exclusive lanes fr	om 30th and Harr	ison to the Dee
	FTASEC_5309		\$0	\$97,903,590	\$0	\$0	\$0	\$0	\$97,903,590	\$78,322,872	\$0	\$19,580,718
	LOCAL_INKINE)	\$0	\$4,570,000	\$0	\$0	\$0	\$0	\$4,570,000	\$0	\$0	\$4,570,000
	TFER_2_UTA		\$0	\$5,363,081	\$0	\$0	\$0	\$0	\$5,363,081	\$5,000,000	\$0	\$363,081
	UTA_FUNDS		\$0	\$4,478,513	\$0	\$0	\$0	\$0	\$4,478,513	\$0	\$0	\$4,478,513
		Total	\$0	\$112,315,184	\$0	\$0	\$0	\$0	\$112,315,184	\$83,322,872	\$0	\$28,992,312
WEBER	17866 Scoping To Be Adv Dt: 01	F-R199(271) /07/25		OTHER	3100 West; 4800 Sc 3100 West; 4800 Sc			Sa	afe Sidewalk			
	LOCAL_GOVT		\$0	\$10,453	\$0	\$0	\$0	\$0	\$10,453	\$0	\$0	\$10,453
	TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TAP_URB_WFF	RC	\$134,000	\$157,247	\$0	\$0	\$0	\$0	\$291,247	\$271,530	\$0	\$19,717
		Total	\$134,000	\$167,700	\$0	\$0	\$0	\$0	\$301,700	\$271,530	\$0	\$30,170
WEBER	17954 STIP To Be Adv Dt:	F-R299(352)		OTHER	Skyline Drive; 1100 Skyline Drive; US-8			Ne	ew Capacity			
	LOCAL_GOVT		\$0	\$28,655,373	\$0	\$0	\$0	\$0	\$28,655,373	\$0	\$0	\$28,655,373
	STP_URB_O/L		\$0	\$3,682,827	\$0	\$0	\$0	\$0	\$3,682,827	\$3,433,500	\$0	\$249,327
		Total	\$0	\$32,338,200	\$0	\$0	\$0	\$0	\$32,338,200	\$3,433,500	\$0	\$28,904,700
WEBER	18811 STIP To Be Adv Dt:	F-LC57(51)0		OTHER	5500 West; 5500 Sc 5500 West; 5500 Sc		ine ber/ Davis County L		econstruct & Wider	ning		
	LOCAL_GOVT		\$0	\$0	\$490,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$490,000
	STP_URB_O/L		\$0	\$0	\$1,981,100	\$0	\$0	\$0	\$1,981,100	\$1,846,980	\$0	\$134,120
		Total	\$0	\$0	\$2,471,100	\$0	\$0	\$0	\$2,471,100	\$1,846,980	\$0	\$624,120
WEBER	18828 STIP To Be Adv Dt:	F-R199(297)		OTHER		University (WSU)		(BRT) is a 5.3-n	ΓΑ/Transit nile project connec	ting from the Ogden	FrontRunner co	nmuter rail
	CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TRANSFER2UT	A	\$0	\$1,147,382	\$0	\$0	\$0	\$0	\$1,147,382	\$1,147,382	\$0	\$0
		Total	\$0	\$1,147,382	\$0	\$0	\$0	\$0	\$1,147,382	\$1,147,382	\$0	\$0
WEBER	18829 STIP To Be Adv Dt:	F-R199(198)		OTHER	station to Weber St	University (WSU) ate University and	Bus Rapid Transit (McKay Dee Hospit	(BRT) is a 5.3-n al		ting from the Ogden		
	CARBON_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	CMAQ_WFRC	•	\$0 \$0	\$0 \$1 208 450	\$0 \$0	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$1 208 450	\$0 \$1 208 450	\$0 ¢0	\$0 ©
	TRANSFER2UT		\$0	\$1,398,450	\$0	\$0	\$0	\$0	\$1,398,450	\$1,398,450	\$0	\$0
		Total	\$0	\$1,398,450	\$0	\$0	\$0	\$0	\$1,398,450	\$1,398,450	\$0	\$0
WEBER	18830 Scoping Will Not Adv	F-LC57(52)		OTHER	Ogden City Bike S Ogden City Green I		arious Locations arc		ansportation Alter	natives		
	CMAQ_WFRC		\$60,000	\$375,200	\$0	\$0	\$0	\$0	\$435,200	\$405,737	\$0	\$29,463

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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 Description	on / Project L	ocation		oncept Desc	ription		
	Fund	Prio	r	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Neber C	County Projects											
WEBER	20305 STIP	F-R199(347)	OTHER		1800 South; 2050 W	,			ersection Modifica	ation		
	To Be Adv Dt:				Realign 1800 South			•				
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$769,592	\$769,592	\$0	\$0	\$769,592
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$1,187,708	\$1,187,708	\$1,107,300	\$0	\$80,408
		Total	\$0	\$0	\$0	\$0	\$0	\$1,957,300	\$1,957,300	\$1,107,300	\$0	\$850,000
WEBER	20308 Scoping	F-R199(349)	OTHER	l	ROW; 400 N Bridge	/ N Str Expansion	& Rail Facility	Co	rridor Preservatio	n		
	Will Not Adv				Right of Way for the	e 400 North Bridge	/ North Street Ex	pansion and Com	nuter Rail Station	Maintenance Facilit	у	
	LOCAL_GOVT		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	L_PASS_MATC	CH \$200,0	00	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
	STP_COVID_O	L \$1,500,0	00	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0
	STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total \$1,700,0	00	\$0	\$0	\$0	\$0	\$0	\$1,700,000	\$1,500,000	\$0	\$200,000
WEBER	20334 STIP	F-R199(353)	OTHER	!	1500 North Sidewal	Ik - Safe Route to	School	Pe	destrian/Bike facil	ity		
	To Be Adv Dt:				1500 North Sidewal	k; 4825 WEst to 49	20 West, Plain C	ity				
	LOCAL_GOVT		\$0	\$18,235	\$0	\$0	\$0	\$0	\$18,235	\$0	\$0	\$18,235
	TAP_URB_O/L		\$0	\$110,265	\$0	\$0	\$0	\$0	\$110,265	\$102,800	\$0	\$7,465
		Total	\$0	\$128,500	\$0	\$0	\$0	\$0	\$128,500	\$102,800	\$0	\$25,700
WEBER	21236 STIP	F-R199(378)0	OTHER	l	Roy City Bldg. Elec	tric Vehicle Charg	ing Stations	Otl	ner - Enhancemen	t Project		
	To Be Adv Dt:				Roy Municipal Bldg	. Electric Vehicle	Charging Station	s; 5051 South 1900) West			
	CARBON_0/L		\$0	\$100,500	\$0	\$0	\$0	\$0	\$100,500	\$93,696	\$0	\$6,804
WEBER	19564 STIP	UT-FLAP-WEB(10)1			Causey Reservoir A	ccess - UT FLAP	WEB 10(1)	Fe	deral Lands Acces	s Program		
	To Be Adv Dt:				Causey Reservoir A	ccess - Roadway	Rehabilitation &	Roadway Widenir	Ig			
	FLHP		\$0 \$	7,900,000	\$0	\$0	\$0	\$0	\$7,900,000	\$7,900,000	\$0	\$0
WEBER	18802 STIP	F-LC57(50)0			UTA - On-Board Tee	chnology System		UT	A/Transit			
	To Be Adv Dt:				UTA Transit Author	ity Frontlines Hea	d Quarters, 669 V	Vest 200 South, Sa	It Lake City, Utah			
	LOCAL_GOVT		\$0 \$	4,785,477	\$0	\$0	\$0	\$0	\$4,785,477	\$0	\$0	\$4,785,477
	STP_URB_O/L		\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total	\$0 \$	5.000.000	\$0	\$0	\$0	\$0	\$5,000,000	\$200,000	\$0	\$4.800.000



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Region	PIN	Program Dese	cription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
1	16615	REGION ONE; TRA	NSPORTATION SO	LUTIONS PROGRAM								
		EM_RPS6@93.2	\$48,792	\$0	\$0	\$0	\$0	\$0	\$48,792	\$45,489	\$3,303	\$0
		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	\$1,173,480	\$0	\$0	\$0	\$0	\$2,596,960	\$2,445,817	\$151,143	\$0
		NHPP_NHS	\$5,062	\$9,255,620	\$0	\$0	\$0	\$0	\$9,260,682	\$8,633,734	\$626,948	\$0
		OTHER_STATE	\$767	\$49,233	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		STP_FLX_ST	\$29,667,962	\$10,533,905	\$0	\$0	\$0	\$0	\$40,201,867	\$37,480,201	\$2,721,666	\$0
		STP_RURAL	\$0	\$28,573	\$0	\$0	\$0	\$0	\$28,573	\$26,639	\$1,934	\$0
		STP_UB_O/L_U	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		ST_APPROP	\$0	\$3,163	\$0	\$0	\$0	\$0	\$3,163	\$0	\$3,163	\$0
		ST_PVMT	\$0	\$234,476	\$0	\$0	\$0	\$0	\$234,476	\$0	\$234,476	\$0
		ST_PVMT_LV2	\$54,603	\$2,910,964	\$0	\$0	\$0	\$0	\$2,965,567	\$0	\$2,965,567	\$0
		ST_SIGNALS	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0
		ST_TIF	\$549,199	\$2,150,717	\$0	\$0	\$0	\$0	\$2,699,916	\$0	\$2,699,916	\$0
		ST_TRANS_SOL	\$1,693,478	\$15,273,519	\$0	\$0	\$0	\$0	\$16,966,998	\$0	\$16,966,998	\$0
		Total	\$36,707,760	\$42,497,181	\$0	\$0	\$0	\$0	\$79,204,941	\$51,675,294	\$27,096,116	\$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	\$12,074,542	\$0	\$12,074,542	\$0
		Total	\$12,074,542	\$3,162,337	\$0	\$0	\$0	\$0	\$15,236,880	\$0	\$15,236,880	\$0



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Region	PIN	Program Des	scription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
2	16616	REGION TWO; TR	ANSPORTATION SC	LUTIONS PROGRAM	И							
		LOCAL_GOVT	\$10,998,475	\$512,471	\$0	\$0	\$0	\$0	\$11,510,946	\$0	\$0	\$11,510,946
		L_BETTERMENT	\$501,827	\$283,789	\$0	\$0	\$0	\$0	\$785,617	\$0	\$0	\$785,617
		NHPP_IM	\$2,835,225	\$6,309,808	\$0	\$0	\$0	\$0	\$9,145,033	\$8,612,792	\$532,241	\$0
		NHPP_NHS	\$7,658,273	\$2,379,600	\$0	\$0	\$0	\$0	\$10,037,873	\$9,358,309	\$679,564	\$0
		PROTECT_FLEX	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,200,000	\$300,000	\$0
		STP_FLX_ST	\$46,969,329	\$11,126,577	\$0	\$0	\$0	\$0	\$58,095,905	\$54,162,812	\$3,750,468	\$182,625
		STP_HIF_ST	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$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	\$2,303,175	\$1,160	\$0	\$0	\$0	\$0	\$2,304,334	\$2,148,331	\$156,003	\$0
		ST_APPROP	\$666	\$0	\$0	\$0	\$0	\$0	\$666	\$0	\$666	\$0
		ST_BARRIER	\$0	\$92,326	\$0	\$0	\$0	\$0	\$92,326	\$0	\$92,326	\$0
		ST_CONCPT_D2	\$62,796	\$23,867	\$0	\$0	\$0	\$0	\$86,663	\$0	\$86,663	\$0
		ST_ITS	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$0	\$225,000	\$0
		ST_PVMT	\$0	\$27,378	\$0	\$0	\$0	\$0	\$27,378	\$0	\$27,378	\$0
		ST_PVMT_LV2	\$200,724	\$5,178,272	\$0	\$0	\$0	\$0	\$5,378,996	\$0	\$5,378,996	\$0
		ST_RET_ROW	\$1,022,668	\$733,137	\$0	\$0	\$0	\$0	\$1,755,805	\$0	\$1,755,805	\$0
		ST_SPOT_SFTY	\$0	\$34,031	\$0	\$0	\$0	\$0	\$34,031	\$0	\$34,031	\$0
		ST_TRANS_SOL	\$5,319,328	\$6,948,344	\$0	\$0	\$0	\$0	\$12,267,672	\$0	\$12,267,672	\$0
		Total	\$84,279,026	\$33,650,759	\$0	\$0	\$0	\$0	\$117,929,785	\$79,846,844	\$25,494,828	\$12,588,112
2	18351	GREEN BIKE/BIKE	E SHARE PROGRAM	I - SALT LAKE								
		CMAQ_WFRC_1	\$613,790	\$1,024,530	\$400,000	\$400,000	\$0	\$0	\$2,438,320	\$2,438,320	\$0	\$0
		L_PASS_MATCH	\$0	\$131,748	\$29,046	\$29,046	\$0	\$0	\$189,840	\$0	\$0	\$189,840
		ST_PVMT_LV2	\$320	\$0	\$0	\$0	\$0	\$0	\$320	\$0	\$320	\$0
		TAP_UR_WFRC1	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
		Total	\$614,110	\$1,356,278	\$429,046	\$429,046	\$0	\$0	\$2,828,480	\$2,638,320	\$320	\$189,840
3	15480	MOUNTAINLAND	ASSOC. OF GOVER	NMENTS EXCHANG	E PROGRAM							
-		ST PVMT LV2	\$6,232,338	\$0	\$0	\$0	\$0	\$0	\$6,232,338	\$0	\$6,232,338	\$0
		ST_TIF	\$2,753,448	\$18,832,207	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$21,585,655	\$0 \$0	\$21,585,655	\$0 \$0
		Total	\$8,985,786	\$18,832,207	\$0	\$0	\$0	\$0	\$27,817,993	\$0	\$27,817,993	\$0
		10141			• •	• -	• -		• ,- ,- • •			•-



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Region	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
9	15046	ATMS ASSET MANA	GEMENT (LIFE CY	CLE REPLACEMENT	n							
J	10040	ST APPROP	\$8,272	\$3,419	\$0	\$0	\$0	\$0	\$11,691	\$0	\$11,691	\$0
		ST_ATMS	\$1,668,739	\$0,415	\$0	\$0	\$0 \$0	\$0	\$1,668,739	\$0	\$1,668,739	\$0 \$0
		ST_ATMS_AM	\$84,000	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$84,000	\$0 \$0	\$84,000	\$0 \$0
		ST_CONT_R1	\$18,900	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$18,900	\$0 \$0	\$18,900	\$0 \$0
		ST CONT R2	\$69,300	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$69,300	\$0 \$0	\$69,300	\$0 \$0
		ST_EXPRESS	\$870,869	\$939,131	\$0	\$0	\$0 \$0	\$0	\$1,810,000	\$0 \$0	\$1,810,000	\$0
		ST_TIF	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0 \$0	\$200,000	\$0 \$0
		ST_TRANS_SOL	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0 \$0	\$4,000,000	\$0
				\$5,142,551	\$0	\$0	\$0	\$0	\$7,862,631	\$0	\$7,862,631	\$0
		Total	\$2,720,080	\$ 3,142, 331	φU	\$U	\$U	\$0	\$7,002,031	\$U	\$7,002,031	\$U
9	17583	CONNECTED / AUTO	ONOMOUS VEHICL	E PROGRAM - FY 20	20							
		FA_ATCMTD	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0
		ST APPROP	\$67,974	\$0	\$0	\$0	\$0	\$0	\$67,974	\$0	\$67,974	\$0
		ST_ATMS	\$1,198,306	\$0	\$0	\$0	\$0	\$0	\$1,198,306	\$0	\$1,198,306	\$0
		ST_CAV	\$1,533,186	\$567,814	\$0	\$0	\$0	\$0	\$2,101,000	\$0	\$2,101,000	\$0
		ST_CONT_R3	\$47,271	\$2,729	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_PVMT	\$5,300,000	\$0	\$0	\$0	\$0	\$0	\$5,300,000	\$0	\$5,300,000	\$0
		ST_PVMT_LV2	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
		ST_TRANS_SOL	\$5,067,460	\$0	\$0	\$0	\$0	\$0	\$5,067,460	\$0	\$5,067,460	\$0
		Total	\$18,914,196	\$570,543	\$0	\$0	\$0	\$0	\$19,484,739	\$3,000,000	\$16,484,739	\$0
9	17872	STATEWIDE SIGNA		& OPERATION - EV	2020							
9	1/0/2	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$0	\$0	\$0	\$U	\$U	\$0	20	\$0
9	17873	FREEWAY OPS DEF	PLOYMENT & MAIN	TENANCE PROGRA	M - FY 2020							
		ST_ATMS	\$420,326	\$6,379	\$0	\$0	\$0	\$0	\$426,705	\$0	\$426,705	\$0
		ST_ATMS_AM	\$222,034	\$252,966	\$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	\$742,360	\$259,345	\$0	\$0	\$0	\$0	\$1,001,705	\$0	\$1,001,705	\$0
9	17874	ITS DEPLOYMENT 8		POGRAM - EV 2020								
9	1/0/4				¢o	¢o	¢0	¢0.	¢c 764	¢0	¢c 704	to
		ST_ATMS ST ATMS AM	\$0 \$07 760	\$6,764	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,764	\$0 \$0	\$6,764	\$0 ©0
			\$97,762	\$115	\$0	\$0	\$0	\$0	\$97,877	\$0	\$97,877	\$0
		Total	\$97,762	\$6,879	\$0	\$0	\$0	\$0	\$104,641	\$0	\$104,641	\$0



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Region	PIN	Program Desc	cription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
9	18642		ONOMOUS VEHICL	E PROGRAM - FY 20	21							
		FA_ATCMTD	\$5,450,000	\$0	\$0	\$0	\$0	\$0	\$5,450,000	\$5,450,000	\$0	\$0
		FA_MISC_100%	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
		LOCAL_INKIND	\$0	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$0	\$950,000
		ST_ATMS_AM	\$203,540	\$46,460	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_CAV	\$899,933	\$393,982	\$0	\$0	\$0	\$0	\$1,293,915	\$0	\$1,293,915	\$0
		ST_TRANS_SOL	\$148,802	\$4,351,198	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		Total	\$6,902,275	\$5,741,640	\$0	\$0	\$0	\$0	\$12,643,915	\$5,650,000	\$6,043,915	\$950,000
9	18643	STATEWIDE SIGNA	LS MAINTENANCE	& OPERATION - FY	2021							
		ST_SIGNL_M&O	\$5,161,225	\$972,242	\$0	\$0	\$0	\$0	\$6,133,467	\$0	\$6,133,467	\$0
		Total	\$5,161,225	\$972,242	\$0	\$0	\$0	\$0	\$6,133,467	\$0	\$6,133,467	\$0
9	18644	FREEWAY OPS DE	PLOYMENT & MAIN	TENANCE PROGRAI	M - FY 2021							
		ST_FWY_OPS	\$499,458	\$216,868	\$0	\$0	\$0	\$0	\$716,327	\$0	\$716,327	\$0
		ST_TRANS_SOL	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total	\$505,458	\$216,868	\$0	\$0	\$0	\$0	\$722,327	\$0	\$722,327	\$0
9	18645	ITS DEPLOYMENT	& MAINTENANCE P	ROGRAM - FY 2021								
3	10040	ST_ATMS_AM	\$297,071	\$151,318	\$0	\$0	\$0	\$0	\$448,389	\$0	\$448,389	\$0
		ST_ITS	\$1,141,951	\$42,094	\$0 \$0	\$0	\$0	\$0	\$1,184,045	\$0 \$0	\$1,184,045	\$0 \$0
		ST_PVMT_LV2	\$3,136,566	\$0	\$0	\$0	\$0	\$0	\$3,136,566	\$0	\$3,136,566	\$0
		ST_TRANS_SOL	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$0
		Total	\$4,685,588	\$193,412	\$0	\$0	\$0	\$0	\$4,879,000	\$0	\$4,879,000	\$0
9	18646	CONNECTED / AUT	ONOMOUS VEHICL	E PROGRAM - FY 20	22							
9	18647			& OPERATION - FY								
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	18648	FREEWAY OPS DE	PLOYMENT & MAIN	TENANCE PROGRA								
		ST_FWY_OPS	\$1,325,180	\$539,457	\$0	\$0	\$0	\$0	\$1,864,637	\$0	\$1,864,637	\$0
9	18649	ITS DEPLOYMENT	& MAINTENANCE P	ROGRAM - FY 2022								
		LOCAL_GOVT	\$0	\$53,882	\$0	\$0	\$0	\$0	\$53,882	\$0	\$0	\$53,882
		ST_ATMS	\$234	\$0	\$0	\$0	\$0	\$0	\$234	\$0	\$234	\$0
		ST_ATMS_AM	\$264,913	\$385,087	\$0	\$0	\$0	\$0	\$650,000	\$0	\$650,000	\$0
		ST_ITS	\$4,690,159	\$46,912	\$0	\$0	\$0	\$0	\$4,737,071	\$0	\$4,737,071	\$0
		Total	\$4,955,306	\$485,881	\$0	\$0	\$0	\$0	\$5,441,187	\$0	\$5,387,305	\$53,882



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Region	PIN	Program Dese	cription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
9	18650		ONOMOUS VEHICI	E PROGRAM - FY 20	23							
		FA_MISC_100%	\$5,000,000	\$1,855,000	\$0	\$0	\$0	\$0	\$6,855,000	\$6,855,000	\$0	\$0
		ST_ATMS	\$0	\$11,442	\$0	\$0	\$0	\$0	\$11,442	\$0	\$11,442	\$0
		ST_CAV	\$191,717	\$1,431,898	\$0	\$0	\$0	\$0	\$1,623,615	\$0	\$1,623,615	\$0
		ST_TRANS_SOL	\$0	\$12,052	\$0	\$0	\$0	\$0	\$12,052	\$0	\$12,052	\$0
		Total	\$5,191,717	\$3,310,392	\$0	\$0	\$0	\$0	\$8,502,109	\$6,855,000	\$1,647,109	\$0
9	18651	STATEWIDE SIGNA	LS MAINTENANCE	& OPERATION - FY 2	2023							
		ST_SIGNL_M&O	\$4,373,087	\$160,000	\$0	\$0	\$0	\$0	\$4,533,087	\$0	\$4,533,087	\$0
									.,,,			
9	18652			ITENANCE PROGRAI								
		ST_FWY_OPS	\$1,524,146	\$452,754	\$0	\$0	\$0	\$0	\$1,976,900	\$0	\$1,976,900	\$0
9	18653	ITS DEPLOYMENT	& MAINTENANCE F	ROGRAM - FY 2023								
		OTHER	\$0	\$85,594	\$0	\$0	\$0	\$0	\$85,594	\$0	\$0	\$85,594
		ST_ATMS	\$18,485	\$148,090	\$0	\$0	\$0	\$0	\$166,575	\$0	\$166,575	\$0
		ST_ATMS_AM	\$2,179,631	\$762,865	\$0	\$0	\$0	\$0	\$2,942,496	\$0	\$2,942,496	\$0
		ST_FWY_OPS	\$120,395	\$4,605	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_ITS	\$3,259,130	\$1,179,114	\$0	\$0	\$0	\$0	\$4,438,244	\$0	\$4,438,244	\$0
		ST_T&S_ FUND	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total	\$5,627,641	\$2,180,268	\$0	\$0	\$0	\$0	\$7,807,909	\$0	\$7,722,315	\$85,594
9	20640	FIBER DEPLOYME	NT & MAINTENANC	E PROGRAM - FY 202	23							
		OTHER	\$1,434	\$243,057	\$0	\$0	\$0	\$0	\$244,491	\$0	\$0	\$244,491
		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	\$2,158,682	\$0	\$0	\$0	\$0	\$0	\$2,158,682	\$0	\$2,158,682	\$0
		Total	\$3,228,767	\$253,642	\$0	\$0	\$0	\$0	\$3,482,409	\$996,849	\$2,241,070	\$244,491
9	20641	FIBER DEPLOYME	NT & MAINTENANC	E PROGRAM - FY 202	24							
Ŭ	20041	FA_AARPA_T	\$0	\$46,600,035	\$0	\$0	\$0	\$0	\$46,600,035	\$0	\$0	\$46,600,035
		– – – Total	\$0	\$46,600,035	\$0	\$0	\$0	\$0	\$46,600,035	\$0	\$0	\$46,600,035
9	20642	FIBER DEPLOYME	NT & MAINTENANC	E PROGRAM - FY 202	25							
9	20814	FIBER DEPLOYME	NT & MAINTENANC	E PROGRAM - FY 202	26							
9	20815	CONNECTED / AUT	ONOMOUS VEHICI	E PROGRAM - FY 20	26							



UDOT electronic Program Management

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epm345_s	tip_repo	rt (Rev 2179)				Run on: Jun 10, 2						
Region	PIN	Program Desc Fund	cription Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Drogr			2020	2020	2021	2020	ŰĽ	Total		Olule	Other
· · ·	-											
9	20816	STATEWIDE SIGNA	LS MAINTENANCE	& OPERATION - FY	2026							
9	20817	FREEWAY OPS DEI	PLOYMENT & MAIN	ITENANCE PROGRA	M - FY 2026							
9	20828	ITS DEPLOYMENT	& MAINTENANCE F	ROGRAM - FY 2026								
В	14862	STATEWIDE SAFET	Y EDUCATION AN	D ENFORCEMENT PI	ROGRAM							
		LOCAL_GOVT	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
		OTHER_STATE	\$0	\$24,348	\$0	\$0	\$0	\$0	\$24,348	\$0	\$24,348	\$0
		ST_ADA_RAMPS	\$23,671	\$0	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_CONT_R2	\$20,000	\$50,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_ITS	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_PVMT	\$0	\$1,098	\$0	\$0	\$0	\$0	\$1,098	\$0	\$1,098	\$0
		ST_SIGNALS	\$31,675	\$29,732	\$0	\$0	\$0	\$0	\$61,406	\$0	\$61,406	\$0
		ST_SPOT_SFTY	\$60,166	\$0	\$0	\$0	\$0	\$0	\$60,166	\$0	\$60,166	\$0
		ST_T&S_ FUND	\$2,858,146	\$13,806,272	\$0	\$0	\$0	\$0	\$16,664,418	\$0	\$16,664,418	\$0
		Total	\$2,993,657	\$14,011,450	\$0	\$0	\$0	\$0	\$17,005,107	\$0	\$16,955,107	\$50,000
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 CORRI	IDOR STUDIES									
		LOCAL_CMPO	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
		LOCAL_GOVT	\$138,799	\$186,389	\$0	\$0	\$0	\$0	\$325,188	\$0	\$0	\$325,188
		OTHER	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
		STP_SU_DMPO	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$27,969	\$2,031	\$0
		ST_CONT_R1	\$40,000	\$30,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_CONT_R3	\$59,407	\$65,593	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_CONT_R4	\$81,911	\$3,089	\$0	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$0
		ST_EMERGING	\$90,000	\$89,545	\$0	\$0	\$0	\$0	\$179,545	\$0	\$179,545	\$0
		ST_STUDIES	\$852,279	\$940,805	\$0	\$0	\$0	\$0	\$1,793,084	\$0	\$1,793,084	\$0
		Total	\$1,397,396	\$1,315,421	\$0	\$0	\$0	\$0	\$2,712,817	\$27,969	\$2,254,660	\$430,188



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Region	PIN	Program Des	-									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	/ Progr	ams										
S	9369	BRIDGE INSPECT	TION PROGRAM									
		BR_ON/OFF	\$0	\$531	\$0	\$0	\$0	\$0	\$531	\$425	\$106	\$0
		NHPP_BR	\$0	\$208	\$0	\$0	\$0	\$0	\$208	\$194	\$14	\$0
		STP_BR	\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE	\$12,570,000	\$37,770	\$0	\$0	\$0	\$2,400,000	\$15,007,770	\$13,991,744	\$1,016,026	\$0
		ST_BRIDGE	\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total	\$12,570,000	\$1,289,042	\$0	\$0	\$0	\$2,400,000	\$16,259,042	\$15,153,642	\$1,105,400	\$0
S	9615	LOAD RATING PR	ROGRAM									
		NHPP_BR	\$1,686,946	\$65,455	\$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	\$1,500,000	\$250,000	\$0	\$0	\$0	\$600,000	\$2,350,000	\$2,190,905	\$159,095	\$0
		ST_BRIDGE	\$30,000	\$12,338	\$0	\$0	\$0	\$0	\$42,338	\$0	\$42,338	\$0
		Total	\$3,763,339	\$327,793	\$0	\$0	\$0	\$600,000	\$4,691,132	\$4,334,070	\$357,062	\$0
S	9616	BRIDGE SCOUR I	INSPECTION PROGRA	AM								
		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	STATEWIDE SIGN	NALS MAINTENANCE	& OPERATION								
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12135		REHABILITATION (PI									
3	12135	ST_CONCPT_D1	\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0
				\$0	\$0 \$0	\$0 \$0	\$0	\$0		\$0 \$0		\$0
		Total	\$18,898	\$0	\$U	\$0	\$0	\$0	\$18,898	\$0	\$18,898	20
S	12136		REHABILITATION (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	BRIDGE PREVENTIV	/E MAINTENANCE PI	ROGRAM							
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12139	2017 STATEWIDE	BRIDGE PREVENTIV	/E MAINTENANCE PI	ROGRAM							
Ū	12100	ST_BRIDGE	\$430,277	\$20,223	\$0	\$0	\$0	\$0	\$450,500	\$0	\$450,500	\$0
		Total		\$20,223	\$0	\$0	\$0	\$0	\$450,500	\$0	\$450,500	\$0
		Total	,	, .	• •	• •	•		,			+-



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Region P	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County P	rogr	ams										
S 12	2781	UNOBLIGATED TIF/	CHNF FUNDS PRO	OGRAM								
		ST_CHF	\$0	\$415,696	\$0	\$0	\$0	\$0	\$415,696	\$0	\$415,696	\$0
		ST_CHF_TIF	\$0	\$7,364,337	\$0	\$0	\$0	\$0	\$7,364,337	\$0	\$7,364,337	\$0
		ST_GF_CHN	\$0	\$4,223,715	\$0	\$0	\$0	\$0	\$4,223,715	\$0	\$4,223,715	\$0
		ST_GF_HB173	\$0	\$67,231	\$0	\$0	\$0	\$0	\$67,231	\$0	\$67,231	\$0
		ST_QTR_QTR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_SB215	\$0	\$635,702	\$0	\$0	\$0	\$0	\$635,702	\$0	\$635,702	\$0
		ST_TIF	\$0	\$20,322,215	\$0	\$0	\$0	\$0	\$20,322,215	\$0	\$20,322,215	\$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	\$409,723	\$0	\$0	\$0	\$0	\$409,723	\$0	\$409,723	\$0
		ST_TIF_SB229	\$0	\$1,523,513	\$0	\$0	\$0	\$0	\$1,523,513	\$0	\$1,523,513	\$0
		ST_TTIF	\$0	\$179,888	\$0	\$0	\$0	\$0	\$179,888	\$0	\$179,888	\$0
		Total	\$0	\$36,958,610	\$0	\$0	\$0	\$0	\$36,958,610	\$0	\$36,958,610	\$0
S 12	2957	2018 PAVEMENT RE	HABILITATION (P	URPLE BOOK) PROC	GRAM							
		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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		NHPP_NHS	\$9,161,613	\$499,000	\$0	\$0	\$0	\$0	\$9,660,613	\$9,006,589	\$654,023	\$0
		STP_FLX_ST	\$25,356	\$367,881	\$0	\$0	\$0	\$0	\$393,237	\$366,615	\$26,622	\$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	\$25,921,269	\$903,502	\$0	\$0	\$0	\$0	\$26,824,771	\$23,014,067	\$1,717,708	\$2,092,997
S 12	2958	2018 STATEWIDE B	RIDGE PREVENTI	VE MAINTENANCE P	ROGRAM							
		ST_BRIDGE	\$15,847	\$134,153	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		Total	\$15,847	\$134,153	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0



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Region	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	13311	TRANSPORTATION	ALTERNATIVE PR	ROGRAM (TAP)								
		LOCAL_GOVT	\$1,467,935	\$712,790	\$0	\$0	\$0	\$0	\$2,180,725	\$0	\$0	\$2,180,725
		L_PASS_MATCH	\$0	\$8,812,232	\$0	\$0	\$0	\$0	\$8,812,232	\$0	\$0	\$8,812,232
		ST_CONT_R1	\$0	\$12,828	\$0	\$0	\$0	\$0	\$12,828	\$0	\$12,828	\$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	\$3,991,580	\$1,824,402	\$0	\$0	\$0	\$0	\$5,815,982	\$0	\$5,815,982	\$0
		ST_PVMT_LV2	\$310	\$1,499,690	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		ST_TIF	\$280,145	\$354,855	\$0	\$0	\$0	\$0	\$635,000	\$0	\$635,000	\$0
		ST_TRANS_SOL	\$467,935	\$1,499,600	\$0	\$0	\$0	\$0	\$1,967,535	\$0	\$1,967,535	\$0
		TAP_FLEX	\$175,000	\$1,288,117	\$0	\$0	\$0	\$0	\$1,463,117	\$1,364,064	\$87,206	\$11,848
		Total	\$6,497,444	\$16,041,514	\$0	\$0	\$0	\$0	\$22,538,959	\$1,364,064	\$10,170,090	\$11,004,805
S	13716	2016 ASSET MANAG	EMENT PROGRA	М								
		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 MANAG	EMENT PROGRA	м								
•		STP_BRIDGE	\$1,100,000	\$159,689	\$0	\$0	\$0	\$0	\$1,259,689	\$1,174,408	\$85,281	\$0
		STP_FLX_ST	\$1,633,868	\$156,055	\$0	\$0	\$0 \$0	\$0	\$1,789,923	\$1,668,745	\$121,178	\$0
		ST_CODE_ONE	\$71	\$14,929	\$0	\$0	\$0	\$0 \$0	\$15,000	\$0	\$15,000	\$0 \$0
		ST_TRANS_SOL	\$0	\$2,004	\$0	\$0	\$0 \$0	\$0	\$2,004	\$0	\$2,004	\$0
		Total	\$2,733,939	\$332,677	\$0	\$0	\$0	\$0	\$3,066,616	\$2,843,153	\$223,463	\$0
S	13771	2018 LOW VOLUME										
3	13//1			. ,		¢0	¢0	¢0.	¢5 440 407	¢0.	¢5 440 407	¢0.
		ST_PVMT_LV2	\$5,103,187 \$5,103,187	\$10,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,113,187 \$5,113,187	\$0 \$0	\$5,113,187	\$0 \$0
		Total	\$5,103,167	\$10,000	\$U	φU	φU	φU	\$ 5,115,167	φU	\$3,113,16 <i>1</i>	φU
S	13952	2019 HIGH VOLUME		• •								
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	13953	2019 HIGH VOLUME	PAVEMENT REH	ABILITATION (PB) PR	OGRAM							
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	14314	2019 LOW VOLUME	REHABILITATION	N (PURPLE BOOK) PI	ROGRAM							
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	14350	2018 BRIDGE MAINT	ENANCE PROGR	AM								
Ū	14000	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			ΨŪ	ΨŪ	ΨŬ	ΨŬ	ΨŬ	¥3	Ψ	ΨŪ	ΨŪ	ψŪ



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S 15 ⁷	rogra 4351 5195 5196	2019 BRIDGE MAIN Total 2020 HIGH VOLUM NHPP_IM NHPP_NHS ST_PVMT Total	Prior TENANCE PROGRA \$0 E PAVEMENT PRESI \$0 \$0 \$27,127 \$27,127 E PAVEMENT REHA	\$0 ERVATION (OB) PR(\$0 \$1 \$2,873 \$2,874	2026 \$0 DGRAM \$0 \$0 \$0 \$0	2027 \$0 \$0 \$0 \$0	2028 \$0 \$0 \$0 \$0 \$0 \$0	CD \$0 \$0 \$0	Total \$0 \$1	Fed Aid \$0 \$0	State \$0 \$0	Other \$0
S 143	4351 5195	2019 BRIDGE MAIN Total 2020 HIGH VOLUM NHPP_IM NHPP_NHS ST_PVMT Total 2020 HIGH VOLUM	\$0 E PAVEMENT PRESI \$0 \$0 \$27,127 \$27,127 E PAVEMENT REHA	\$0 ERVATION (OB) PR(\$0 \$1 \$2,873 \$2,874	DGRAM \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0	\$0	\$0	\$0		
S 15 ⁷	5195	Total 2020 HIGH VOLUM NHPP_IM NHPP_NHS ST_PVMT Total 2020 HIGH VOLUM	\$0 E PAVEMENT PRESI \$0 \$0 \$27,127 \$27,127 E PAVEMENT REHA	\$0 ERVATION (OB) PR(\$0 \$1 \$2,873 \$2,874	DGRAM \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0	\$0	\$0	\$0		
		2020 HIGH VOLUM NHPP_IM NHPP_NHS ST_PVMT Total 2020 HIGH VOLUM	E PAVEMENT PRESI \$0 \$0 \$27,127 \$27,127 E PAVEMENT REHA	ERVATION (OB) PR(\$0 \$1 \$2,873 \$2,874	DGRAM \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0	\$0	\$0	\$0		
		NHPP_IM NHPP_NHS ST_PVMT Total 2020 HIGH VOLUM	\$0 \$0 \$27,127 \$27,127 E PAVEMENT REHA	\$0 \$1 \$2,873 \$2,874	\$0 \$0 \$0	\$0 \$0	\$0				\$0	¢0
S 15′	5196	NHPP_NHS ST_PVMT Total 2020 HIGH VOLUM	\$0 \$27,127 \$27,127 E PAVEMENT REHA	\$1 \$2,873 \$2,874	\$0 \$0	\$0 \$0	\$0				\$0	¢0
S 15	5196	ST_PVMT Total 2020 HIGH VOLUM	\$27,127 \$27,127 E PAVEMENT REHA	\$2,873 \$2,874	\$0	\$0	-	\$0	¢4			\$0
S 15 ⁷	5196	Total 2020 HIGH VOLUM	\$27,127 E PAVEMENT REHA	\$2,874			\$0		\$ I	\$1	\$0	\$0
S 15	5196	2020 HIGH VOLUM	E PAVEMENT REHA		\$0	• -	φU	\$0	\$30,000	\$0	\$30,000	\$0
S 15′	5196					\$0	\$0	\$0	\$30,001	\$1	\$30,000	\$0
				BILITATION (PB) PR	OGRAM							
			\$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
		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	\$7,256,887	\$84,003	\$0	\$0	\$0	\$0	\$7,340,890	\$0	\$7,340,890	\$0
		ST_TOLL_CR	\$84,198	\$0	\$0	\$0	\$0	\$0	\$84,198	\$0	\$84,198	\$0
		Total	\$35,185,421	\$84,003	\$0	\$0	\$0	\$0	\$35,269,424	\$26,117,618	\$9,151,806	\$0
S 15 [,]	5197	2020 LOW VOLUME	PAVEMENT PRESE	ERVATION (OB) PRO	OGRAM							
		STP_FLX_ST	\$1,470,574	\$0	\$0	\$0	\$0	\$0	\$1,470,574	\$1,371,016	\$99,558	\$0
		Total	\$1,470,574	\$0	\$0	\$0	\$0	\$0	\$1,470,574	\$1,371,016	\$99,558	\$0
S 15'	5198	2020 LOW VOLUM	PAVEMENT REHA	BILITATION (PB) PR	OGRAM							
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S 15 ⁻	5199		SERVATION PROGR									
5 15	5199				••	A -	••		• • • • • • •		A A A A A A	
		STP_BRIDGE	\$0	\$41,321	\$0	\$0	\$0	\$0	\$41,321	\$38,523	\$2,797	\$0
		ST_BRIDGE	\$1,923,224	\$4,399,355	\$0	\$0	\$0	\$0	\$6,322,578	\$0	\$6,322,578	\$0
		Total	\$1,923,224	\$4,440,676	\$0	\$0	\$0	\$0	\$6,363,899	\$38,523	\$6,325,376	\$0
S 152	5200	2020 BRIDGE MAIN	TENANCE PROGRA	M								
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Description										
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	16193	2023 HIGH VOLUME PAVEMENT PROGRAM										
		NHPP_IM	\$58,236,361	\$1,772,999	\$0	\$0	\$0	\$0	\$60,009,360	\$56,516,816	\$3,492,545	\$0
		NHPP_NHS	\$34,771,768	\$376,294	\$0	\$0	\$0	\$0	\$35,148,062	\$32,768,538	\$2,379,524	\$0
		STP_FLX_ST	\$48,101,537	\$2,920,624	\$0	\$0	\$0	\$0	\$51,022,162	\$47,567,961	\$3,454,200	\$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_PVMT_LV2	\$25,090	\$20	\$0	\$0	\$0	\$0	\$25,110	\$0	\$25,110	\$0
		ST_TIF_PRES	\$4,909,128	\$0	\$0	\$0	\$0	\$0	\$4,909,128	\$0	\$4,909,128	\$0
		ST_TRANS_SOL	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$0
		Total	\$150,639,993	\$5,069,937	\$0	\$0	\$0	\$0	\$155,709,931	\$140,667,857	\$15,042,073	\$0
S	16194	2021 ((HIGH VOLUME)) PAVEMENT PROGRAM										
		CMAQ_WFRC	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$69,923	\$5,078	\$0
		HSIP	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,025,530	\$74,470	\$0
		NHPP_BR	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		NHPP_IM	\$14,787,315	\$1,685	\$0	\$0	\$0	\$0	\$14,789,000	\$13,928,280	\$860,720	\$0
		NHPP_NHS	\$6,955,000	\$0	\$0	\$0	\$0	\$0	\$6,955,000	\$6,484,147	\$470,854	\$0
		STP_BRIDGE	\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000	\$316,982	\$23,018	\$0
		STP_FLX_ST	\$4,821,463	\$3,426,983	\$0	\$0	\$0	\$0	\$8,248,446	\$7,690,026	\$558,420	\$0
		Total	\$29,078,778	\$3,428,668	\$0	\$0	\$0	\$0	\$32,507,446	\$30,447,187	\$2,060,258	\$0
S	16195	2023 LOW VOLU	ME PAVEMENT PROG	RAM								
		NHPP_NHS	\$4,676,120	\$1,199	\$0	\$0	\$0	\$0	\$4,677,319	\$4,360,664	\$316,654	\$0
		STP_FLX_ST	\$19,316,540	\$51,860	\$0 \$0	\$0	\$0	\$0	\$19,368,400	\$18,057,159	\$1,311,241	\$0
		STP_SU_JHC	\$3,739,924	\$0	\$0	\$0	\$0	\$0	\$3,739,924	\$3,486,731	\$253,193	\$0
		ST_APPROP	\$0	\$13,091	\$0	\$0	\$0	\$0	\$13,091	\$0	\$13,091	\$0
		ST_PVMT_LV2	\$16,323,638	\$0	\$0	\$0	\$0	\$0	\$16,323,638	\$0	\$16,323,638	\$0
		Total	\$44,056,222	\$66,150	\$0	\$0	\$0	\$0	\$44,122,372	\$25,904,555	\$18,217,818	\$0
•												
S	16196	2021 ((LOW VOL	UME)) PAVEMENT PR		*^	^				¢0.	^^	\$0
		1014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	16197	2021 BRIDGE PRESERVATION PROGRAM										
		ST_BRIDGE	\$313,449	\$373,342	\$0	\$0	\$0	\$0	\$686,791	\$0	\$686,791	\$0
		Total	\$313,449	\$373,342	\$0	\$0	\$0	\$0	\$686,791	\$0	\$686,791	\$0



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UDOT electronic Program Management

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Region	PIN	Program Des	-									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
ounty	Progr	ams										
S	16198	2021 BRIDGE MAIN	ITENANCE PROGRA	AM								
		ST_BRIDGE	\$66,038	\$134,248	\$0	\$0	\$0	\$0	\$200,286	\$0	\$200,286	\$0
		Total	\$66,038	\$134,248	\$0	\$0	\$0	\$0	\$200,286	\$0	\$200,286	\$0
S	16780	STATEWIDE TRAN	SPORTATION SOLU	JTIONS PROGRAM								
		EM_RPF1@93.2	\$0	\$128,381	\$0	\$0	\$0	\$0	\$128,381	\$119,690	\$8,691	\$0
		ER_2019@93.2	\$0	\$16,297	\$0	\$0	\$0	\$0	\$16,297	\$15,194	\$1,103	\$0
		ER_2022	\$7,940,200	\$3,298,065	\$0	\$0	\$0	\$0	\$11,238,265	\$10,477,434	\$760,831	\$0
			\$0	\$6,384	\$0	\$0	\$0	\$0	\$6,384	\$6,384	\$0	\$0
		HSIP	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		NHPP_IM	\$0	\$3,779,496	\$0	\$0	\$0	\$0	\$3,779,496	\$3,559,529	\$219,967	\$0
		NHPP_NHS	\$400,000	\$2,558,839	\$0	\$0	\$0	\$0	\$2,958,839	\$2,758,525	\$200,313	\$0
		OTHER	\$105,000	\$0	\$0	\$0	\$0	\$0	\$105,000	\$0	\$0	\$105,000
		STP_COVID_ST	\$12,024,808	\$300,929	\$0	\$0	\$0	\$0	\$12,325,737	\$12,325,737	\$0	\$0
		STP_FLX_ST	\$27,813,781	\$46,508,565	\$0	\$0	\$0	\$0	\$74,322,346	\$69,290,723	\$5,031,623	\$0
		STP_HIF_ST	\$1,341,311	\$103,863	\$0	\$0	\$0	\$0	\$1,445,174	\$1,347,335	\$97,838	\$0
		STP_UB_P/O_U	\$8,285,098	\$0	\$0	\$0	\$0	\$0	\$8,285,098	\$7,724,197	\$560,901	\$0
		ST_CONST	\$0	\$66,282	\$0	\$0	\$0	\$0	\$66,282	\$0	\$66,282	\$0
		ST_PVMT	\$610	\$1,012,039	\$0	\$0	\$0	\$0	\$1,012,649	\$0	\$1,012,649	\$0
		ST_PVMT_LV2	\$20,342,184	\$4,812,908	\$0	\$0	\$0	\$0	\$25,155,092	\$0	\$25,155,092	\$0
		ST_RET_ROW_S	\$621,137	\$5,073,915	\$0	\$0	\$0	\$0	\$5,695,052	\$0	\$5,695,052	\$0
		ST_TIF_PRES	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		ST_TRANS_SOL	\$50,144,587	\$26,753,596	\$0	\$0	\$0	\$0	\$76,898,183	\$0	\$76,898,183	\$0
		Total	\$129,018,716	\$98,419,559	\$0	\$0	\$0	\$0	\$227,438,275	\$110,421,649	\$116,911,626	\$105,000
S	16885	2022 HIGH VOLUM	E PAVEMENT PRO	GRAM								
		NHPP_BR	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$344,951	\$25,049	\$0
		NHPP_IM	\$16,560,659	\$244,341	\$0	\$0	\$0	\$0	\$16,805,000	\$15,826,949	\$978,051	\$0
		NHPP_NHS	\$27,825,545	\$187,269	\$0	\$0	\$0	\$0	\$28,012,814	\$26,116,346	\$1,896,467	\$0
		STP_FLX_ST	\$39,349,309	\$996,648	\$0	\$0	\$0	\$0	\$40,345,956	\$37,614,535	\$2,731,421	\$0
		ST_PVMT	\$12,438	\$885	\$0	\$0	\$0	\$0	\$13,323	\$0	\$13,323	\$0
		ST_PVMT_LV2	\$1,400,000	\$30,000	\$0	\$0	\$0	\$0	\$1,430,000	\$0	\$1,430,000	\$0
		ST_RET_ROW	\$5,116,726	\$0	\$0	\$0	\$0	\$0	\$5,116,726	\$0	\$5,116,726	\$0
		ST_RET_ROW_S	\$6,825,000	\$0	\$0	\$0	\$0	\$0	\$6,825,000	\$0	\$6,825,000	\$0
		ST_T&S_FUND	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_TIF_PRES	\$7,512,375	\$0	\$0	\$0	\$0	\$0	\$7,512,375	\$0	\$7,512,375	\$0
		ST_TRANS_SOL	\$0	\$17,546	\$0	\$0	\$0	\$0	\$17,546	\$0	\$17,546	\$0
		Total	\$104,997,053	\$1,476,688	\$0	\$0	\$0	\$0	\$106,473,741	\$79,902,782	\$26,570,960	\$0



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UDOT electronic Program Management

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Region	PIN	Program Dese	cription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	16886	2022 LOW VOLUME	E PAVEMENT PROG	RAM								
		STP_FLX_ST	\$7,074,048	\$2,615,210	\$0	\$0	\$0	\$0	\$9,689,257	\$9,033,295	\$655,963	\$0
		STP_HIF_RURL	\$1,058,431	\$0	\$0	\$0	\$0	\$0	\$1,058,431	\$986,775	\$71,656	\$0
		STP_RURAL	\$5,287,731	\$0	\$0	\$0	\$0	\$0	\$5,287,731	\$4,929,752	\$357,979	\$0
		ST_PVMT_LV2	\$5,734,051	\$6,086,917	\$0	\$0	\$0	\$0	\$11,820,968	\$0	\$11,820,968	\$0
		Total	\$19,154,260	\$8,702,127	\$0	\$0	\$0	\$0	\$27,856,387	\$14,949,822	\$12,906,566	\$0
S	16887	2022 BRIDGE PRES	SERVATION PROGR	AM								
		NHPP_BR	\$9,330,000	\$138,635	\$0	\$0	\$0	\$0	\$9,468,635	\$8,827,609	\$641,027	\$0
		STP_BRIDGE	\$3,766,040	\$104,598	\$0	\$0	\$0	\$0	\$3,870,638	\$3,608,595	\$262,042	\$0
		STP_FLX_ST	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE	\$311,970	\$5,537,705	\$0	\$0	\$0	\$0	\$5,849,675	\$0	\$5,849,675	\$0
		ST_TRANS_SOL	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		Total	\$13,658,009	\$6,380,939	\$0	\$0	\$0	\$0	\$20,038,948	\$12,669,279	\$7,369,669	\$0
S	17359	2022 BRIDGE MAIN	ITENANCE PROGRA	M								
		ST_BRIDGE	\$98,823	\$49,929	\$0	\$0	\$0	\$0	\$148,752	\$0	\$148,752	\$0
		Total	\$98,823	\$49,929	\$0	\$0	\$0	\$0	\$148,752	\$0	\$148,752	\$0
S	17784	STORMWATER MIT	GATION - STATEW	IDE								
		ST_CONT_R4	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_TSP_MS4	\$12,631,303	\$3,687,184	\$0	\$0	\$0	\$0	\$16,318,488	\$0	\$16,318,488	\$0
		Total	\$12,631,303	\$3,737,184	\$0	\$0	\$0	\$0	\$16,368,488	\$0	\$16,368,488	\$0
S	18259	2023 BRIDGE PRES	SERVATION PROGR	AM								
		BIP_BRIDGE	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$800,000	\$200,000	\$0
		ST_BRIDGE	\$169,017	\$2,182,500	\$0	\$0	\$0	\$0	\$2,351,516	\$0	\$2,351,516	\$0
		ST_TRANS_SOL	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
		Total	\$1,169,017	\$3,582,500	\$0	\$0	\$0	\$0	\$4,751,516	\$800,000	\$3,951,516	\$0
S	18260	2023 BRIDGE MAIN	ITENANCE PROGR	AM								
		ST_BRIDGE	\$284,580	\$500,314	\$0	\$0	\$0	\$0	\$784,894	\$0	\$784,894	\$0
		Total	\$284,580	\$500,314	\$0	\$0	\$0	\$0	\$784,894	\$0	\$784,894	\$0
S	18866	FY 2020 EMERGEN	CY EARTHQUAKE		N & REPAIR							
		ER_2020	\$0	\$2,354,592	\$0	\$0	\$0	\$0	\$2,354,592	\$2,195,186	\$159,406	\$0
		ER_2020_100%	\$0	\$10,911	\$0	\$0	\$0	\$0	\$10,911	\$10,911	\$0	\$0
		ER_2022	\$0	\$29,537	\$0	\$0	\$0	\$0	\$29,537	\$27,537	\$2,000	\$0
		ST_PVMT_LV2	\$0	\$4	\$0	\$0	\$0	\$0	\$4	\$0	\$4	\$0
		Total	\$0	\$2,395,044	\$0	\$0	\$0	\$0	\$2,395,044	\$2,233,634	\$161,409	\$0



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UDOT electronic Program Management

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Region	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progra	ams										
S	18984	PAVEMENT RECON	STRUCTION PROC	GRAM								
		NHPP_IM	\$0	\$1,615,069	\$0	\$0	\$0	\$0	\$1,615,069	\$1,521,072	\$93,997	\$0
		STP_FLX_ST	\$0	\$0	\$70,875,000	\$79,000,000	\$0	\$0	\$149,875,000	\$139,728,463	\$10,146,538	\$0
		Total	\$0	\$1,615,069	\$70,875,000	\$79,000,000	\$0	\$0	\$151,490,069	\$141,249,534	\$10,240,535	\$0
S	19030	2024 BRIDGE PRES	ERVATION PROGE	RAM								
		NHPP_BR	\$505,000	\$7,975,000	\$0	\$0	\$0	\$0	\$8,480,000	\$7,905,904	\$574,096	\$0
		STP_BRIDGE	\$0	\$334,059	\$0	\$0	\$0	\$0	\$334,059	\$311,443	\$22,616	\$0
		ST_BRIDGE	\$0	\$8,766,609	\$0	\$0	\$0	\$0	\$8,766,609	\$0	\$8,766,609	\$0
		Total	\$505,000	\$17,075,668	\$0	\$0	\$0	\$0	\$17,580,668	\$8,217,347	\$9,363,321	\$0
S	19031	2024 BRIDGE MAIN	ENANCE PROGR	АМ								
		ST_BRIDGE	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_PVMT	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		Total	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0
S	19094	WFRC PLANNING P	ROGRAM									
		FTA_5303_100	\$879,096	\$0	\$0	\$0	\$0	\$0	\$879,096	\$879,096	\$0	\$0
		L_PASS_MATCH	\$0	\$584,996	\$0	\$0	\$0	\$0	\$584,996	\$0	-\$584,996	\$584,996
		PL_WFRC	\$0	\$1,964,453	\$0	\$0	\$0	\$0	\$1,964,453	\$1,964,453	\$0	\$0
		PL_WFRC_100	\$2,393,959	\$1,534,321	\$0	\$0	\$0	\$0	\$3,928,281	\$3,928,281	\$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	\$743,117	\$0	\$0	\$0	\$0	\$0	\$743,117	\$743,117	\$0	\$0
		STP_UR_O/L@1	\$455,459	\$0	\$0	\$0	\$0	\$0	\$455,459	\$455,459	\$0	\$0
		Total	\$4,471,630	\$6,632,307	\$0	\$0	\$0	\$0	\$11,103,938	\$10,518,941	-\$584,996	\$584,996



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UDOT electronic Program Management

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	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	y Progra	ams										
S	19146	2024 HIGH VOLUME	PAVEMENT PRO	GRAM								
		HSIP	\$1,223,000	\$0	\$0	\$0	\$0	\$0	\$1,223,000	\$1,140,203	\$82,797	\$0
		L_BETTERMENT	\$0	\$1,570,317	\$0	\$0	\$0	\$0	\$1,570,317	\$0	\$0	\$1,570,317
		NHPP_IM	\$24,680,122	\$4,597,375	\$0	\$0	\$0	\$0	\$29,277,497	\$27,573,547	\$1,703,950	\$0
		NHPP_NHS	\$67,961,460	\$2,220,783	\$0	\$0	\$0	\$0	\$70,182,243	\$65,430,905	\$4,751,338	\$0
		STP_FLX_ST	\$75,552,137	\$4,610,557	\$0	\$0	\$0	\$0	\$80,162,694	\$74,735,680	\$5,427,014	\$0
		STP_HIF_O/L	\$802,694	\$0	\$0	\$0	\$0	\$0	\$802,694	\$748,352	\$54,342	\$0
		STP_HIF_ST	\$1,577,331	\$77,331	\$0	\$0	\$0	\$0	\$1,654,663	\$1,542,642	\$112,021	\$0
		STP_RURAL	\$1,248,272	\$0	\$0	\$0	\$0	\$0	\$1,248,272	\$1,163,764	\$84,508	\$0
		STP_UB_O/L_U	\$4,534,299	\$824,000	\$0	\$0	\$0	\$0	\$5,358,299	\$4,995,542	\$362,757	\$0
		STP_URB_O/L	\$1,721,306	\$0	\$0	\$0	\$0	\$0	\$1,721,306	\$1,604,773	\$116,532	\$0
		STP_URB_SL_U	\$728,503	\$0	\$0	\$0	\$0	\$0	\$728,503	\$679,183	\$49,320	\$0
		ST_BRIDGE	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_PVMT_LV2	\$7,523,205	\$124,795	\$0	\$0	\$0	\$0	\$7,648,000	\$0	\$7,648,000	\$0
		ST_SIGNL_M&O	\$276,000	\$0	\$0	\$0	\$0	\$0	\$276,000	\$0	\$276,000	\$0
		ST_TRANS_SOL	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		Total	\$187,953,330	\$14,175,158	\$0	\$0	\$0	\$0	\$202,128,488	\$179,614,591	\$20,943,580	\$1,570,317
S	19147	2024 LOW VOLUME	PAVEMENT PRO	GRAM								
		STP_FLX_ST	\$11,820,833	\$4,167	\$0	\$0	\$0	\$0	\$11,825,000	\$11,024,448	\$800,553	\$0
		STP_RURAL	\$4,766,192	\$0	\$0	\$0	\$0	\$0	\$4,766,192	\$4,443,521	\$322,671	\$0
		ST_PVMT_LV2	\$0	\$3,235,000	\$0	\$0	\$0	\$0	\$3,235,000	\$0	\$3,235,000	\$0
		ST_TRANS_SOL	\$0	\$8,233,808	\$0	\$0	\$0	\$0	\$8,233,808	\$0	\$8,233,808	\$0
		Total	\$16,587,026	\$11,472,975	\$0	\$0	\$0	\$0	\$28,060,000	\$15,467,969	\$12,592,031	\$0
S	19661	NATIONAL HIGHWA	Y FREIGHT PROG	RAM								
		NHFP	\$5,897,731	\$2,269	\$12,911,751	\$13,200,000	\$0	\$0	\$32,011,751	\$29,844,555	\$2,167,196	\$0
		STP_FLX_ST	\$621,740	\$0	\$0	\$0	\$0 \$0	\$0	\$621,740	\$579,648	\$42,092	\$0 \$0
		ST_TRANS_SOL	\$69,927	\$118,281	\$0 \$0	\$0	\$0 \$0	\$0	\$188,209	\$0	\$188,209	\$0 \$0
		Total	\$6,589,398	\$120,550	\$12,911,751	\$13,200,000	\$0	\$0	\$32,821,699	\$30,424,203	\$2,397,496	\$0
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S	19727	EMERGING AREA P										
		FTA_5304_80%	\$0	\$120,000	\$0	\$0	\$0	\$0	\$120,000	\$96,000	\$24,000	\$0
		ST_EMERGING	\$26,705	\$559,345	\$0	\$0	\$0	\$0	\$586,050	\$0	\$586,050	\$0



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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	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	/ Progr	ams										
s	19834	2025 HIGH VOLUME	PAVEMENT PRO	OGRAM								
		HSIP	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000	\$605,995	\$44,005	\$0
		NHPP_IM	\$1,693,346	\$56,736,654	\$0	\$0	\$0	\$0	\$58,430,000	\$55,029,374	\$3,400,626	\$0
		NHPP_NHS	\$460,000	\$16,380,000	\$0	\$0	\$0	\$0	\$16,840,000	\$15,699,932	\$1,140,068	\$0
		STP_FLX_ST	\$6,773,970	\$81,607,855	\$0	\$0	\$0	\$0	\$88,381,825	\$82,398,376	\$5,983,450	\$0
		STP_URB_SL_U	\$205,000	\$543,175	\$0	\$0	\$0	\$0	\$748,175	\$697,523	\$50,651	\$0
		ST_PVMT	\$0	\$1,620,000	\$0	\$0	\$0	\$0	\$1,620,000	\$0	\$1,620,000	\$0
		ST_PVMT_LV2	\$0	\$5,585,000	\$0	\$0	\$0	\$0	\$5,585,000	\$0	\$5,585,000	\$0
		Total	\$9,132,316	\$163,122,684	\$0	\$0	\$0	\$0	\$172,255,000	\$154,431,200	\$17,823,800	\$0
S	19835	2025 LOW VOLUME	PAVEMENT PRO	GRAM								
		STP_FLX_ST	\$0	\$3,250,000	\$0	\$0	\$0	\$0	\$3,250,000	\$3,029,975	\$220,025	\$0
		ST_PVMT_LV2	\$869	\$25,229,131	\$4,380,000	\$0	\$0	\$0	\$29,610,000	\$0	\$29,610,000	\$0
		Total	\$869	\$28,479,131	\$4,380,000	\$0	\$0	\$0	\$32,860,000	\$3,029,975	\$29,830,025	\$0
S	19836	2025 BRIDGE PRES	ERVATION PROG	RAM								
		ST_BRIDGE	\$979	\$5,849,021	\$0	\$0	\$0	\$0	\$5,850,000	\$0	\$5,850,000	\$0
		ST_TIF_PRS_S	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		Total	\$979	\$6,249,021	\$0	\$0	\$0	\$0	\$6,250,000	\$0	\$6,250,000	\$0
S	19837	2025 BRIDGE MAIN	TENANCE PROGR	AM								
		ST_BRIDGE	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
S	20087	BRIDGE FORMULA	PROGRAM (BFP)									
		BFP_BR_MAIN	\$7,290,500	\$6,628,653	\$41,027,566	\$41,027,566	\$0	\$0	\$95,974,286	\$89,476,827	\$6,497,459	\$0
		BFP_BR_MN/OF	\$12,597,507	\$58,288,463	\$0	\$0	\$0	\$0	\$70,885,970	\$70,885,970	\$0	\$0
		BFP_BR_MN_L	\$6,621,546	\$60,855,463	\$0	\$0	\$0	\$0	\$67,477,009	\$62,908,815	\$4,568,194	\$0
		BFP_BR_OFF	\$7,601,752	\$21,348,248	\$6,750,000	\$6,750,000	\$0	\$0	\$42,450,000	\$42,450,000	\$0	\$0
		L_BETTERMENT	\$4,780,000	\$292,780	\$0	\$0	\$0	\$0	\$5,072,780	\$0	\$0	\$5,072,780
		STP_BRIDGE	\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		ST_BRIDGE	\$0	\$264,030	\$0	\$0	\$0	\$0	\$264,030	\$0	\$264,030	\$0
		Total	\$38,891,305	\$147,677,638	\$47,777,566	\$47,777,566	\$0	\$0	\$282,124,076	\$265,721,613	\$11,329,683	\$5,072,780
S	20122	NATIONAL ELECTR		ASTRUCTURE PRO	DG. (NEVI)							
		NEVI	\$819,010	\$0	\$0	\$0	\$0	\$0	\$819,010	\$655,208	\$163,802	\$0
		NEVI@100%	\$12,448,944	\$15,462,843	\$7,731,421	\$7,731,421	\$0	\$0	\$43,374,629	\$43,374,629	\$0	\$0
		ST_MATCH	\$0	\$6,977,947	\$1,932,855	\$1,932,855	\$0	\$0	\$10,843,657	\$0	\$10,843,657	\$0
		ST_TRANS_SOL	\$257,922	\$0	\$0	\$0	\$0	\$0	\$257,922	\$0	\$257,922	\$0
		Total	\$13,525,876	\$22,440,790	\$9,664,276	\$9,664,276	\$0	\$0	\$55,295,218	\$44,029,837	\$11,265,381	\$0



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Des		_							_	
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progra	ams										
S	20162	PUBLIC TRANSIT	CAPITAL DEVELOP	MENT PROGRAM								
		ST_TTIF	\$212,917	\$37,083	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
S	20502	STATE PARK ACC	CESS PROGRAM									
		ST_PARK_LEG	\$285,832	\$4,214,168	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		ST_PVMT	\$0	\$380,000	\$0	\$0	\$0	\$0	\$380,000	\$0	\$380,000	\$0
		Total	\$285,832	\$4,594,168	\$0	\$0	\$0	\$0	\$4,880,000	\$0	\$4,880,000	\$0
S	20696	2026 BRIDGE PRE	ESERVATION PROGR	AM								
		ST_BRIDGE	\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
		ST_TIF_PRS_S	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
		Total	\$0	\$0	\$25,000,000	\$0	\$0	\$0	\$25,000,000	\$0	\$25,000,000	\$0
S	20697	2026 BRIDGE MAI	INTENANCE PROGRA	AM								
-		ST_BRIDGE	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
•	00740											
S	20740		ME PAVEMENT PRO					A -				
		NHPP_IM NHPP_NHS	\$0 \$0	\$0 \$0	\$33,600,000	\$0 \$0	\$0 \$0	\$0 ©	\$33,600,000 \$45,300,000	\$31,644,480 \$42,233,190	\$1,955,520	\$0 \$0
		STP_FLX_ST	\$0 \$605,000	\$0 \$9,095,000	\$45,300,000 \$75,200,000	\$0 \$0	\$0 \$0	\$0 \$0	\$45,300,000 \$84,900,000	\$42,233,190 \$79,152,270	\$3,066,810 \$5,747,730	\$0 \$0
		ST_PVMT	\$003,000 \$0	\$9,095,000 \$0	\$2,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$2,000,000	\$79,152,270 \$0	\$2,000,000	\$0 \$0
		Total	\$605,000	\$9,095,000	\$156,100,000	\$0	\$0	\$0	\$165,800,000	\$153,029,940	\$12,770,060	\$0
•	00744		E PAVEMENT PRO									
S	20741	ST_PVMT_LV2	S0	\$0	\$31,620,000	\$0	\$0	\$0	\$31,620,000	\$0	\$31,620,000	\$0
		31_F VIVI1_LV2	φu	\$U	\$31,020,000	φυ	φŪ	φU	φ 31,020,000	φu	φ 31,020,000	φυ
S	21120	PROTECT PROGR	RAM									
		NHPP_NHS	\$2,293,589	\$256,411	\$0	\$0	\$0	\$0	\$2,550,000	\$2,377,365	\$172,635	\$0
		PROTECT_FLEX	\$17,833,277	\$11,457,566	\$0	\$0	\$0	\$0	\$29,290,844	\$23,432,675	\$5,858,169	\$0
		PROTECT_FX_1	\$0	\$9,251,984	\$12,505,034	\$12,700,000	\$0	\$0	\$34,457,018	\$34,457,018	\$0	\$0
		PROTECT_PLAN	\$505,810	\$526,244	\$271,042	\$280,000	\$0	\$0	\$1,583,096	\$1,583,096	\$0	\$0
		STP_FLX_ST	\$1,005,000	\$12,257,853	\$0	\$0	\$0	\$0	\$13,262,853	\$12,364,958	\$897,895	\$0
		ST_CONT_R4	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_MATCH	\$0	\$901,272	\$947,026	\$0	\$0	\$0	\$1,848,298	\$0	\$1,848,298	\$0
		ST_PVMT_LV2	\$1,174	\$5,750,000	\$0	\$0	\$0	\$0	\$5,751,174	\$0	\$5,751,174	\$0
		ST_TRANS_SOL	\$83,997	\$98,119	\$0	\$0	\$0	\$0	\$182,116	\$0	\$182,116	\$0
		Total	\$21,772,847	\$40,499,449	\$13,723,102	\$12,980,000	\$0	\$0	\$88,975,398	\$74,215,112	\$14,760,286	\$0



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UDOT electronic Program Management

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Region	PIN	Program Desci	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
County	Progr	ams										
S	21121	CARBON REDUCTIO	N PROGRAM									
		CARBON_FLEX	\$250,000	\$6,834,978	\$4,216,290	\$4,300,700	\$0	\$0	\$15,601,968	\$14,545,714	\$1,056,253	\$0
		STP_FLX_ST	\$0	\$4,675,274	\$0	\$0	\$0	\$0	\$4,675,274	\$4,358,758	\$316,516	\$0
		Total	\$250,000	\$11,510,251	\$4,216,290	\$4,300,700	\$0	\$0	\$20,277,241	\$18,904,472	\$1,372,769	\$0
S	21500	UTAH TRAIL NETWO	RK (UTN)									
		LOCAL_GOVT	\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$12,000,000
		OTHER_STATE	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	\$0
		ST_ATIF	\$0	\$116,200,000	\$0	\$0	\$0	\$0	\$116,200,000	\$0	\$116,200,000	\$0
		Total	\$0	\$130,700,000	\$0	\$0	\$0	\$0	\$130,700,000	\$0	\$118,700,000	\$12,000,000
S	21566	TIF ACTIVE TRANSPO	ORTATION PROG									
0	21300	ST_TIF_ ACT	\$0	\$27,705	\$0	\$0	\$0	\$0	\$27,705	\$0	\$27,705	\$0
			ψŪ	φ21,105	ψυ	ψŪ	ψυ	ψŪ	φ21,105	ψυ	Ψ21,105	ψŪ
S	21567	TTIF FIRST MILE / LA	ST MILE PROGR	AM - UNCOMMITTE	D FUNDS							
		ST_TTIF_FMLM	\$0	\$102,912	\$0	\$0	\$0	\$0	\$102,912	\$0	\$102,912	\$0
S	21603	2027 BRIDGE PRESE	RVATION PROG	RAM								
S	21604	2027 BRIDGE MAINT	ENANCE PROGR	АМ								
S	21605	2027 HIGH VOLUME	PAVEMENT PRO	GRAM								
		NHPP_IM	\$0	\$0	\$0	\$40,000,000	\$0	\$0	\$40,000,000	\$37,672,000	\$2,328,000	\$0
		NHPP_NHS	\$0	\$0	\$0	\$56,000,000	\$0	\$0	\$56,000,000	\$52,208,800	\$3,791,200	\$0
		STP_FLX_ST	\$210,000	\$290,000	\$700,000	\$75,000,000	\$0	\$0	\$76,200,000	\$71,041,260	\$5,158,740	\$0
		Total	\$210,000	\$290,000	\$700,000	\$171,000,000	\$0	\$0	\$172,200,000	\$160,922,060	\$11,277,940	\$0
S	21606	2027 LOW VOLUME F	PAVEMENT PRO	GRAM								
•		ST_PVMT_LV2	\$0	\$0	\$0	\$37,000,000	\$0	\$0	\$37,000,000	\$0	\$37,000,000	\$0
S	21607	FIBER DEPLOYMENT	& MAINTENANC	E PROGRAM - FY	2027							
S	21608	CONNECTED / AUTO	NOMOUS VEHIC	LE PROGRAM - FY	2027							
S	21609	STATEWIDE SIGNAL	S MAINTENANCE	E & OPERATION - F	Y 2027							



UDOT electronic Program Management

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STIP 2025-2030
Report Run on: Jun 10, 2024, 08:25 P.M.

epm345_s	tip_repo	rt (Rev 2179)			Report	Run on: Jun 10,	2024, 08:25 P.M.							
Region	PIN	Program Desc Fund	ription Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other		
County	Progr	ams												
S	21610	FREEWAY OPS DEF	PLOYMENT & MAINT	ENANCE PROGRA	M - FY 2027									
S	21611	ITS DEPLOYMENT 8	& MAINTENANCE PR	OGRAM - FY 2027										
S	21919	EV RELIABILITY AND ACCESS ACCELERATOR PROGRAM												
		EV_RAAG	\$3,384,149	\$0	\$0	\$0	\$0	\$0	\$3,384,149	\$3,384,149	\$0	\$0		
		L_PASS_MATCH	\$0	\$776,333	\$0	\$0	\$0	\$0	\$776,333	\$0	\$0	\$776,333		
		ST_MATCH	\$0	\$69,704	\$0	\$0	\$0	\$0	\$69,704	\$0	\$69,704	\$0		
		Total	\$3,384,149	\$846,037	\$0	\$0	\$0	\$0	\$4,230,186	\$3,384,149	\$69,704	\$776,333		
Z	888888	TESTING MASTER F	PIN											
		Z_TEST_FUND	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0		
	19196	AIRPORT CONCEPT	r											



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UDOT electronic Program Management

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Region	PIN	Progra	n Descr	•									
		Fund		Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Region	County	/ Programs											
1	5981	REGION O	NE COMMU	JTER LINK PROG	RAM								
		CMAQ_PM2.5		\$525,000	\$0	\$0	\$0	\$0	\$0	\$525,000	\$489,458	\$35,543	\$0
		CMAQ_WFRC		\$720,233	\$110,885	\$0	\$0	\$0	\$760,828	\$1,591,946	\$1,484,172	\$107,775	\$0
		_	Total	\$1,245,233	\$110,885	\$0	\$0	\$0	\$760,828	\$2,116,946	\$1,973,629	\$143,317	\$0
2	5996	ITS - REGI		OMMUTER LINK									
		CMAQ_WFRC		\$2,225,774	\$1,271,585	\$0	\$0	\$0	\$0	\$3,497,358	\$3,260,587	\$236,771	\$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		\$65,565	\$36,345	\$0	\$0	\$0	\$0	\$101,910	\$0	\$101,910	\$0
		ST_CAV		\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		UTA_FUNDS		\$0	\$262,300	\$0	\$0	\$0	\$0	\$262,300	\$0	\$0	\$262,300
			Total	\$2,630,759	\$1,590,230	\$0	\$0	\$0	\$0	\$4,220,989	\$3,446,490	\$362,067	\$412,433
3	5999	REGION T	HREE COM	MUTER LINK - EX	PANSION 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



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UDOT electronic Program Management

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gion	MIN	Program Desc	•	-						_	• •	_
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Othe
tewid	ο Οοι	Inty Programs										
9	5954	STATEWIDE ITS EX	PANSION PROGRA	AM								
		STP_FLX_ST	\$0	\$1,914,124	\$0	\$0	\$0	\$0	\$1,914,124	\$1,784,538	\$129,586	
		ST_APPROP	\$0	\$1,384	\$0	\$0	\$0	\$0	\$1,384	\$0	\$1,384	
		ST_ATMS	\$302,189	\$170,724	\$0	\$0	\$0	\$0	\$472,913	\$0	\$472,913	
		ST_ATMS_AM	\$331,325	\$75,169	\$0	\$0	\$0	\$0	\$406,494	\$0	\$406,494	
		ST_ITS	\$101,091	\$0	\$0	\$0	\$0	\$0	\$101,091	\$0	\$101,091	
		ST_SIGNL_M&O	\$0	\$8,969	\$0	\$0	\$0	\$0	\$8,969	\$0	\$8,969	
		ST_TRANS_SOL	\$67,446	\$0	\$0	\$0	\$0	\$0	\$67,446	\$0	\$67,446	
		Total	\$802,051	\$2,170,371	\$0	\$0	\$0	\$0	\$2,972,422	\$1,784,538	\$1,187,884	
в	6019	HIGHWAY SAFETY										
Б	0019	CMAQ_MAG	\$467,760	\$358,451	\$0	\$0	\$0	\$0	\$826,211	\$770,277	\$55,934	
		HSIP	\$62,699,800	\$41,043,869	\$20,802,729	\$23,500,000	\$0 \$0	\$0 \$0	\$148,046,398	\$138,023,657	\$10,022,741	
		HSIP_100%	\$256,546	\$0 \$0	\$20,002,723	\$0	\$0 \$0	\$0 \$0	\$256,546	\$256,546	\$0	
		HSIP_FLEX	\$5,370,000	\$2,882,979	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$8,252,979	\$7,694,252	\$558,727	
		HSIP_HRRR	\$3,370,000	\$2,002,979 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0,252,979	\$7,094,252 \$1,193	\$336,727	
		HSIP_HRRR_SR	\$1,200 \$1,597,970	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,280 \$1,597,970	\$1,489,788	_{عور} \$108,183	
		HSIP_VRU	\$3,924,001	\$0 \$8,234,321	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,597,970	\$11,335,204	\$823,118	
					\$0 \$0	\$0 \$0		\$0 \$0		\$11,335,204 \$0	\$023,118 \$0	\$2,5 [.]
		LOCAL_GOVT L_BETTERMENT	\$1,981,634	\$530,533 \$18,687			\$0 ¢0		\$2,512,167 \$18,687		\$0 \$0	۶2,5 \$
			\$0		\$0 \$0	\$0	\$0	\$0 \$0		\$0 \$252.475		Φ
		NHPP_IM	\$174,555	\$200,445	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$375,000	\$353,175	\$21,825	
		NHPP_NHS	\$1,914,904	\$85,096	\$0	\$0	\$0	\$0 \$0	\$2,000,000	\$1,864,600	\$135,400	
		STP_FLX_ST	\$8,719,005	\$274,702	\$0	\$0	\$0	\$0	\$8,993,707	\$8,384,833	\$608,874	
		ST_ITS	\$0	\$242,500	\$0	\$0	\$0	\$0	\$242,500	\$0	\$242,500	
		ST_PVMT	\$341,919	\$0	\$0	\$0	\$0	\$0	\$341,919	\$0	\$341,919	
		ST_PVMT_LV2	\$2,405,999	\$3,321,347	\$0	\$0	\$0	\$0	\$5,727,346	\$0	\$5,727,346	
		ST_SIGNALS	\$0	\$995,000	\$0	\$0	\$0	\$0	\$995,000	\$0	\$995,000	
		ST_SIGNL_M&O	\$0	\$1,742,496	\$0	\$0	\$0	\$0	\$1,742,496	\$0	\$1,742,496	
		ST_T&S_ FUND	\$0	\$285,000	\$0	\$0	\$0	\$0	\$285,000	\$0	\$285,000	
		ST_TOLL_CR	\$0	\$18,629	\$0	\$0	\$0	\$0	\$18,629	\$0	\$18,629	
		ST_TRANS_SOL	\$423,867	\$6,056,000	\$0	\$0	\$0	\$0	\$6,479,867	\$0	\$14,683	
		TAP_FLEX	\$0	\$216,883	\$0	\$0	\$0	\$0	\$216,883	\$202,200		
		Total	\$90,279,242	\$66,506,938	\$20,802,729	\$23,500,000	\$0	\$0	\$201,088,908	\$170,375,724	\$28,182,330	\$2,53
S	5775	STATEWIDE SPOT	SAFETY IMPROVE	MENT PROGRAM								
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Statewi	de Cou	Inty Programs										
S	5925	2007-2009 STATEW		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	ENANCE SPOT IMP	ROVEMENTS PROG	RAM							
		ST_SPOT_MNT	\$70,032	\$623,240	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
		Total	\$70,032	\$623,240	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
S	5947	STATEWIDE SAFE	SIDEWALK & ADA	INSTALLATION PRO	GRAM							
		L_PASS_MATCH	\$0	\$657,014	\$0	\$0	\$0	\$0	\$657,014	\$0	\$0	\$657,014
		ST_CONT_R1	\$0	\$57,147	\$0	\$0	\$0	\$0	\$57,147	\$0	\$57,147	\$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	\$666,976	\$2,680,151	\$0	\$0	\$0	\$0	\$3,347,127	\$0	\$3,347,127	\$0
		Total	\$672,976	\$3,409,680	\$0	\$0	\$0	\$0	\$4,082,656	\$0	\$3,425,642	\$657,014



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Statewic	de Cou	Inty Programs										
S	5952	STATEWIDE TRAFF	IC SIGNALS NEW	CONSTRUCTION								
		HSIP	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000	\$1,211,990	\$88,010	\$0
		LOCAL_GOVT	\$156,700	\$1,620,628	\$0	\$0	\$0	\$0	\$1,777,328	\$0	\$0	\$1,777,328
		L_BETTERMENT	\$749,616	\$116,359	\$0	\$0	\$0	\$0	\$865,974	\$0	\$0	\$865,974
		STP_UB_P/O_U	\$186,000	\$0	\$0	\$0	\$0	\$0	\$186,000	\$173,408	\$12,592	\$0
		ST_APPROP	\$0	\$6,549	\$0	\$0	\$0	\$0	\$6,549	\$0	\$6,549	\$0
		ST_CONT_R1	\$130,000	\$5,500	\$0	\$0	\$0	\$0	\$135,500	\$0	\$135,500	\$0
		ST_CONT_R3	\$448,463	\$253,931	\$0	\$0	\$0	\$0	\$702,394	\$0	\$702,394	\$0
		ST_CONT_R4	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	\$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_ITS	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_PVMT	\$162,000	\$65,000	\$0	\$0	\$0	\$0	\$227,000	\$0	\$227,000	\$0
		ST_PVMT_LV2	\$100,022	\$769,978	\$0	\$0	\$0	\$0	\$870,000	\$0	\$870,000	\$0
		ST_SIGNALS	\$19,667,032	\$31,682,840	\$0	\$0	\$0	\$0	\$51,349,872	\$0	\$51,349,872	\$0
		ST_SIGNL_M&O	\$3,567,129	\$8,731,014	\$0	\$0	\$0	\$0	\$12,298,143	\$0	\$12,298,143	\$0
		ST_TRANS_SOL	\$717,788	\$125,212	\$0	\$0	\$0	\$0	\$843,000	\$0	\$843,000	\$0
		TAP_FLEX	\$814,000	\$0	\$0	\$0	\$0	\$0	\$814,000	\$758,892	\$55,108	\$0
		Total	\$26,723,761	\$43,686,999	\$1,300,000	\$0	\$0	\$0	\$71,710,760	\$2,144,290	\$66,923,167	\$2,643,302
S	6025	NATIONAL RECREA	TIONAL TRAILS P	ROGRAM								
· ·	0020	NRT	\$0	\$8,596,931	\$0	\$0	\$0	\$0	\$8,596,931	\$8,596,931	\$0	\$0
		ST_MATCH	\$0 \$0	\$25,625,970	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$25,625,970	\$0,550,551 \$0	\$25,625,970	\$0 \$0
		Total	\$0	\$34,222,901	\$0	\$0	\$0	\$0	\$34,222,901	\$8,596,931	\$25,625,970	\$0
				\$0 ,222,001	ţ.	ţŭ	ţ.	ţ.	<i>404,222,001</i>	\$0,000,001	\$20,020,010	ψ υ
S	6064	RAILROAD CROSSI										
		CMAQ_MAG	\$450,000	\$256,000	\$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	\$3,080,826	\$6,114	\$0	\$0	\$0	\$0	\$3,086,939	\$2,778,245	\$308,694	\$0
		R/H_DEVICES1	\$0	\$18,102	\$0	\$0	\$0	\$0	\$18,102	\$18,102	\$0	\$0
		R/H_DEVICS90	\$995,430	\$0	\$0	\$0	\$0	\$0	\$995,430	\$895,887	\$99,543	\$0
		R/H_HZ_EL90S	\$2,874,998	\$0	\$0	\$0	\$0	\$0	\$2,874,998	\$2,587,498	\$287,500	\$0
		R/H_HZ_ELM1	\$1,866,924	\$4,666,166	\$1,897,624	\$1,897,624	\$0	\$0	\$10,328,338	\$10,328,338	\$0	\$0
		R/H_HZ_ELM90	\$871,259	\$0	\$0	\$0	\$0	\$0	\$871,259	\$784,133	\$87,126	\$0
		ST_CONT_R3	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_PVMT	\$0	\$145,444	\$0	\$0	\$0	\$0	\$145,444	\$0	\$145,444	\$0
		ST_T&S_ FUND	\$0	\$215,000	\$0	\$0	\$0	\$0	\$215,000	\$0	\$215,000	\$0
		Total	\$10,422,619	\$5,684,634	\$1,897,624	\$1,897,624	\$0	\$0	\$19,902,501	\$18,330,098	\$1,411,413	\$160,990



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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	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Statewi	de Cou	Inty Programs										
S	6129	STATEWIDE SMAL	L AREA LIGHTING									
		ST_LIGHTING	\$0	\$96,590	\$0	\$0	\$0	\$0	\$96,590	\$0	\$96,590	\$0
		Total	\$0	\$96,590	\$0	\$0	\$0	\$0	\$96,590	\$0	\$96,590	\$0
S	6212	STATEWIDE SAFE	ROUTES TO SCHOO	OL PROGRAM								
		LOCAL_GOVT	\$0	\$281,013	\$0	\$0	\$0	\$0	\$281,013	\$0	\$0	\$281,013
		LOCAL_INKIND	\$0	\$13,202	\$0	\$0	\$0	\$0	\$13,202	\$0	\$0	\$13,202
		ST_CONT_R3	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_PVMT	\$206,071	\$890,910	\$0	\$0	\$0	\$0	\$1,096,981	\$0	\$1,096,981	\$0
		ST_T&S_ FUND	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		TAP_FLEX	\$403,601	\$4,950,696	\$2,120,536	\$0	\$0	\$0	\$7,474,832	\$6,968,786	\$15,329	\$490,717
		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	\$791,471	\$6,304,189	\$2,120,536	\$0	\$0	\$0	\$9,216,196	\$7,167,710	\$1,263,554	\$784,932
S	6672	STATEWIDE HIGHV	VAY JURISDICTION	AL TRANSFERS P	ROGRAM							
		ST_HWY_TRNSF	\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		ST_TIF	\$746,735	\$253,265	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		Total	\$746,735	\$2,346,832	\$0	\$0	\$0	\$0	\$3,093,567	\$0	\$3,093,567	\$0
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	\$1,610,143	\$2,740,147	\$0	\$0	\$0	\$0	\$4,350,290	\$0	\$4,350,290	\$0
		Total	\$1,610,143	\$2,782,012	\$0	\$0	\$0	\$0	\$4,392,154	\$39,030	\$4,353,124	\$0
S	7231	STATEWIDE BRIDG	E COLLISION REP	AIR PROJECTS								
		ST_BRIDGE	\$205,542	\$417,958	\$0	\$0	\$0	\$0	\$623,500	\$0	\$623,500	\$0
		ST_INS-RECOV	\$2,124,270	\$5,535,730	\$0	\$0	\$0	\$0	\$7,660,000	\$0	\$7,660,000	\$0
		Total	\$2,329,812	\$5,953,688	\$0	\$0	\$0	\$0	\$8,283,500	\$0	\$8,283,500	\$0
S	7496	SCENIC BYWAYS F	ROGRAM AWARDS	6								
		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



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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	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
tatewide Co	unty Programs										
S 8922	PUBLIC RELATION	IS PROGRAM									
	ST_CONT_PG	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$
	ST_CONT_R1	\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$
	ST_CONT_R2	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$
	ST_CONT_R3	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$
	ST_CONT_R4	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$
	ST_KW_KW_C	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$
	ST_PR	\$9,210,219	-\$65,992	\$0	\$0	\$0	\$0	\$9,144,227	\$0	\$9,144,227	\$
	ST_TRANS_SOL	\$34,220	\$0	\$0	\$0	\$0	\$0	\$34,220	\$0	\$34,220	\$
	Total	\$10,239,438	-\$65,992	\$0	\$0	\$0	\$0	\$10,173,447	\$0	\$10,173,447	\$



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UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	ription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Various	s Coun	ty Programs										
1	5599	Region One Conting	ency Funds									
		LOCAL_GOVT	\$12,212	\$0	\$0	\$0	\$0	\$0	\$12,212	\$0	\$0	\$12,212
		L_PASS_MATCH	\$0	\$44,295	\$0	\$0	\$0	\$0	\$44,295	\$0	\$0	\$44,295
		ST_CONST	\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1	\$6,574,999	\$3,067,293	\$0	\$0	\$0	\$0	\$9,642,291	\$0	\$9,642,291	\$0
		ST_TIF	\$1,257,871	\$0	\$0	\$0	\$0	\$0	\$1,257,871	\$0	\$1,257,871	\$0
		UTA_FUNDS	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$120,000
		Total	\$8,895,082	\$3,111,588	\$0	\$0	\$0	\$0	\$12,006,670	\$0	\$11,830,163	\$176,507
2	5589	Region Two Conting	ency Funds									
		LOCAL_GOVT	\$133,500	\$56,740	\$0	\$0	\$0	\$0	\$190,240	\$0	\$0	\$190,240
		OTHER	\$17,783	\$43,717	\$0	\$0	\$0	\$0	\$61,500	\$0	\$0	\$61,500
		OTHER_STATE	\$92	\$362,408	\$0	\$0	\$0	\$0	\$362,500	\$0	\$362,500	\$0
		ST_CONT_R2	\$1,449,150	\$5,363,970	\$0	\$0	\$0	\$0	\$6,813,120	\$0	\$6,813,120	\$0
		ST_CONT_R3	\$30,000	\$48,000	\$0	\$0	\$0	\$0	\$78,000	\$0	\$78,000	\$0
		ST_GF_TPA	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$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	\$0	\$95,000	\$0	\$0	\$0	\$0	\$95,000	\$0	\$95,000	\$0
		ST_TRANS_SOL	\$0	\$141,354	\$0	\$0	\$0	\$0	\$141,354	\$0	\$141,354	\$0
		ST_TTIF	\$25,865	\$4,135	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		Total	\$1,707,391	\$6,215,323	\$0	\$0	\$0	\$0	\$7,922,714	\$0	\$7,670,974	\$251,740
3	5597	Region Three Contir	igency Funds									
		LOCAL_GOVT	\$80	\$24,920	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
		L_PASS_MATCH	\$0	\$37,500	\$0	\$0	\$0	\$0	\$37,500	\$0	\$0	\$37,500
		ST_ATMS_AM	\$8,638	\$91,362	\$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_R2	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_CONT_R3	\$2,827,278	\$3,045,420	\$0	\$0	\$0	\$0	\$5,872,698	\$0	\$5,872,698	\$0
		ST_ITS	\$50,525	\$0	\$0	\$0	\$0	\$0	\$50,525	\$0	\$50,525	\$0
		ST_SIGNALS	\$385,000	\$0	\$0	\$0	\$0	\$0	\$385,000	\$0	\$385,000	\$0
		Total	\$3,271,520	\$3,317,953	\$0	\$0	\$0	\$0	\$6,589,473	\$0	\$6,526,973	\$62,500



DRAFT

UDOT electronic Program Management

DRAFT STIP approved for Public Comment Statewide Transportation Improvement Program



Region	PIN	Program Desc	cription									
		Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
Various	Count	ty Programs										
4	5591	Region Four Contin	igency Funds									
		LOCAL_GOVT	\$155,240	\$62,059	\$0	\$0	\$0	\$0	\$217,300	\$0	\$0	\$217,300
		OTHER_STATE	\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_APPROP	\$0	\$360,000	\$0	\$0	\$0	\$0	\$360,000	\$0	\$360,000	\$0
		ST_CONT_R4	\$2,142,720	\$4,863,977	\$0	\$0	\$0	\$0	\$7,006,697	\$0	\$7,006,697	\$0
		ST_GF_TPA	\$69,922	\$0	\$0	\$0	\$0	\$0	\$69,922	\$0	\$69,922	\$0
		ST_PVMT_LV2	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		Total	\$2,367,882	\$5,356,036	\$0	\$0	\$0	\$0	\$7,723,918	\$0	\$7,506,619	\$217,300
S	6062	PROGRAMMING DI	RECTOR CONTING	ENCY FUNDS								
		ST_CLS_ADJ	\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$0
		ST_CONT_PG	\$494,682	\$2,406,562	\$0	\$0	\$0	\$0	\$2,901,244	\$0	\$2,901,244	\$0
		ST_CONT_R1	\$126,449	\$13,551	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	\$0
		ST_CONT_R2	\$103,024	\$191,976	\$0	\$0	\$0	\$0	\$295,000	\$0	\$295,000	\$0
		ST_CONT_R3	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	\$0
		ST_CONT_R4	\$2,839	\$22,161	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_STLMNT	\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_TIF_EXCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$1,201,994	\$2,927,241	\$0	\$0	\$0	\$0	\$4,129,236	\$0	\$4,129,236	\$0

Draft 2025 - 2030 Federal 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 – Capital Investment Program – Seniors & Disabilities

						Prior (won't show in												
Funding Type	PIN	Description	Project Sponsor	Share Ratio		STIP Transit Section)		2024	2	2025	2026	5	2027		2028	CD		Total
				Salt	Lake Urban	ized Area Form	ula	- Sectior	1 530)7				_				
FTASEC_5307	T- 008733	ADA OPERATING ASSISTANCE FOR P	ARATRANSIT SERVICE	80/20	Total Fed + Req. Match	\$ 9,724,788	\$	9,920,799	\$ 1	10,169,046	\$ 10,2	70,738	\$ 10,373,445	5\$	10,477,179	\$ 10,581,951	\$	71,517,946
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 7,779,830	\$	7,936,639	\$	8,135,237	\$ 8,2	16,590	\$ 8,298,756	5\$	8,381,743	\$ 8,465,561	\$	57,214,356
					Req. Match	\$ 1,944,958	\$	1,984,160	\$	2,033,809	\$ 2,0	54,148	\$ 2,074,689	\$	2,095,436	\$ 2,116,390	\$	14,303,590
FTASEC_5307	T- 007255	5307 Related Safety/S	ecurity	80/20	Total Fed + Req. Match	\$ 486,239	\$	496,040	\$	508,452	\$5	13,537	\$ 518,672	2 \$	523,859	\$ 529,098	\$	3,575,897
		SALT LAKE URBANIZED AREA			Federal	\$ 388,991	\$	396,832	\$	406,762	\$4	10,829	\$ 414,938	\$	419,087	\$ 423,278	\$	2,860,718
			UTA WFRC PROJECT		Req. Match	\$ 97,248	\$	99,208	\$	101,690	\$ 1	02,708	\$ 103,734	\$	104,772	\$ 105,820	\$	715,179
FTASEC_5307	T- 004278	Preventive Maintenance of Bus Ve	hciles and Facilities	80/20	Total Fed + Req. Match	\$ 20,272,699	\$	20,475,426	\$2	20,680,180	\$ 20,8	86,982	\$ 21,095,852	2 \$	21,306,811	\$ 21,519,879	\$	146,237,829
		SALT LAKE URBANIZED AREA			Federal	\$ 16,218,159	\$	16,380,341	\$ 1	16,544,144	\$ 16,7	09,586	\$ 16,876,682	\$	17,045,449	\$ 17,215,903	\$	116,990,264
			UTA WFRC PROJECT		Req. Match	\$ 4,054,540	\$	4,095,085	\$	4,136,036	\$ 4,1	77,396	\$ 4,219,170)\$	4,261,362	\$ 4,303,976	\$	29,247,565
FTASEC_5307	T- 017584	FROM UTA 5 YR CAP. PLAN www.rideuta.com/202	-	80/20	Total Fed + Req. Match	\$ 18,140,211	\$	18,711,729	\$ 1	19,487,553	\$ 19,6	82,427	\$ 19,879,250) \$	20,078,044	\$ 20,278,824	\$	136,258,038
		SALT LAKE URBANIZED AREA			Federal	\$ 14,512,169	\$	14,969,383	\$ 1	15,590,042	\$ 15,7	45,942	\$ 15,903,400	\$	16,062,435	\$ 16,223,059	\$	109,006,429
			UTA WFRC PROJECT		Req. Match	\$ 3,628,042	\$	3,742,346	\$	3,897,511	\$ 3,9	36,485	\$ 3,975,850) \$	4,015,609	\$ 4,055,765	\$	27,251,609
Gr	and Total a	of Salt Lake/West Valley UZA I	ormula Castion	5207 "Fada	rol"	\$ 38,899,149	Ś	39,683,195	ć ,	40,676,185	\$ 41,0	82,947	\$ 41,493,776		41,908,714	\$ 42,327,801	ć	296 071 767
		Salt Lake/West Valley UZA Fo				\$ 38,899,149 \$ 9,724,788	ې s	9,920,799	-	10,169,046		82,947 70,737	\$ 10,373,443		41,908,714			286,071,767 71,517,943
		ake/West Valley UZA Formula				\$ 3 ,724,788 \$ 4 8,623,937	\$	49,603,994		50,845,231	. ,	53,684	\$ 51,867,219	-	52,385,893			357,589,710

Wasatch Front Regional Council | Public Review and Comment Period – June 29 to August 3, 2024

DRAFT - 2025 - 2030	Transportation	Improvement	Program (TIP)
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						Prior (won't show in												
Funding Type	PIN	Description	Project Sponsor	Share Ratio		STIP Transit Section)		2024		2025	2026		2027	2028		CD		Total
				Ogden/	Layton Urb	anized Area Fo	rm	ula - Sec	tior	n 5307								
FTASEC_5307	T- 004279	ADA OPERATING ASSISTANCE FOR PA	ARATRANSIT SERVICE	80/20	Total Fed + Req. Match	\$ 4,573,028	\$	4,665,201	\$	4,781,938	\$ 4,829,75	3\$	4,878,055	\$ 4,926,8	85 \$	4,976,104	\$	33,630,919
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 3,658,422	\$	3,732,161	\$	3,825,550	\$ 3,863,80	5\$	3,902,444	\$ 3,941,4	58 \$	3,980,883	\$	26,904,734
					Req. Match	\$ 914,606	\$	933,040	\$	956,388	\$ 965,95	2 \$	975,611	\$ 985,3	57 \$	995,221	\$	6,726,185
FTASEC_5307	T- 005163	5307 Related Safety/Si	ecurity	80/20	Total Fed + Req. Match	\$ 228,651	\$	233,260	\$	239,097	\$ 241,48	3\$	243,903	\$ 246,3	12 \$	248,805	\$	1,681,546
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 182,921	\$	186,608	\$	191,278	\$ 193,19) \$	195,122	\$ 197,0	3\$	199,044	\$	1,345,237
					Req. Match	\$ 45,730	\$	46,652	\$	47,820	\$ 48,29	3\$	48,781	\$ 49,2	i9 \$	49,761	\$	336,309
FTASEC_5307	T- 007023	Preventive Maintenance of Bus Ve	hciles and Facilities	80/20	Total Fed + Req. Match	\$ 9,533,124	\$	9,628,455	\$	9,724,740	\$ 9,821,98	7 \$	9,920,207	\$ 10,019,4)9 \$	10,119,603	\$	68,767,525
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 7,626,499	\$	7,702,764	\$	7,779,792	\$ 7,857,59) \$	7,936,166	\$ 8,015,5	27 \$	8,095,682	\$	55,014,020
					Req. Match	\$ 1,906,625	\$	1,925,691	\$	1,944,948	\$ 1,964,39	7\$	1,984,041	\$ 2,003,8	32 \$	2,023,921	\$	13,753,505
FTASEC_5307	T- 017585	FROM UTA 5 YR CAP. PLAN www.rideuta.com/2024		80/20	Total Fed + Req. Match	\$ 8,530,334	\$	8,799,086	\$	9,163,913	\$ 9,255,55	L\$	9,348,106	\$ 9,441,5	88 \$	9,536,004	\$	64,074,582
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 6,824,267	\$	7,039,269	\$	7,331,131	\$ 7,404,44	L\$	7,478,485	\$ 7,553,2	1\$	7,628,803	\$	51,259,665
					Req. Match	\$ 1,706,067	\$	1,759,817	\$	1,832,783	\$ 1,851,11) \$	1,869,621	\$ 1,888,3	.7 \$	1,907,201	\$	12,814,917
	Grand To	tal of Ogden/Layton UZA Form	nula - Section 520	7 "Fodoral"		\$ 18,292,109	¢	18,660,802	ć	19,127,750	\$ 19,319,02	7 ¢	19,512,217	\$ 19,707,3	ia ć	19,904,412	ć	134,523,656
		l of Ogden/Layton UZA Formu			n "	\$ 18,292,109 \$ 4,573,028	ې د	4,665,200	ې د	4,781,938	\$ 19,319,02	-	4,878,054	\$ 19,707,3 \$ 4,926,8	-			
		gden/Layton UZA Formula - Se		•		\$ 22,865,137	\$	23,326,002	\$	23,909,688	\$ 24,148,78		24,390,271	\$ 24,634,1				168,154,572

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						Prior (won't show in								#NAME?
Funding Type	PIN	Description	Project Sponsor	Share Ratio		STIP Transit Section)	202	24	2025	2026	2027	2028	CD	Total
		r	S	ALT LAKE	- OGDEN/L	AYTON URBAN	IZED A	REA S	ection 530	9			T	-
FTASEC_5309		FrontRunner Forward	UTAH DEPT. OF TRANSPORTATION		5309 Small Starts					\$ 130,250,00	0 \$ 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	\$ 5,000,00	0 \$ 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 Forwa	rd - Section 5309)		\$ 5,000,000	\$ 375,	000,000	\$ 5,000,000	\$ 135,250,00	0 \$ 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		UIA		CMAQ_PIVI2.3	\$ 1,008,925								\$ -
FTASEC_5309	16934				5309 Small Starts	\$ 97,903,590								\$ 97,903,590
LOCAL_INKIND	16934				LOCAL_INKIND									\$ 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 BRT	- Section 5309			\$ 115,005,966	\$5,	500,000	\$ -	\$-	\$-	\$-	\$-	\$ 120,505,966

Wasatch Front Regional Council | Public Review and Comment Period – June 29 to August 3, 2024

						Prior (won't show in												
Funding Type	PIN	Description	Project Sponsor	Share Ratio		STIP Transit Section)		2024		2025		2026	2027		2028		CD	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 BRT -	Section 5309				\$	22,800,000	\$	2,000,000			\$ 80,200,000					\$ 105,000,000
Funding Trues	DIN	Description	Due is at Courses	Share Ratio		Prior (won't show in STIP Transit Section)		2024		2025		2026	2027		2020		<u> </u>	Tatal
Funding Type	PIN	Description	Project Sponsor									2020	 2027		2028	<u> </u>	CD	Total
			Si	ALT LAKE		AYTON URBANI	ZEI) AREA S	eci	tion 533	7			r		1		
FTASEC_5337	T-006176	Preventive Maintenance of Rail Ve	hicles and Facilities	80/20	Total Fed + Req. Match	\$ 30,439,711	\$	30,744,108	\$	31,051,549	\$	31,362,065	\$ 31,675,685	\$	31,992,443	\$	32,312,367	\$ 219,577,928
		SALT LAKE/OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 24,351,769	\$	24,595,286	\$	24,841,239	\$	25,089,652	\$ 25,340,548	\$	25,593,954	\$	25,849,894	\$ 175,662,342
					Req. Match	\$ 6,087,942	\$	6,148,822	\$	6,210,310	\$	6,272,413	\$ 6,335,137	\$	6,398,489	\$	6,462,473	\$ 43,915,586
FTASEC_5337	T-017586	SGR FROM 5 YR CAP. PLAN www.rideuta.com/2024		80/20	Total Fed + Req. Match	\$ 10,389,030	\$	10,756,190	\$	11,298,091	\$	11,411,071	\$ 11,525,183	\$	11,640,434	\$	11,756,839	\$ 78,776,838
		SALT LAKE/OGDEN/LAYTON URBANIZED AREA			Federal	\$ 8,311,224	\$	8,604,952	\$	9,038,473	\$	9,128,857	\$ 9,220,146	\$	9,312,347	\$	9,405,471	\$ 63,021,470
			UTA WFRC PROJECT		Req. Match	\$ 2,077,806	\$	2,151,238	\$	2,259,618	\$	2,282,214	\$ 2,305,037	\$	2,328,087	\$	2,351,368	\$ 15,755,368
Grand	Total of Salt	Lake/West Valley and Ogden/Lay	ton UZA Formula - So	ection 5337 "	Federal"	\$ 32,662,993	\$	33,200,238	\$	33,879,712	\$	34,218,509	\$ 34,560,694	\$	34,906,301	\$	35,255,365	\$ 238,683,812
Grand To	tal of Salt La	ake/West Valley and Ogden/Layto	n UZA Formula - Sec	tion 5337 "Re	q. Match"	\$ 8,165,748	\$	8,300,060	\$	8,469,928	\$	8,554,627	\$ 8,640,174	\$	8,726,576	\$	8,813,841	\$ 59,670,954
Grand Total of	Salt Lake/W	est Valley and Ogden/Layton UZA	Formula - Section 5	337 "Total Fe	d + Req. Match"	40828741	\$	41,500,298	\$	42,349,640	\$	42,773,136	\$ 43,200,868	\$	43,632,877	\$	44,069,206	\$ 298,354,766

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						Prior (v	von't show												
Funding Type	PIN	Description	Project Sponsor	Share Ratio		in STI	P Transit ction)		2024	2025		2026		2027		2028		CD	Total
			SA	ALT LAK	E - OGDEN/LAY	TON	URBAN	IIZE	D AREA	Section 53	39(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	\$ 2,518,12	\$	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	\$ 2,014,49	5\$	2,063,184	\$	2,305,630	\$	2,328,686	\$	2,351,973	\$ 14,849,359
					Req. Match	\$	452,659	\$	493,689	\$ 503,62	\$	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	\$ 1,381,56	3\$	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	\$ 1,105,25	\$	1,131,967	\$	1,264,985	\$	1,277,635	\$	1,290,411	\$ 8,147,108
					Req. Match	\$	248,351	\$	270,863	\$ 276,31	\$	282,992	\$	316,246	\$	319,409	\$	322,603	\$ 2,036,778
			SA	ΔΙΤΙΔΚ	E - OGDEN/LAY	TON	IIRBAN	<i></i>		Section 53	39/	h)							
			<u> </u>				ONDAN				<u> </u>	•)			1		<u> </u>		
FTA_5339_80B		FY19 Bus Stop Improvement and 0	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										
	Grand T	otal of Salt Lake /Layton UZA Com	petative - Section 53	39(b) "Fede	eral"			\$	3,220,250										
Gr	and Total o	f Salt Lake/Ogden/Layton UZA Con	npetative - Section 5	339(b) "Re	q. Match"			\$	779,750										
Grand T	otal of Salt	Lake/Ogden/Layton UZA Competa	tive - Section 5339(b) "Total Fe	d + Req. Match"			\$	4,000,000		_								
			S/	ALT LAK	E - OGDEN/LAY	TON	URBAN	NIZE	D AREA	Section 53	39(c)							
						Other UT.	A Capital P	roject	s										
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														
					Federal														
					Req. Match														
					Additional Local														

						Prior (won't show in								
Funding Type	PIN	Description	Project Sponsor	Share Ratio		STIP Transit Section)	2024		2025	2026	2027	2028	CD	Total
			S	ALT LAKE	- OGDEN/L	AYTON URBANI	ZED AREA	Sect	tion 531()				
FTASEC_5310_80	T-013350	O/L Area Capital UTA	\$ 5310	80/20	Total Fed + Req. Match	\$ 565,453	\$ 577,13	\$4	591,805	\$ 597,723	\$ 603,700	\$ 609,738	\$ 615,835	
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC Project		Federal	\$ 452,362	\$ 461,70)7 \$	473,444	\$ 478,178	\$ 482,960	\$ 487,790	\$ 492,668	
			on which ofed		Req. Match	\$ 113,091	\$ 115,42	27 \$	118,361	\$ 119,545	\$ 120,740	\$ 121,948	\$ 123,167	
FTASEC_5310_80	T-008178	SL Area Capital UTA	5310	80/20	Total Fed + Req. Match	\$ 890,320	\$ 908,72	.3 \$	931,814	\$ 941,133	\$ 950,544	\$ 960,049	\$ 969,649	
		SALT LAKE URBANIZED AREA	UTA WFRC Project		Federal	\$ 712,256	\$ 726,9	0\$	745,451	\$ 752,906	\$ 760,435	\$ 768,039	\$ 775,719	
					Req. Match	\$ 178,064	\$ 181,74	3\$	186,363	\$ 188,227	\$ 190,109	\$ 192,010	\$ 193,930	
FTASEC_5310	T-007898	O/L Area Operations U	TA 5310	50/50	Total Fed + Req. Match	\$ 395,900	\$ 404,0	/8 \$	414,350	\$ 418,494	\$ 422,678	\$ 426,904	\$ 431,174	
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC Project		Federal	\$ 197,950	\$ 202,03	9\$	207,175	\$ 209,247	\$ 211,339	\$ 213,452	\$ 215,587	
			on which open		Req. Match	\$ 197,950	\$ 202,03	9\$	207,175	\$ 209,247	\$ 211,339	\$ 213,452	\$ 215,587	
FTASEC_5310	T-006232	SL Area Operations UT	A 5310	50/50	Total Fed + Req. Match	\$ 750,170	\$ 765,66	6\$	785,130	\$ 792,982	\$ 800,912	\$ 808,922	\$ 817,012	
		SALT LAKE URBANIZED AREA	UTA WFRC Project		Federal	\$ 375,085	\$ 382,83	3\$	392,565	\$ 396,491	\$ 400,456	\$ 404,461	\$ 408,506	
			on which ofed		Req. Match	\$ 375,085	\$ 382,83	\$	392,565	\$ 396,491	\$ 400,456	\$ 404,461	\$ 408,506	
FTASEC_5310_100	T-010589	O/L Area Admin UTA	5310	100/0	Total Fed + Req. Match	\$ 62,205	\$ 63,4	0 \$	65,104	\$ 65,755	\$ 66,413	\$ 67,077	\$ 67,748	
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC Project		Federal	\$ 62,205	\$ 63,49	10 \$	65,104	\$ 65,755	\$ 66,413	\$ 67,077	\$ 67,748	
			on which open		Req. Match	\$-	\$-	\$	-	\$-	\$ -	\$-	\$ -	
FTASEC_5310_100	T-010588	SL Area Admin UTA	5310	100/0	Total Fed + Req. Match	\$ 120,816	\$ 123,3	2 \$	126,447	\$ 127,711	\$ 128,988	\$ 130,278	\$ 131,581	
		SALT LAKE URBANIZED AREA	UTA WFRC Project		Federal	\$ 120,816	\$ 123,3	.2 \$	126,447	\$ 127,711	\$ 128,988	\$ 130,278	\$ 131,581	
			Sin miler rojett		Req. Match	\$-	\$-	\$	-	\$ -	\$ -	\$-	\$ -	

Public Review and Comment Period – June 29 to August 3, 2024 | Wasatch Front Regional Council

Wasatch Front Regional Council | Public Review and Comment Period – June 29 to August 3, 2024

Air Quality Memorandum

- **REPORT NO.** 42a
- **DATE** June 20, 2024

SUBJECTDRAFTCONFORMITYANALYSISFORTHEWFRC2025-2030TRANSPORTATION 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 2025-2030 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 2025-2030 TIP are found to conform.

Wasatch Front Regional Council

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

aq memo42a_tip_2025-2030_draft.docx

The following conformity findings for the WFRC 2025-2030 TIP are based on the transportation systems and planning assumptions described in the amended WFRC 2023-2050 RTP and the Air Quality Memorandum 42 dated May 23, 2024.

Х The 2025-2030 TIP conforms to the "Build less than 1990" emission test and the emission budgets in the Ogden City PM₁₀ Maintenance Plan. All projects in Ogden City included in the TIP may go forward. Х The 2025-2030 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 2025-2030 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 2025-2030 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 2030 in order to achieve the transportation system envisioned by the amended 2023-2050 RTP are included in the 2025-2030 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 42. 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 amended Plan.

Previous Plan Conformity

WFRC's Air Quality Memorandum 42 demonstrates that the amended WFRC 2023-2050 RTP for the Salt Lake Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity demonstration for the amended 2023-2050 RTP has been documented in Air Quality Memorandum 42. The FHWA concurrence with this demonstration of conformity is documented in a letter dated June 7, 2024.

All of the regionally significant projects in the 2025-2030 TIP are identified in the amended 2023-2050 RTP without any substantial changes to design or scope. All of the projects identified in the amended 2023-2050 RTP are included in the regional emissions analysis.

Public Comment

The 2025-2030 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 42a (this document) is available to the public upon request and has been posted to the WFRC website (www.wfrc.org).

PUBLIC COMMENT SUMMARY WFRC 2025 - 2030 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 2025-2030 TIP was available for public review and comment from June 29, 2024 through August 3, 2024. The following summarizes the <u>comments</u> received.

TIP Public Comments and Responses - Summary

Comment	Response
Support was expressed for additional safe bicycle infrastructure, as well as requests made to safely accommodate bicyclists and pedestrians in several specific roadway projects.	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.
A number of comments were made in favor of FrontRunner strategic double tracking.	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.
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.
A number of commenters asked that more funding be spent on expanding transit instead of on road widening or new construction.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of funding; a significant portion of the TIP funding is restricted for particular transportation modes. This in particular limits the degree to which transit can be expanded.
Many comments were made in support of the citizen-proposed Rio Grande Plan to take railroad lines underground in downtown Salt Lake City.	WFRC will continue working with transportation agencies and stakeholders to appropriately consider the Rio Grande Plan in the regional transportation planning process.
A number of comments were made in support of implementing enhanced bus service in Big and Little Cottonwood Canyons, and against a gondola.	The TIP includes funding toward enhanced bus service, mobility hubs, and tolling in these canyons, and does not include funding toward a gondola.



	TIP 2025-2030 Public Comment List
	Interactive Map Comments - Project Specific
ID	Comment
1	I want to voice my opposition to any EV charging stations. We should be building transit not supporting more car based infrastructure.
	The S Line is amazing and should be expanded all the way to Holladay. Isnt that a great slogan?? The S Line should also be duplicated around the valley.
-	Yes, let's keep extending the SLine on the East side!
	I love the S-Line! Use it often, should be extended as far as possible into sugarhouse. With the proposed changes to 2100 S in this area, public transit is more important that
	ever!
5	Extend the S-Line South toward Millcreek and North toward Westminster.
	Please extend the streetcar south into mill creeks new center and north along 1100E/900E. I lived along 1100E for many years and now live along 900E and it would be life
6	changing
	Extending the S-Line would be so great! Building up the ability for it to continue along Highland drive would open up the transit network to so many people! It would also be
	great way way to interconnect any future transit plans in the area!
	Adding another frontrunner station down here will just slow down the frontrunner times unless we convert to overhead electrification.
	Decide if and when FrontRunner will go electric to determine how much refurbishment will be needed.
19	The forecasted start year should be earlier. There are plans to use this in providing bus access to Hogle Zoo.
	This is great, but please consider adding better bike infrastructure to Sunnyside Avenue. This area is frequented by tons of cyclists during the warmer months. Bike paths s be separated from cars with physical barriers, especially since cars drive quite fast on Sunnyside. Additionally, the intersection at Foothill is a joke if you're a cyclist heading
	on Sunnyside. If you don't believe me, go ride it. The bike traffic is directed to merge into the right car lane after the intersection, which is a horrible idea (it's basically asking
	road rage and near passes). Green paint and signs don't make roads safer for cyclists - physical barriers do. There's more than enough cycling traffic in this whole area to j
11	substantial improvements.
	Hopefully this will be used to give the Trax trains signal priority through the city.
	Please give Trax and BRT signal priority!
	It seems like there are a lot of stand-alone projects. Is there an overarching digital strategy? Smart infrastructure projects are not standalone, they are all one part of a bigge
	whole. And that's actually what I specialize in. Digital transformation, smart infrastructure/ smart manufacturing, and connected enterprises. The city needs a Unifed Names
14	for all smart devices and infrastructure to communicate to one-another.
	89 should be reduced to one lane in each direction under the bridge, with exit only lanes on the northbound and southbound sides to reduce the probability of vehicle collis
	Further, when the bridge is rebuilt it should have priority pedestrian access so students can get to school safely on foot. The current crosswalk on Hwy 89 at 1500 South is
	death trap that drivers completely ignore.
16	The death crosswalk is at 1875 South and 500 west/Hwy 89, pardon. No one is stopping for pedestrians when the avg road speed is 45 mph.
17	Thank you for protecting and preserving the access and amenities at this trailhead. It is my children's favorite!
18	Assuming this means expanding Green Bike outside of downtown, that would be amazing!
19	I think the implementation of this project should take the Rio Grande Plan into account.
	Electric bus charging is important in the short term but long term UTA needs to look into where the buses will be going when the Rio Grande Plan is completed.
	I think the implementation of this project should take the Rio Grande Plan into account.
-	Would this allow for smart infrastructure tracking? Like being able to see a realtime location of all the trains busses etc?
23	If we are going to have a hub here for the future baseball stadium then we need more trax coming into the area and going north/south.
	Lets enclose some of our Trax stops, its cold in the winter and transferring is hard when the train takes a while. Especially at Central Station. If we moved operations to the
-	Grande Depot with the Rio Grande Plan then we wouldnt need to worry about this.
	electric bus good
	Unable to find any details about this besides this vague description. Is this describing the crappy bus shelter? If so, we can do better.
	I think the implementation of this project should take the Rio Grande Plan into account. I would love the frontrunner double-tracked. As someone who frequently takes it to work, it would be nice
-	Frontrunner should absolutely be double-tracked to allow for higher frequency. I would use it more often if it were more frequent and faster.
29	FrontRunner should be double-tracked and grade separated and the only project that promises to do that through downtown is the Rio Grande Plan. The WFRC should bac
	Rio Grande Plan as a way to improve the experience of all who are going to use this critical transit link. Additionally, the improved station will make people coming for NRL,
30	and MLB games more likely to take transit over their car. Make it a reality.
	Do the Rio Grande Plan
	Double tracking and electrification of FrontRunner should be a much higher priority than UDOT blowing \$4 Billion on more congestion and degrading air quality north of SLC
32	widening I15.
	In addition to the double track projects already planned, FrontRunner should receive some track alignment improvements to increase average speed. Trains must become
33	adequate replacement for cars especially for snow days.
	I support this and more investment in frontrunner. It should be double tracked, electrified, and grade separated to ensure its full potential. The only plan that aims to achieve
34	and much more is the Rio Grande Plan.
	Double track. With more traffic, the Rio Grande Plan would be ideal for integration of public rail into the city. Please consider this option
	We need the Pleasant View Front Runner Station reopened. The population is growing here and there is a huge need for transportation for all of those with disabilities. To h
36	built there and not be able to use it - is a huge disappointment. Hopefully it can be rectified with this project.

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	Project Location
	Riverton City Electric Vehicle Charging Stations
	S-Line Extension
	S-Line Extension
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9	S-Line Extension
a	S-Line Extension
	FrontRunner Station at Point of the Mountain
	UTA Locomotive Rebuild
	Sunnyside Ave at Crestview Drive Roundabout
should g west g for justify	Sunnyside Ave at Crestview Drive Roundabout
	Salt Lake City Traffic Signal Synchronization
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space	
sions. a	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
	Neffs Canyon Trailhead Improvements
	Salt Lake Green Bike Share Expansion
	Salt Lake Green Bike Share Expansion
	On Route Electric Bus Charging Infrastructure
	On Route Electric Bus Charging Infrastructure
	UTA - On-Board Technology System
	SLC West Intermodal Center
Rio	Transit - New Service
	On Route Electric Bus Charging Infrastructure
	University of Utah Intermodal Center
	UTA Locomotive Over Haul
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	This should be done as part of the Rio Grande Plan! Yes, it's expensive, but it's the best investment we can make downtown with our tax payer dollars. I would much rather see the Rio grande plan implemented than another I-15 project. Drop the rail lines through downtown SLC underground and restore the Rio grande station to its former glory as a TRAIN STATION. The existing salt lake central has had nearly 20 years to incentivize and spur development and it hasn't done it yet because it lacks imagination, and isn't what the people want. The Rio grande plan has people excited about a project more than they ever have been for a downtown investment and major project, and almost everyone	FrontRun
37	agrees it's a good place to spend the money and that it's a good investment in the future of our city. Do it!!	
38	Please consider doing the Rio grande Plan! That would be a huge step in the right direction to double track the front runner, and make it a much better downtown train station experience!	FrontRun
39	I think it would be good to focus most on speed when it comes to FR double tracking. From what I hear from many people who hesitate to ride, it is that FR takes a while to get to its destination. I would say putting the double tracking between Farmington and Draper would be a good right of way for high speed.	FrontRun
40	I think it would be good to focus most on speed when it comes to FR double tracking. From what I hear from many people who hesitate to ride, it is that FR takes a while to get to its destination. I would say putting the double tracking between Farmington and Draper would be a good right of way for high speed.	FrontRun
	Please consider the Rio Grande Plan. The needs of the future Frontrunner will be best served through Salt Lake by acting now. It is well worth the investment for the long-term benefits it will bring to the community. Additionally, please consider in this double tracking effort how to eliminate more at-grade crossings along the corridor. This will cost more in the short term but will lead to better speed and reliability in the long term. The sections of the Frontrunner route between Draper-American Fork as well as North Temple-Woods Cross feel incredibly slow; double tracking will be fantastic for these areas.	FrontRun
	I also agree with another comment that improving the Frontrunner route in ways such as this needs to take higher priority than any highway expansion project that touches I-15. Our resources and funding should be focused on expanding public transit infrastructure while simply maintaining car infrastructure. Projects that expand public transit will add a much larger benefit to the community in the long term; there's so much to be gained from it in Utah still! Highway infrastructure, especially I-15, is near maxed out in its most critical areas with the amount of good it can do.	FrontRun
	I have ridden FrontRunner for the past 12 years, and I love the way that it has connected communities across the Wasatch Front. I am also a resident of Glendale on the west side of Salt Lake City, and I've seen how the freight and FrontRunner tracks divide the city and cut off historically non-white communities from the rest of the city. I am writing to voice my strong support for the Rio Grande Plan, which would route FrontRunner and freight lines through a tunnel along 400 West. The Rio Grande Plan would eliminate numerous dangerous railroad crossings, mitigate disruption from train lines, re-establish the Rio Grande station as a jewel of the city, free up almost 80 acres worth of developable land, and reconnect communities that have been historically disadvantaged and disenfranchised by highway construction, redlining, and lack of public transit. The Rio Grande plan should be priority number one as we attempt to make Salt Lake more equitable, more accessible, and safer for everyone!	FrontRun
44	The FrontRunner has connected communities along the Wasatch Front for over 15 years. I am grateful for the efforts by UTA, UDOT and other authorities to maintain and improve upon the vital service this transit mode offers to Utahns. I, among others, believe this service can be expanded. With an announcement less than two weeks away that would bring the Winter Olympics back to Salt Lake City, I believe it prudent to reinvigorate public transit, FrontRunner included. As others have requested, The Rio Grande Plan, which seeks to reroute trains downtown under 500 West, would drive growth downtown, opening potentially hundreds of currently unusable acres for diverse uses. Additionally, there have been proposals for double-tracking between points as far north as Brigham City and as far south as Payson. I echo these calls for expanded public transportation options. I would go further by adding stops north to Logan and south to St. George and Moab, connecting the state by rail.	FrontRun
45	With the imminent announcement of the Olympics not to mention the continued growth of downtown I believe centralizing a transit hub in the city like many European cities, New York, Denver, etc would really provide our transportation infrastructure a big boon. The Rio Grande plan would allow Salt Lake to see the full benefit of double tracking the Frontrunner. When you increase the speed and add more users connecting those users to downtown is key. Downtown is our hub through which all our state flows. Connecting users to many types of downtown transportation, easy access to the airport and handoff to taxis, buses, trax and integrating them all through a central place so our system isn't so hodgepodgey would give so much to our residents all over the state. It would allow us to truly see benefits from proposed ideas like the Boise>Salt Lake>Vegas rail line connecting us to other large regional cities and opening up exciting opportunities.	FrontRun
46	Cannot support this enough! Front runner is becoming the backbone of the wasatch front. Obviously I'd love an extension down South to St George, but I'm happy with anything. I would obviously love an adjustment to the reconstruction via the Rio Grande plan. I think realigning the tracks to a central hub in ADDITION to double tracking would make front runner even more helpful and essential. That said I cannot support double tracking enough. Increasing capacity is the best solution to mobility and traffic, in my opinion.	FrontRuni
	I believe that Frontrunner extensions to Brigham City and Payson should be expedited along with this project. In addition, UTA numbers show that a vast majority of Frontrunner riders begin or end their journey in Salt Lake City. Salt Lake City's "Central" Station was built at its present location when there were only two Amtrak trains daily arriving in the middle of the night. Now, the station is served by, Frontrunner, TRAX, and Amtrak. It is time that consideration be given to the Rio Grande Plan as a means of creating a more central station downtown. As this double track project increases Frontrunner frequency and as the FRA is studying two new Amtrak routes through Utah, we need a better station. UDOT's Frontrunner plans call for complete grade-separation in the future, there is no better way to grade separate downtown than the Rio Grande Plan.	FrontRun
48	Rio grande or bust right?	FrontRun
49	Double Tracking Frontrunner is a great project and will pave the way for improved connectivity and reliability. Frontrunner should also be extended to Payson before the anticipated 2034 Olympics. But in order to solidify the success of Frontrunner, All parties involved need to get serious about the Rio Grande Plan.Because the downtown Grade Crossings are very close to UP's Roper Yard, they are constantly blocked by stopped freight trains with high speed commuter rail trains going by. With the doubling of Frontrunner trains and inevitable increase of freight traffic, as well as a higher density of people living around these crossings, this problem can't be ignored any longer. It's time to return trains to the Rio Grande Depot.	FrontRun
50	Double tracking not only improves efficiency of the track but attractiveness of the service offered. 30 minute interval train times can lead to long waits many aren't willing to subject themselves to. Double tracking allows for frontrunner to be fully actualized by allowing the service to run more often, one the weekends, and late at night. Those previous benefits of a double track are not possible today due to constraint on funding and operational ability. Please move forward with the double tracking before the Olympics and push for the "Rio Grande Plan" to allow front runner to improve the population even more that it already has.	FrontRun
51	The frequency of all trains makes it hard to ride. We need to do whatever it takes to increase that. Also, with the Olympics coming we need a central station as a hub for our expanding infrastructure. The Rio grande plan accomplishes this including several other goals such as connecting east and west, incorporating historic buildings, opening up green space, and encouraging development. Any front runner expansion should include this as part of scope.	FrontRun

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s a hub for our ngs, opening up	FrontRunner Strategic Double Track

52	This is a great idea! But I also want to see the Rio Grande plan enacted so we have a real central hub like other world class cities I've been to. Trains should run under the center so people living there don't have to hear them
	The Rio Grande plan would significantly improve the transit experience to Salt Lake City. In addition, some alignment improvements to increase the speed North of South J
53	station would be nice, as trains seem to slow to a crawl over that elevated section.
54	We need the Rio Grande plan!
	This would be fantastic! The Rio Grande Plan should also be heavily considered alongside double tracking frontrunner! Improved frequency and ride times would significar
	increase ridership and usefulness and with the Rio Grande Plan, having the station even closer downtown and with the train box would help with preventing accidents and
55	availability of ridership!
56	This project has my full support. Utah needs more train transit!
	If this was combined with the Rio Grande Plan then it would create a transit hub for the Salt Lake City that has a thriving entertainment district, a green Main Street, and mo
	importantly be a main contributor to cutting down on emissions and cleaning our air. Doubling Front Runner is already a main priority for the 2034 Olympic Games along wi
	multiple Trax updates that all are covered within the Rio Grande Plan. Through the implementation of the Rio Grande Plan Salt Lake City could be the city that revives the r
57	the United States!
58	RIO GRANDE. #bridgefest turned #tunnelfest @UDOT
	A wider road would be great for the morning commute into the Salt Lake Valley
	Seems almost criminal to widen the road again when railroad tracks exist for a frontrunner like train to give direct connections to tooele the airport and other small cities tha
60	become bedroom communities to SLC. Plus with the expansion of trackage through downtown with the Rio Grande Plan it would be a no brainer.
	This expansion is important to improve travel to Salt Lake and will increase safety at this on-ramp by significantly increasing how much distance cars have to merge onto th
61	interstate when joining from SR-36.
62	Thank you for recognizing the congestion we face on our commute!
	Expanding I15 is a massive mistake that would result in a huge waste of taxpayer dollars and no tangible improvement in congestion in the medium and long run. Induced
63	demand is real. We can't build our way out of congestion. Investing in transit provides a much higher economic return and can improve public health too.
	This is such an incredible waste of resources and moves the Wasatch front in the wrong direction. Not to mention the cost listed is half of the recent estimates and even the
	estimate is likely low. There are diminishing returns for adding lanes and at the outlandish cost to both the taxpayer and the people and businesses that will be replaced ma
	this project indefensible.
65	No! Do not widen I-15.
	This project is now estimated to be about 4 billion dollars, I firmly oppose this and request we invest it in better projects. Saving three minutes in the next ten years when we
	have a better faster alternative (frontrunner) proves that this 4 billion should be put into the rails. So lets invest it in expanding branch lines on front runner or even doing the
66	Grande Plan. Dont waste the money on just one more lane.
	This wasteful project doesn't do the public any good. That money would be better spent on regional transit options, we don't need to needlessly widen freeways that contrib
67	pollution and further congestion. No where has freeway widening actually improved congestion, it just gets worse
	Having seen the "improvements" to further congestion and air pollution to 115 through Utah County after it's widening, this is a waste of \$4B that would be better spent doub
68	tracking and electrifying the FrontRunner, as well as further extending Trax, bus, and protected bike lanes.
	This project seems ill-conceived as proposed. There is no meaningful transit component, dramatic impacts on the surrounding neighborhoods (at least in Salt Lake), no and
	of non-vehicular ways to address the congestion issue. The SLC public has weighed in heavily with no responses (that I'm aware of) from UDOT. Put this off and focus on a prejector first
	projects first.
/0	I-15 does not need reconstruction/widening. We need to fund better transit in the SLC area. Starting with frontrunner service.
71	Please no more widening of I-15! It's not going to help in the long term. It's a waste of money. The highway should be maintained, and the long-term solution is to implemen public transit alternatives, like expanding TRAX and Frontrunner, maybe even BRT.
	Not a fan of the expansion. The money could be used other places like the Rio Grande plan, expanding transit (buses or trains) in each town, which would be better for air
72	quality, traffic, and getting around. No city has ever fixed traffic by adding one more lane, only by buses and trains.
12	I do not agree with or support this plan at all. We should be exploring more reasonable and logical (active transport and transit based) solutions. The cost of this insane for
73	marginal improvement and could much better spent. Ill-conceived waste of resources.
	The comments here say that this is a waste of resources and taxpayer money, but if this was to be constructed, many residents that reside right next to the highway will los
	homes, and not only that but traffic would get worse during construction and even after construction. More people are going to be moving to the city and the valley and having the second s
74	expand the highway just for it to need more expansion is just very wasteful long term. Invest in alternate way to travel!
<u> </u>	Piling on the rest of the comments - this is an incredibly short-sighted waste of taxpayer dollars. Use this money to create a more diverse and accessible array of transporta
	options for Utah residents from light rail to more frequent bus service. Transfer some of this money to bus driver pay raises so that UTA can staff their routes. Anything but
75	continuously widening the freeway! To call it Sisyphean is an understatement.
	This would be a fantastic trail that could help increase access to the Bonneville Shoreline Trail and to the foothills. It is also aligned with one of the goals of SLC's Reimagin
76	Nature, which is to rethink golf courses so that more people can benefit from those spaces.
	Yes please - more trail connections in public spaces
	Please do this. Would love to have more trails in this area.
/8	Believe it or not, this pathway makes an important, safer connection for bicycle commuting to and from the University Main campus, Research Park and the U Hospital and
70	Clinics. It serves commuters along the east bench and in the east Millcreek and Olympus Cove area that use the Parley's Canyon bikeway bridges.
- <u>'</u> 9	Please reduce lane count. This road is terrible to cross while walking, even with the HAWK signal. Cars go too fast. Needs protected bike lanes as well to connect to Bricky
<u>م</u>	Plaza.
	This street needs much better pedestrian and bike infrastructure. It is very dangerous and unpleasant to reach the Brickyard while biking or walking. Creating a bike/pedest
R1	connection between downtown Sugar House and Brick Yard would be very important

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	I-80; EB Auxiliary Lane and SR-36 NB Lane
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1	SLC Emigration Creek Trail; Connor St - Wasatch Dr
yard	1300 East; 2100 South to Southern City Boundary
trian	1300 East; 2100 South to Southern City Boundary

82	The pedestrian connection between Sugar House park and the retail, residential and office area to the west should be improved. There is one under road crossing, but and surface crossing should be added with tree lined street median to make the area more humane and more people focused than dominated by auto traffic.
83	Even though it's not within the scope of phase 1, I would like to explicitly state my opposition to the terrible gondola idea. Please make sure nothing in phase 1 is prepping for the terrible idea that we will never allow to happen.
84	It is not mentioned here, but I want to say that I am against the Gondola and would prefer a trax comparable cog rail like the private company Stadler already proposed to U We should do this project because it would allow one seat rides from downtown SLC to the slopes, therefore reducing emissions and pain. Then we can do it in BCC too.
	As a frequent rider, thank you for ensuring the future success of the ski bus. I am saddened by the continued unmet demand for buses and believe we can do better to reduce the long lines at the stops by going back to 15-minute intervals. More buses=less car congestion, parking problems and increased safety during winter conditions. Please d make the citizens (who are carpooling, queuing, and riding the bus as we have asked them to) to wait for an hour plus because there aren't enough buses. The 30-minute interval leaves riders in line because the buses are already full even before the last stop. Imagine the frustration of waiting in line as you are asked to and then the bus neve even able to take a single rider from your line. That isn't a line - it is a trick we are playing on our citizens that are doing exactly what we asked them to do. If we can't afford
	min rotations and the fair wages to attract and pay the additional drivers then we certainly can't afford a gondola. I am against the Gondola and would prefer a cog rail like the private company Stadler already proposed to UDOT. This could seamlessly integrate into Murray Central Statio creating a link between the airport and the slopes. No need for cars.
	I am all for a cog railway as a long-term solution for LCC instead of a gondola as some of the other comments noted. It is the smarter solution. In the short term, buses and tolling are a great option. Please consider how to better integrate this into the existing SLC transit network, especially TRAX. In other words, do just make a parking lot; we can't call it a "mobility pit" if it doesn't provide great access for all transit modes. This will help access to the lovely outdoors become more equita Please also consider adding some quality bike parking at the mobility hub and at other places along the route.
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89	The last 2 years have shown arguments for a gondola contain misinformation. Gondola proponents claim it would provide canyon access during avalanche road closures, be during a 10-day closure 2 years ago, when interlodge conditions were in place 80% of the time, the gondola would have operated only during non interlodge time, per UDO EIS. This year, a 1-day road closure also coincided with interlodge, meaning over the last two years the gondola would have offered little benefit for its \$1.4B cost. There are more deserving projects for tax payer dollars. Other UDOT performance claims are being challenged in court. Additionally, 70% of the primary election candidates polled, fr both parties, opposed the gondola. One candidate engaged transportation experts outside UDOT's circle who concluded that UDOT's performance & benefit claims are unachievable. The WFRC should abandon this poorly conceived gondola proposal in favor of common sense, less expensive and less intrusive solutions.
	It is ridiculous that UDOT is using the lawsuit challenging the gondola ROD EIS as a reason NOT to move forward with the congestion alleviation solutions that were funded \$150 million before the lawsuits happened. There is not a connection between these 2 things. The decision to improve busses, tolling, mobility hubs, etc was made regardle the gondola or the EIS. Everyone is screaming for WFRC and UDOT to FIX the ski bus issue in LCC by putting in more busses and expanding the connections throughout to a valley. This is tax payer money sitting unused. Tax payers use LCC year round. Do your job. Spend the money this year and fix the problem. Stop stalling.
91	I find it inconsistent for WFRC to indicate Wasatch Blvd will be widened to 5 lanes in the phase 1 (2023-2032) when the UDOT ROD identified widening to be 4 -lanes durin period, and the 5th lane in 2050, once demand dictated. I support WFRC's approach of phasing the projects, specifically related to the UDOT ROD for LCC. However, I sup establishing metrics for determining whether it is even warranted to move off phase 1, or, rather, that phase 1 satisfies the need for safety, reliability, and mobility desired. Despite looking at the "details," I could not identify what is meant by "LCC Road Operations." It that were to include stationing a snowplow up canyon, with an operator, that makes sense and would facilitate snow removal. If it were to include enforcing traction laws, that would be a good thing. Similarly, should UDOT encourage the legislature t adopt a new season-long traction control. Adopt low cost, simple solutions, first, then evaluate their effectiveness- now.
92	Please keep LCC as majestic as it is. It is its natural beauty that currently predominates, not infrastructure. Deseret News just highlighted 45% people 16 and older, want winnot infrastructure. Encourage UDOT to work on Phase 1 of the LCC ROD, enhancing bus service, tolling at the mouth, a mobility hub. Alta does not need nor would it be benefited by a bus stop on SR210, leave bus drop off & pick up in the Wildcat and Albion lots, where they are remote and safer, from vehicles traveling on the highway. Eva SR210 after the remote avalanche control systems are installed and consider installing others in areas of danger, if consistent with wilderness considerations. Restore bus service from Midvale and Sandy, whether public or private. Encourage carpooling with priority access for HOV 8+ people and buses. Thanks to UDOT for all their efforts to improve the roadway now; ice boxes, gutters, RACS. Help them by enforcing traction laws and eliminating unsafe roadside parking.
93	Thank you to UDOT for keeping LCC as beautiful and free flowing as it it, summer, fall, winter and spring. WFRC, please support those efforts by encouraging implementat now of short-term, low cost solutions for traffic congestion rather than supporting the expensive, special-interest supported Gondola at tax-payer expenses. Prioritize peak priority to HOV's, enact seasonal traction device laws, enable merge metering, encourage carpooling and variable-rate tolling with permit parking to facilitate mass transit ridership, including schedules for workers. Work with entities to implement low-cost, near-term improvements, and evaluate their effectiveness prior to investing in large, expensive permanent infrastructure.
	I hope that UDOT will use the funds from the legislature to build a mobility hub at the gravel pit, and increase bus service in BCC and LCC, plus provide tolling equipment. It safety concerns, a bus stop on the highway, particularly in Alta, is unwise and unsafe due to potential avalanche paths above the proposed site. The bus stop in Alta, needs remain in the parking areas, away from the avalanches. We believe the legislature also provided funding to facilitate traction enforcement for the Cottonwood Canyons, whi would improve safety, mobility and reliability. Variable tolling at the mouth of the two canyons can spread traffic away from peak days/periods, as can encouraging carpoolir HOV priority period access. Please encourage low-cost, proven solutions now, particularly those not needing approval in an environmental analysis prior to being implement Gondola B is a costly piece of infrastructure, not a good solution.

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	Wasatch Choice Vision, which guides the WFRC, emphasizes 'fiscally-responsible communities & infrastructure.' This project, with its cost to \$1.4B—nearly \$1K per UT
	household—contradicts that goal. Allocating such a large sum, almost equivalent to UDOT's \$1.8B annual budget, for a project benefiting only 1 canyon & 2 ski resorts, is
	fiscally responsible. As more Utahns learn about it, they question if this project is driven by something other than congestion and closures. Public reaction to recent propos
	increases should cause officials to reconsider questionable projects. This should especially be relevant where public funding appears to venture into private sector busine
	As the WFRC learned for itself: Few projects have fielded as much opposition as this one. That opposition grows. Pick a random group of 100 Utahns. Tell them they have
95	that can only be used for Utah transportation. It is doubtful that they would agree to use it on a gondola in LCC.

Lack of progress on this project questions the commitment & competency of key players. UTA reduced ski bus service for the past 2 years, increasing canyon congestion we more vehicles. UTA's excuse of not finding drivers for 3 years is unacceptable. In 1/2023, UT Legislature allocated \$150M to improve bus svc, tolling, a mobility hub, & LCC resort stops. UDOT proposed their LCC ROD in 7/2023, months after the Legislature's action, which did not mention the LCC Project, its EIS, or the yet-to-be-released RoD When the LCC EIS was challenged in Court, UDOT halted its LCC Project, including any improved busing. However, the lawsuit does not prevent restoring bus svc to pre-2 levels or adding buses or tolling, as no EIS is required for these actions. If a mobility hub in BCC requires an EIS, UDOT's LCC EIS is inadequate, as it excludes BCC. No lease basis prevents UDOT from improving transportation in LCC/BCC as mandated by the \$150M appropriation and legislative intent.

UDOT has publicly and formally stated its intention to build a gondola in Phase 3 even if Phases 1 and 2 provide adequate relief of traffic congestion in the canyons. After P 1 improvements, several years of traffic assessment are required to determine whether Phase 2 improvements are still justified by traffic congestion in the Canyons. Similar before building a \$500M-1B gondola in Phase 3, a pause of several years and an assessment of traffic conditions should be mandated after Phase 2 is completed. WFRC should lead these assessments with input from UDOT and citizen organizations. UDOT should not lead the assessments because it has already stated its intention to build gondola in Phase 3, regardless of the need after Phases 1 and 2. Failure to reassess the need for Phase 3 after Phase 1 and 2 improvements would represent a violation o public's trust in WFRC to responsibly spend their tax dollars only when transportation projects are truly needed.

More pedestrian infrastructure and bike trails would be tremendous here. The pedestrian and bike infrastructure significantly degrades or disappears altogether once one g 98 from SLC to Millcreek on this street and adjacent ones.

A BRT between the U and Davis County would be a tremendous opportunity for U of Utah students and downtown workers living in Davis County. The U is a commuter sch 99 and the more transit options to access it, the better for students, faculty, and staff

Instead of making this a BRT it really should be a Trax line, more people in the suburbs prefer to use rail compared to buses. Plus it will allow for more headways and integ 100 with the existing downtown Trax trains.

Part of the problem with the current 455 is the frequency and lack of late busses. BRT or a potential light rail option has to fix those problems. Space is not a concern, there 101 plenty of road width to use for BRT on Orchard drive from NSL to 500 S.

While a worthwhile project that should be started soon, the approach seems misguided. Instead, why not look at a streetcar that connects South Davis County through the rend of downtown to the U, connecting at the Medical Center and TRAX line. I know this was evaluated years ago, but times have changed, the growth has been dramatic, a this would be a friendlier, stronger life-cycle alternative that would better strengthen the regional transit system. I know that some of the S. Davis County had concerns, but the reflected a lack of understanding of how streetcar/rail works. We saw the same kind of reactions before the first TRAX line; the moment it opened everyone wanted it and m 102 Please use some foresight and wise investment.

I agree with the comments below that a light rail TRAX line should be studied as a viable alternative. Light rail is just going to be better for the communities involved in the lo 103 term. Some form of BRT could be a nice, adaptable intermediate step. I agree that Davis county absolutely needs more public transit access.

104 Make this a TRAX Line, there are enough people in Davis county, or there will be by the time such a rail line would be completed.

105 Let's get this going. While these projects happen allocate money to bury power lines.

106 This should be some kind of rail transit

107 The Parleys Trail is a major east-west bike commuting corridor and the gap should be closed. It also serves the Sugar House businesses

This should be a Trax line not a BRT line. If you make it Trax it will expand the network and give reliable transit connections to Davis county. There is a stigma against buse 108 build light rail instead.

109 State Street and 1st Ave needs a pedestrian crossing for the high density residential to the east and a major city religious and employment destination to the west.

110 Agree with both previous comments. Light rail offers a lot of benefits in the long term over BRT, even though the price up front is larger.

I would like to third the previous comments. There is a major need for accessible light rail north of downtown. I would be more than happy to see public funding going towar 111 projects that create new infrastructure and reinvest in our communities.

The airport link to the U of U is a critical connection that is long overdue. I am glad to see this on here as a planned project. I think that it should go down the 400 W alignme it would allow for less turns, faster headways, and it would eventually allow connections to the new central station at the Rio Grande Depot. Additionally, the current central station is simply not used by anyone over North Temple so bypassing it is better since it will pass north temple anyway if the Rio Grande plan doesnt get done. Therefore it station is a frontrunner connection at the better station of the two downtown stations.

113 This project should be expedited (before 2030) to coordinate with new Entertainment District improvements and serve a longtime need.

114 Active transportation improvements and a street car line on 700 East would provide much better ridership counts than tech link.

The tech link corridor is long overdue and should be expedited. Future consideration should be made to allow for the possible expansion of the service beyond the universit south along foothill blvd toward parleys and the cottonwoods. Downtown, the 4th west alignment is the only logical option, utilizing the Rio grande depot as the new central t station for the city. Bypass the existing SL central station as a connection with frontrunner already exists at the north temple bridge station. Stop treating SL central station lil has a future. Rio grande is better for the city and better for all people who use transit. It is also far more likely to encourage additional transit users. Perception is everything people feel like they're taking the train to a grande downtown station, they'll be more likely to use transit. Give them that and give the city something to be proud of

115

As stations are going to be reworked, please improve access for pedestrians and bikes. When it comes to any part of the project addressing Research Park, this needs to be carefully considered, since that area is woefully car dependent. It could likely benefit from TRAX access, but I guess I'm skeptical about how much benefit it could have in su spread-out area with a bunch of simply commuter-style riders (really hard peaks in ridership during the commute in and out, with relatively little other activity). Perhaps other 116 TRAX expansions with better ridership projections should be given priority instead.

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117	I think that the tech link should be extended to emigration canyon. It would be attractive to those looking to bike emigration canyon (would be unique in Utah and nation to h rails go right up to recreation). Those who are at the retirement homes in the area may appreciate it, as would Hogle Zoo goers or NHMU.
118	The airport station should also be improved! People waiting for TRAX should be able to wait in comfortable conditions (ideally indoors). It's a bad look for SLC to make our visitors stand in the cold or heat when they choose to take transit.
119	The outlined routing could be implemented August Change day 2025. The rolling stock exists, the training system exists, the employees could be onboarded in a year, the exist and are in active use. The route does not share use with Freight rail and thus could run when no other trains do, i.e. between 12:30AM and 4:30AM. Such Line could revery 30 minutes, every day, all day. Salt Lake City is ready for 24/7/365 transit service, especially as plans are in the works for a revitalized downtown, and it could be implemented before the end of 2025. Eventually, the routing would make more sense continuing down 400W past Pioneer Park, running on new rail south of 200 South and along 400 South until rejoining the current TRAX lines at 400 South and Main Street. Such routing would implement well with the proposed Rio Grande Plan, which would be located a block to the west.
	Why is this project only scheduled to begin in 2030? Oh, yeah, it's a project that will improve transportation on the West Side. Another six years of walking and dodging can the old and infirm at the two low-income apartment complexes in the path of this project should be good for getting people to use UTA more! I guess I'll continue driving my since it's better for me than braving the elements and dodging traffic coming down 2200 West at my age! Could you at least get a crossing light on W North Temple at 2200 West, so that older folks and those in wheelchairs can cross safely? I would walk over to the TRAX station more often if I knew I could get across 2200 West safely. AND TELL ME TO WALK OUT OF MY WAY TO CROSS AT THE LIGHTS!!! I'll continue to drive my truck! **** the dirty air! I live at the airport where the air is dirty 24/7/365!
120	
101	I just realized that NOTHING is planned for W North Temple to improve transportation for the old and infirm at the Point low-income housing. Not even a busexcept for the overage busses of sourcel. Kindly disregard my earlier comments
121	express busses, of course! Kindly disregard my earlier comments. I 100% support the TechLink project and I am excited about the possibility of the Orange Line and it running 24/7, the new Red Line alignment through Granary, and the
	Blue/Green airport terminus swap. These improvements will be a gamechanger for the system and should be prioritized. My only other comment is regarding the alignment think Alternative 3, the one where the Orange Line turns north from 400S at 400W and bypasses the present central station, is the best one. It will make airport trips faster sacrificing any utility (FR transfers can be made at N. Temple) and will result in less wear and tear on the trainsets. It will also integrate well with the Rio Grande Plan since transfers to the new central station could then be made at a stop positioned west or northwest of Pioneer Park. The Rio Grande Plan has so many other benefits and is the
122	missing piece of SLC infrastructure!
123	Why doesn't the airport have a terminal connected? We spend 4 billion on a new airport- it should be connected to trax. Also need to have some way to offer a rapid train of to downtown. I tried it once from the airport to SH and it took me like an hour.
124	I support this project but I think it should look at an alternative that engages the Rio Grande Depot through downtown in conjunction with the Rio Grande plan.
	This is a fantastic project, and hitting the granary district and extended running times will be an amazing boon to the system, especially with access to the airport. I think the
125	alternative alignment should be taken. It fits with the Rio Grande station and makes for a faster and more direct route.
126	Most of the proposed TechLink changes are great, but I wanted to reemphasize that the proposed relocation of the Stadium station to be on 500 S would be a terrible idea. would significantly worsen the usefulness of Trax for people who need it to access the lower parts of campus like Presidents' Circle. Otherwise, it's a great plan and I agree the comments that say it should be expedited!
	This project is now estimated to be about 4 billion dollars, I firmly oppose this and request we invest it in better projects. Saving three minutes in the next ten years when we
	have a better faster alternative (frontrunner) proves that this 4 billion should be put into the rails. So lets invest it in expanding branch lines on front runner or even doing the
127	Grande Plan. Dont waste the money on just one more lane.
	Utah taxpayers shouldn't be subsidizing the choices of people to live far away from job centers. Investments in FrontRunner, Trax, and housing closer to job centers are fai uses of the tax dollar than racking up debt to build more road and reduce the quality of life for everyone who lives near I-15. We don't need or want more noise and air pollu
128	
129	I feel that expanding the freeway in this area is a band-aid solution to the increased need for public transportation intercity across the Wasatch front Please no more widening of I-15! It's not going to help in the long term. It's a waste of money. The highway should be maintained, and the long-term solution is to implement
130	public transit alternatives, like expanding TRAX and Frontrunner, maybe even BRT.
	Expanding I-15 is a terrible use of funds and more considerations should be given to the Rio Grande project. Focus should be on adding more public transportation options
	The Reconnecting Communities Study is not just about the freeway. That is a significant barrier, but the railroad tracks are somewhat of a more significant barrier because are not grade separated and the freight trains block crossings. By 2030 we are looking at the possibility of 800 crossing activations EVERY DAY. That is a significant barrier needs to be taken care of. Luckily there is already a great plan that has been studied by the city and has broad community support. The Rio Grande Plan is currently the or
	project that is proven to ease the East/West divide. The WFRC needs to back this plan and make it a high priority. Sit down with the citizen volunteers working the make it a
132	reality. It will transform out city and state and get us ready for the Olympics, MLB, and NHL.
	Yes!!!! The city needs to be reconnected. The Rio Grande Plan will assist in this. Please integrate the plan into your future transportation plans. Mass transit is critical.
133	entry gate of world class is needed to further use of mass transit.
	The Rio grande plan would go a VERY long way toward making the goals of this project reality. Reconnecting the communities is vitally important to the long term health of city. Eliminating so many at grade rail crossings will do wonders for connectivity, and will generate massive amounts of opportunity for all in this region. I would love to see freeway also buried eventually, but the Rio grande plan can be done NOW. If we're quick about it, we can even get it done in time for the Olympics. Let's get our bead in the
121	freeway also buried eventually, but the Rio grande plan can be done NOW. If we're quick about it, we can even get it done in time for the Olympics. Let's get our head in the game and put the money into the Rio grande project!
104	The Rio Grande Plan is the single most effective project to reconnect the east and west divide! The barren train tracks represent a huge barrier quite literally blocking acce
	400+ times a day with train crossing events. This would completely transform and reconnect SLC and the greater wasatch front! With a crown jewel transit depot. And bury
<u>1</u> 35	tracks in an underground train box under 500W! Rio Grande Plan for the win!
	Agree with all comments regarding the Rio Grande Plan. You can't talk about healing the East/West divide without talking about the large amount of unnecessary railroad to
136	and the at-grade rail crossings. The plan addresses these and other issues really well.

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107	I'm elated to see that Salt Lake City is finally taking the East-West divide seriously by studyng ways to reconnect the city. As a resident of Glendale, I'm aware of the drastic impact that highway construction, public transportation deserts, and historic redlining have played on my community, and I welcome bold initiatives that will bridge that divid repair long-lasting harms that have disadvantaged and disenfranchised west side residents. In particular, I want to express my strong support for the Rio Grande Plan, whi would seek to expand public transportation access and eliminate dangerous and inconvenient railroad crossings by burying the tracks and reestablishing the Rio Grande Plan as a central transportation hub. I attended the TIP info session yesterday at Salt Lake Central, and there were probably 20 people there, all in support of the Rio Grande Plan would would urge you to strongly consider making the Rio Grande Plan top priority for further investigation/funding
	TL/DR - I support the Rio grande plan. It connects the city, and I OPENS valuable land downtown instead of taking it away. It would create a beautiful wonderful transporta
138	hub. It's affordable. It's good for the Olympics and our city's future.
400	The only project with the potential to ease the East-West divide is the Rio Grande Plan. Utah is willing to make generational investments, this is a great opportunity for one would make other states envy Utah. SLC's engineering analysis identifies increased land value outpacing any comparable freeway project, without demolishing a single residential unit.
	residential unit. Please consider the Rio Grande Plan, it would go a long way towards reconnecting and strengthening our community here!
	Burying the train tracks through downtown would vastly improve the east-west connection, provide safer crossings, and open up additional land for usage. The Rio Grande provides a opportunity to do all of this and make downtown more accessible and more vibrant!
171	Burying the rail downtown would do wonders for city safety and ease of connectivity downtown! The Rio Grande Plan would significantly help with the east-west divide and
	up a ton of at the moment unused land in the heart of the city. Getting rid of dangerous at grade rail crossings would prevent terrible accidents, aid in connecting disenfrance communities, and help with traffic. Placing the central rail hub closer to many downtown attractions would be a great bonus, too (especially for the Olympics)! Please consi Rio Grande Plan for this, the recent screening analysis gives even more details and it takes care of so many of the issues this study is trying to solve!
142	
	A streetcar from the airport to the capital along this right of way would be a game changer. Plus direct connections from the trax/frontrunner to the LDS Conference center the avenues.
140	This BRT really should be streetcar or full trax, once again suburbanites dont like buses so making it a train is more appealing to them. Plus connecting that to frontrunner
144	more people to want to use it. In addition it could run all the way out to the Olympic village for a needed connection for the Olympics in 2034.
	Dont let UDOT already choose a Gondola like they did for LCC. This should be a cog rail that integrates with our great trax network.
146	Should be a rail system here to service all this area has to offer. More lanes does not fix traffic. Lets learn from LCC and do it right from the beginning.
147	I agree with all the comments that have been posted. No gondola in BCC. Consider incorporating rail.
	There should be more protection from rockfall in a few places. Places that come to mind are by the mouth of the canyon and by Circle All peak but there may be more. Also
148	should be a railing by the S-curves to prevent cars sliding into the river.
140	It would be great if there were a rail service here! It would significantly help with congestion and, especially connected to the rest of the transit system, allow for easier accer without the need for so many people to drive up the canyon. I agree with the other commenters that a rail would be better than a gondola.
	Just like how I-15 has Frontrunner there should be another rail based transit option to run along side this freeway.
	I like the comment of having a rail based alternative along this corridor. A second multi-use path along the entirety of the corridor would also be appreciated.
101	Agree with all the comments that there should be some form of rail out here. Mountain View Corridor should be much safer than it is, but before talking about any capacity
152	priority should be given to substantial public transit, not expanding MVC. A direct transit line from WVC to the airport not tied to downtown would give significant advantages to the area. Plus running it down to the west side of the valley will give
153	others access to transit.
	The Freeway does not need to be widened, we need better alternatives like the frontrunner and branches off it to smaller cities and towns along its right of way. Induced de
154	is real. Dont add one more lane to 'fix' traffic.
	I absolutely reject this plan! Do NOT increase I-15. This will only increase traffic and pollution throughout the valley. It will destroy historic neighborhoods and local busines say NO to I-15 expansion!
	These bike lanes need to be protected. 700S is too heavily used by vehicular traffic to be safe for paint which by the way, paint is not infrastructure.
	This expansion is important for improving evening commute times and will have minimal impact on residences and businesses along this stretch.
	Along with improving traffic flows, this should reduce idling. It is needed.
	100% behind this action!!! Honestly it should continue through downtown to the other side.
100	Yes, the more separated bike trails the better! Look at the success of the 9 Line! It is fabulous! Fill the city with more bike lanes! 1300 South is currently a traffic sewer for I-15 auto access. However, it is a busy pedestrian area as folks using transit walk to Walmart. This area should be improved for
161	transportation, more street trees, and the three creeks buried below 1300 South should be Daylit to improve the area.
162	The new bike path is great, but the intersections, like with 1300 S, are not safe. We need to figure out how to make path intersections with busy roads much safer! Safety is important than one dedicated turn lane. Give more space for bikes/peds, plus intersection protection, at the intersections!
	I love the protected bike infrastructure. This needs to be expanded into a whole network of protected bike paths across the entire city. When designing intersections, pleas a look at how cities in Europe have successfully implemented them, especially Copenhagen, Amsterdam, etc. If we're serious about bikes in SLC, we should do it the best
	we can.
	If this does happen it should connect to Blue line Trax and not have another station here.
	Please connect this with the rest of the SLC TRAX network.
166	TRAX Line or Bust. The ROW is already there for a Rive Line extension to Lehi. Ruild that first! Then you can build your spur to the ROM project. Ruilding a new LRT line that only serves The
	The ROW is already there for a Blue Line extension to Lehi. Build that first! Then you can build your spur to the POM project. Building a new LRT line that only serves The and Utah County doesn't really make sense. I also want to say that right now I oppose the idea of a new FrontRunner station at The Point. Unless the site master plan is re to position more depaity page the tracke, it does not make sense to build a new station because it will not be much more provinged to the depage uses then the surrent Drope
167	to position more density near the tracks, it does not make sense to build a new station because it will not be much more proximal to the dense uses than the current Drape station. Slowing the FrontRunner down is unnecessary if riders still have to transfer to get where they are going.

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r into	North Temple Active Transportation Project
r allows	Midvalley Connector BRT; Atherton DR to 2700 W
	Big Cottonwood Canyon Environmental Study
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	MVC; Old Bing Hwy to Porter Rockwell
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	700 East (SR-71); 2100 South to 1300 South
	SR-36 SB; Sunset Ln to Stansbury Pkwy
	SR-36 SB; Sunset Ln to Stansbury Pkwy
	300 W; 400 S to 2100 S - Separated Bike Lanes
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	Point of the Mountain Transit Environmental Study
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	Adding a Frontrunner Station at POM is a lame idea and will significantly increase travel time.
169	We dont need to preserve a highway, we should however use this right of way for a new trax line from the point of the mountain station west.
170	Missed opportunity to add bike infrastructure to this project.
	Also consider a roundaboutat River Park Drive and 1050 W. It is becoming very challenging to get out of the Target parking lot.
	Much needed.
	Configure with proposed bus route 400 in mind. Possibly floating bus stops that can make it easier to get wheelchairs from sidewalk to bus.
	Suggest making this a protected bike lane because the street up by the capital gets very very crowded.
	Please implement physical barriers between the bike path and the car traffic.
1/6	Review fiber connections so things like UTOPIA could come to Mountain Green, like was done with Morgan and UDOT.
177	I am surprised that there is not mention of a Frontrunner expansion up to Brigham City and then to Logan. I think that is a big missed opportunity for expanding a freeway a
	This should be another rail corridor in addition to a highway.
_	Safe and convenient multi-use trails on both sides of the highways please.
	NIH studies have linked air pollution to blood clots. These fossil fuel polluting freeways are very bad for health of those near them. https://www.nih.gov/news-events/nih-re
180	matters/air-pollution-may-heighten-risk-deep-vein-blood-clots
	I agree that there should be more public transit out here, including TRAX. Mountain View Corridor should be less "stroad" and more "road" (look it up if you don't know wha
181	means); it's not safe enough.
	We need to have a frontrunner branch line down to Eagle Mountain and Saratoga Springs. The people there commute to the city and need reliable transportation into SLC
	could be heavy rail that goes all the way to the Rio Grande Depot or maybe just a Trax line that brings them to the Lehi FrontRunner Station.
	MVC is extremely dangerous as it stands, and needs to quickly be converted to a controlled-access highway if that is to happen. At the same time, there needs to be some
183	alternative transit options in this area, as it is near a transit desert besides along the Red line.
	Just a random person with a comment but I feel like this 4 lane highway takes too much space with so much potential that could be placed in the middle of it, if the plan wa place a bigger highway in between these roads than I feel like that would be ridiculous because most of the connections to this highway is mostly suburban subdivisions ar
	most times I don't see that much traffic compared to Bangerter and I215/I15 - I suggest what the comments say and add like alternate travel methods like the TRAX or som
184	like that.
	This would be better if we put back the rail line to Park City. Perfect for the Olympics.
	Foothill Drive, as a gateway to Salt Lake City, is in need of aesthetic improvements and active transportation improvements. It has the same sad pedestrian sidewalks new
	fast traffic and ugly wood light poles and harsh noise and speeds. Street trees and an improved ped environment should be prioritized and the road shoulder used for a m
186	humane corridor.
	I agree with the comments that have been made so far. Having a form of rail connecting Salt Lake and Park City would be incredible in the long term. Foothill Drive is in dir
	of better bike and pedestrian infrastructure. The bike infrastructure should be separated from the road with a physical barrier; it's not uncommon for people to drive upwar
107	55 mph on Foothill. It's insane to think that someone would want to bike next to that with nothing but a painted line for protection. There's tons of people who bike in this are
187	would benefit.
100	I also agree with the other comments. A rail connection between Salt Lake and Park city would be great, especially for the Olympics. Foothill Drive also needs significant improvements to pedestrian and cyclist safety. Separated bike lanes would do wonders here - it does not feel safe at all to be on the sidewalks.
	Add protected bike lanes here.
	Add protected bike lanes here.
	Don't add protected bike lanes here. They are on every West to East street adjacent and will cause more accidents.
	Do add protected bike lanes here, along with other traffic calming infrastructure to slow speeds and prevent deaths.
	This corridor desperately needs protected bike lanes
	No need to expand this. With Legacy and I-15 we have about 10 lanes of freeway.
	Agree with previous comment, please no expansion of the existing Legacy highway.
196	This should get turned into a trax line in the long run that eventually goes up to Snow Basin as a cog rail.
197	I assume this will be extended further to the east and west to make it a continuous bike lane rather than a 2 mile disconnected segment?
198	Does this mean that 126th and 134th will be getting protected bike lanes to make this a safe biking connection between the two? As well as a safe crossing at 132nd of co
	Hopefully this will have two multiuse paths and not just one that UDOT projects think they can get away with.
	Any chance the sidewalks will also be widened to match the width of the surrounding trail system
	Even after UDOT's own study showing that most injuries and deaths happen at intersections when a bike lane is installed, it appears UDOT has no interest in making safe
201	designed intersections for bicyclists, and continues to implement uncomfortable and unsafe intersection design
	Being a residential road adjacent to Redwood road, this should implement traffic calming measures, protected bike lanes, and multiple crossing for pedestrians.
203	It will need traffic calming, protected bike lanes, and multiple crossings for nearby housing units
204	
205	A sidewalk would be nice, but the bigger issue is the parking for pickup at the school. Could the road be widened as part of this project to provide better flow during pickup'
206	Wide unused shoulders along State Street is a perfect space for protected bike lanes
	This area also needs improved bike infrastructure including better intersection design and traffic signal sensors for bicycles at Cottonwood and Vine, as well as dedicated I
207	lanes down Vine.
	Why not just extend the Green Line to Murray then it is a one ride from west valley to the frontrunner which I am sure is the goal here. It would also allow an extension into
208	Taylorsville to the south. Dont expand BRT expand Trax and watch more people take it.

	Point of the Mountain Transit Environmental Study
	BANGERTER HWY CORRIDOR PRESERVATION
	BANGERTER HWY CORRIDOR PRESERVATION
	SR-60; Round-About at Ritter Drive, Riverdale
	I-84/ US-89 Interchange Reconstruction Bicycle Lanes up Capitol Hill
	Bicycle Lanes up Capitol Hill
	Bicycle Lanes up Capitol Hill
	I-84; Mt Green Interchange (Env. Study)
gain.	I-15; SR-13 to SR-240 Passing Lanes
	MVC; AQ MONITOR AND FILTERS
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	700 North; 2200 West to Redwood Rd (1700 West)
	600/700 N Active Transportation Improvements
	Legacy Parkway Project - *ROW*
	Legacy Parkway Project - *ROW*
	Ogden-WSU Bus Rapid Transit (BRT) - Construction
	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W
urse	Phase I Welby Jacob Canal Ped/ Bike Trail
	SR-111; Herriman Pkwy to 11800 S
	Riverfront Parkway; 11050 S to 11400 S, Widen
ly	SR-209 (9000 S); Redwood Rd to State St.
J	
	1300 West; 9000 South to 7800 South
	700 West; 3300 South to 3900 South
	Center Street Sidewalk; US-89 to Orchard Drive NSL
?	Center Street Sidewalk; US-89 to Orchard Drive NSL
	I-80 and State Street Interchange R/W
oike	Midvalley Connector; Operations
	Midvalley Connector; Operations

209	This road desperately needs wide multi-use sidewalks on both sides of the street before someone gets hit walking on the shoulder from the lack of a sidewalk
210	Traffic calming, protected bike lanes, and multiple safe crosswalks are needed.
	Strongly support this project, please move up the start year if possible. Some sections here are pretty narrow with no shoulder to ride in, so please make sure it's a consister
211	safe design throughout, preferably completely separated from cars.
212	This will needs safe and convenient crossings at intersections
	A trail rail through here would be great
214	A trail along the Red line here would be awesome but it should be longer heading all the way to daybreak and back into the city to connect with other trails on the east side.
	A pedestrian crossing needs to be seriously considered in Willard. There is an elementary school on Center St on the West side of the highway, and with new businesses
	opening on the East side of the highway, a crosswalk needs to be considered for the safety and protection of crossing pedestrians. This would be a perfect time to add in a
215	HAWK light crossing.
	700 East is an ideal location for a street car extension to connect to both the University and CBD. This corridor needs to be more humane and active transportation friendly
216	an ideal corridor for the large amount of folks that work at the CBD and University and it extends straight south past I-215.
	Would love to see more transit around here, especially light rail or streetcar.
	Please add some transit in this area. Additionally, some good bike infrastructure would be much appreciated. Make sure the transit line connects places intuitively, especial
	someone could commute from areas other than just West Valley, like downtown, etc. TRAX would be awesome.
	More transit infrastructure in this corridor would be fantastic! Better pedestrian and bike infrastructure as well as any trax connections/lines would be great here
	Is this going to be a frequent or regular bus service? Or maybe even a tram?! If so, I highly recommend. The Magna area in particular has been struggling with one cycle w
220	high waiting times for quite some time now.
	700 East is an ideal location for a street car extension to connect to both the University and CBD. This corridor needs to be more humane and active transportation friendly
221	an ideal corridor for the large amount of folks that work at the CBD and University and it extends straight south past I-215.
222	Agree with the previous comment. The wide roadway of 700 E could be well served with a TRAX/streetcar line.
	Also want to endorse the comments in support of a streetcar/trax line through 700 East.
-	
224	This is a popular path for kids biking or walking to school. Thanks for keeping them safe!
205	Again there is no need to invest into this old system for 'capacity' we need solutions that will reduce the amount of cars on the road and expanding transit is the way to do the synanding the frequency again
225	expanding the freeway again. This preject will be need. Also, it is time to study a possible extension of Highland Drive ever Dimple Dell Dark. It could really belt discusses and sinculate growing traffic on (
226	This project will be good. Also, it is time to study a possible extension of Highland Drive over Dimple Dell Park. It could really help disperse and circulate growing traffic on S
-	Sego Lily, Dimple Dell Road, and Wasatch Blvd, as well as 1300 East. Went need to undete these signs if you put in a seg rail, averyone will be on the train
	Wont need to update these signs if you put in a cog rail, everyone will be on the train.
	Ideally bury the train tracks and follow the Rio Grande Plan to reconnect the city and integrate the racial divide created by the rails and freeway system.
220	I love the bike path. This will be a good stop-gap to increase accessibility; that is until the Rio grande plan, buries the train tracks under 500w and the 400s viaduct become completely not needed!
	Great idea. I agree with what the other comments say about the Rio Grande Plan.
	Yes, but burying the tracks and implementing the Rio Grande plan is more ideal
	No need to continue to expand this extra freeway. Just expand out the front runner to the area and invest in transit not cars.
232	Imagine how much better it would be if there was a greenline alternative that went up redwood road to the airport. It would probably have better ridership since it is a direct
222	ride rather than going through the city like it does now. It would also give us an alternative to 215.
	Please, especially when considering safety, talk about the high volume of cyclists that use Emigration Canyon for recreation. The bike infrastructure should be safer in this
	canyon than it currently is. Contact between bikes & cars should be minimized with physical barriers when possible. Also consider using traffic calming tactics like narrower
234	lanes, speed bumps (or something similar) etc.
	Please do what is needed to maintain the road. Some sections of I-215 can get rough. That being said, please hold off on expanding the car infrastructure. There is a lack of
	good public transit in this area and it should take priority.
	We love to see it.
	Please no widening! Prioritize public transit and other alternatives first.
	This road is wide enough to get a trax style cog rail down it and connect back to the main backbone of FrontRunner or trax as Stadler proposed already to UDOT. It is a fail
	the state agency if they do not take advantage of this private/public partnership to build cog rails to our mountains for less money than a gondola. Do the right thing, build the
	rail!
	Please bring back the express buses that previously served this area. The commute to the U from this area has significantly worsened with the removal of these buses
200	Having great public transit here would be fantastic! A rail system for the area, especially connected to the rest of the network would see so much use and help reduce cong
240	a ton! Other commenters have mentioned a cog rail system, I agree that this would work great!
210	It makes perfect sense to create a new transit route along this collector road. I caution using the term BRT. A bus route with enhanced bus stops and 1 in 10 miles with ded
	bus lanes does not qualify as BRT. To create a legitimate BRT, follow the model of UVX: articulated busses with more doors for loading and unloading running in lanes sole
	dedicated to Bus along the duration of 5600 West between the TRAX Red Line in the south and the International Center in the North.
	This is a great project! The biggest remaining issue I see is getting a connection to 300 E. Biking from east to west across the Trax tracks is an issue. 1300 and 1700 are be
242	scary. Maybe a little eminent domain and a pedestrian/bike bridge/tunnel along Harris Ave? Or better infrastructure on 1700 s to connect to this? Thanks!
	Can you take a look at 900 e just north of 39th south? I bike this road every day from Salt Lake to Sandy and overall it's decent aside from two spots where the bike lane
243	disappears for a block or pinches down. The stretch just north of 3900 is always full of parked cars on both sides and is the most dangerous on the whole road.
	Review options for the future of UT-201 from 3200 W to Redwood Road to help with merging bottlenecks at I-215. Should this bridge be planned with future collector road
	mind?
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	Traffic Signal Priority/Preemption
	1300 W; 6400 S to 4800 S - Active Transportation
ent,	1300 W; 6400 S to 4800 S - Active Transportation
	Utah Lake Distribution Canal Trail So. Segment
	TRAX Rail Trail Design
-	TRAX Rail Trail Design
	US-89; SR-126 to Perry
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laia wat	S Birch Drive; Upland Drive to 3900 South
his, not	I-15 NB; Bangeter Hwy to 9000 S
9800,	Cottonwood Canyon Variable Message Signs
	Cottonwood Canyon Variable Message Signs
	400 S Viaduct Multi-use Trail
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	400 S Viaduct Multi-use Trail
	400 S Viaduct Multi-use Trail
	SR-177; 1800 N to 5600 S SES
A to B	Redwood Road 4100 South to 5400 South
_	5655 Emigration Cyn to 9698 Emigration Cyn
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of	1 215: SP 201 to North Tomplo
U	I-215; SR-201 to North Temple
	First/ Last Mile POM Active Transportation Study
	Legay Hghway ROW markers and Record of Survey
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dicated ely	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)
ooth	Kensington East-West Neighborhood Byway
	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre
in	SR-201 over 3200 W Bridge Rehabilitation (0C 709)
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Be sure to get assurance that Holladay City will enforce No Parking in the bike lanes or please don't fund the project. Otherwise, the bike lanes just become additional street 245 parking. We need bike lanes, not more on street parking.	2700 East; Morningside Drive to 4500 South
A safe biking trail from Canal Street to the JRT is a much-needed connection. I would probably ride to Murray Central if this connection was good. Either side of the road is fine	5400 South;1300 West to Millrace Park
246 with me, but I'd personally like it on the south side. The bike lane drops off here, so if we're adding lanes to the intersection, please ensure that the bike lane is included in the design. (I ride this on my regular commute, so it would	Winchester and 700 West
247 make a big difference to me, thank you!) Due to high traffic speeds, please consider separated bike infrastructure (e.g., grade separated bike path) for this area. This is a prime area to connect to businesses and 248 recreation opportunities near the mouth of BCC. Please prioritize the safety of those walking and rolling.	Fort Union Blvd; Pippen Drive to 3160 East
I am looking forward to more separated, safe bike and walk infrastructure in Cottonwood Heights. I love to get around on my bike to access businesses, but it often simply is not 249 safe to do so. Please ensure this separated trail allows for access to businesses and is not only a recreation trail.	Highland Drive Protected Trail
250 Please do not add any lanes in this area. More lanes induce more traffic and will make the area worse.	Bengal Blvd; Highland Drive to 2160 East
The bike lane here heads to nowhere. The two (?) foot wide bike lane crossing under the freeway is insanely scary and obviously dangerous. Improving bike connectivity from the Draper Frontrunner station to the rest of Draper would improve transit usage in this area, especially because the high-floor trains running on the Blue line make it somewhat more difficult to bring a bike.	Fort Street; Pioneer Road to 13200 South
The bike lane here heads to nowhere. The two (?) foot wide bike lane crossing under the freeway is insanely scary and obviously dangerous. Improving bike connectivity from the Draper Frontrunner station to the rest of Draper would improve transit usage in this area, especially because the high-floor trains running on the Blue line make it somewhat 252 more difficult to bring a bike.	Lone Peak Parkway; 12650 South to 12300 South
253 Please implement the 2A/2B bus routing soon, most of the work is done and it would benefit many people's commute to the U.	East Downtown 200 So Transit Hub (400 E to 300 E)

TIP 2025-2030 Public Comment List
Interactive Map Comments - General Form
ID Comment
1 The WFRC needs to back the Rio Grande Plan it helps bridge so many things in our city between the east and west sides. It anchors all transit in a single central station downtown. It will reduce air pollution and
make the riding experience of frontrunner and Amtrak more welcoming unlike our terrible central station. We need to make good investments not bad ones and the Rio Grande Plan is an investment out children
will be thanking us for. It shouldve been done 20 years ago but the next best time to do it is RIGHT NOW.
2 Suggestions: 1. buses (no private vehicles) during ski season in Big and LIttle Cottonwood canyons (similar to Zion National Park). 2. improved bike lanes in Sugarhouse to University of Utah. Currently there is
no route that gets to the University of Utah and Medical Center without either going significantly out of the way, or riding on Foothill without a dedicated bike lane. 3. provide rail line to St. George.
3 There is not as much around the Falcon Hill development as was previously shown. Wondering how transit and pedestrian access will be improved in this area. Also, there needs to be an east west bus route in
Layton. Something that could cover Clearfield Station to WSU-Davis to UT-193 to US-89 to Oak Hills to Layton Station.
4 Please prioritize and implement the Rio Grande Plan.
5 I would like to see the so-called "Rio grande plan" instituted. It is a much better location for the central station.
6 Please support the Rio Grande Plan!
7 I think the Rio Grande Plan should be a central feature of the WFRC's transportation plan. So much of our regional transit future leans on FrontRunner. Frequency increase will strain the existing corridor even
more as its at-grade nature will introduce more conflicts between pedestrians, cars, and trains. Not to mention the frequent traffic and pedestrian disruption of freight rail to SLC downtown's area. With Amtrak
looking to expand rail service to and through SLC, including trains that will operate during daylight hours, having the historic trains station be the gateway to the city would be a huge improvement over the rail-yard
that passengers are currently dumped into when exiting the train. I've heard people say "is this it"? when exiting the train, which is something we should absolutely remedy.
8 I support the rio grande plan
9 I wanted to leave a comment expressing deep interest in a development plan called the "Rio Grande Plan". Please view their website with full details here: https://riograndeplansaltlakecity.org/ I remember before
the Salt Lake Olympics in 2002 a great deal of effort was put into making improvements to the highway system. I remember that these infrastructure projects really had a benefit in getting people around,
especially with the added traffic that came before, during, and after the Olympics. Salt Lake is likely to host the games again, and this time I think the answer is passenger rail. Widening roads can only do so
muchthe most efficient way to truly move people around truly is well-planned and developed passenger rail, including projects like the Rio Grande plan. I'm excited and optimistic to see plans like this which will
place people transit right at the heart of our communities. I urge you to please seriously consider and implement the Rio Grande plan.
19 I support the Rio grande plan and think you should follow through with it
11 I strongly encourage researching the rio grande plan. We could free us tons of development space and make use of an important historical building. The rio grande would be an excellent first entrance to our city,
especially for the upcoming Olympics.
12 The Rio Grand is a great plan that will surely fix the transportation issues. I struggle with the nightmare of parking at the U so this would be amazing
13 Please support the rio grand project! It would be great for the city!
14 Salt Lake City needs a grand rail station to welcome travelers. The Rio Grande Plan is a must.
15 The Rio Grande plan is an exceptional idea to modernize and update the Salt Lake transportation system as well as surrounding areas. I actively seek out alternative methods of transportation to a car, and am
consistently disappointed at how closed the whole valley is to pedestrians and bikers. The Frontrunner and Trax stations are also, very limited in their scope and a widely connected rail network would increase
their use and benefit to more Utahns.
16 Prioritize the Rio Grande Plan!
17 I endorse the Rio Grand plan and agree that it would benefit our state and community greatly
18 I support the citizen backed Rio Grande plan. Uniting both sides of SLC should have happened a long time ago, now is the time to make it right!
19 I'm a professor in the University of Utah's College of Architecture and Planning, and I would like to express my strong support for the Rio Grande Plan. As a homeowner on the west side, I recognize how
profoundly the plan could help my community, and how much it could do to lessen the impact of historical divisions that have disadvantaged and disenfranchised residents on the west side. The Rio Grande Plan
is forward-thinking and metropolitan in ways that none of the other plans are, and it promises a richer and more vibrant downtown, with the beautiful and historic Rio Grande Station at its heart. Especially as
conversations continue around developing the North Temple corridor and the Smith Entertainment District, it becomes increasingly important that we have a well-planned, safe, accessible, and efficient hub to
carry people throughout our beautiful city. I am strongly in favor of the Rio Grande Plan going forward.
20 This STIP is so highway oriented, continuing and increasing the imbalanced modal split for the region. A couple of needed transit improvements: 1) Bring rail to the SE corridor of the SL Valley along 9400 South
to the mouth of Little Cottonwood Canyon. 2) Look at extending transit service along the east side of the SL Valley from the U to the Cottonwood Canyons. Foothill is a disaster, and transit service sucks. While I
know the traditional numbers don't support an east bench rail line, the reality is very different when it is looked at from a regional perspective and avoiding air pollution, traffic congestion, the carbon footprint and
completing a regional transportation system that also serves the Canyons and beyond. Show some foresight.
21 The RIO GRAND PLAN!! Revitalize downtown and put that old building to good use! Huge opportunity!
22 I really think the Rio Grande plan shows some promising ways to improve our city. Having traveled to large cities across Europe that run central transit hubs, I believe it opens up so many opportunities to
residents and tourists. Mass transit will open up and see more users, people will find new ways to move around our great city that haven't been options before. Commercial space will be able to grow in an area
that's dried up and had difficulty developing the last few years Not to mention that nothing makes our cities safer than putting good members of the public on our streets. I also believe it is a great way to
acknowledge the historic railyards that existed in Salt Lake City while building our city for the future. What an awesome opportunity we have now to embrace the past and build a better future.
23 Please support the rio grande plan, bring more reliable rail transportation to the salt lake valley and Provo and Davis county

24	Please consider the Rio grande plan as a part of the change and innovations coming to downtown. A thoughtful and inclusive approach to integrating spaces in our city that create natural cultural and financial
	barriers. Rather please think about how to shift the separation into opportunities for the community to expand together, to shift pollutants and traffic congestion into a more healthy path, and potentially show
	preference to the helpful outcome of city residents rather than fat cat investors and their friends on the legislature
25	Please support the Rio Grande Plan. Without it, the Salt Lake County, Utah County, and Davis County cannot sustain long-term infrastructure. Thank you.
26	The Rio Grande Plan should be the number 1 priority with the massive growth of the region and the continual tourism traffic. Salt Lake will continue to be the engine of the region and people need and want better
	access to downtown. A nice train station at the revamped Rio Grande is a great entrance and experience into the city for people throughout the region and beyond. The additional capacity for more trains and
	fewer surface crossings will save more people more time. The wheels need to get moving for this to happen by the Olympics. 2nd, Better and more cycling lanes, our wide streets should a safe place for multiple
	forms of transportation, not just emphasis vehicle speed and car throughput. They're are plenty of ways to implement low-cost protected cycling lanes. 3rd, Increase quality of service to the canyons during the
	winter season, low relative cost and potential high reward. The traffic up the canyons is ridiculous during the ski season. I would be more inclined to take the bus if it wasn't already full 10 stops before the park-n-
	ride. More frequency of buses, especially canyon buses during ski season.
	Rio grand plan!
	I would love to see something akin to the Rio Grande Plan, and not a widening of I-15. Connecting people through public transport is always a win.
	RIO GRANDE PLAN
30	Please support the Rio Grande Plan. It is the only plan that is a multi-pronged solution for freight and passenger rail without disrupting roadways that also creates a mixed-use urban landscape. This will alleviate
	housing costs, accessibility to goods and services in the immediate area, and accessibility to goods and services throughout the Wasatch front by making transit options other than cars available to residents.
31	The Rio Grande Plan is nothing short of inspired. It would be good for business, good for residents, and good for Utah's image when the Olympics come to town and beyond. It is rare when a true win/win/win
	comes along, and I hope that we have the courage to act now and make it happen. Bridging the east/west divide, opening up tons of space for retail, commercial, housing, and recreation, and restoring a beautiful
	landmark might be the single greatest investment in Salt Lake's present and future.
32	Please prioritize improving transit in the Wasatch front such as adding shelters to bus stops for protection from heat and prioritize improving rail transportation in downtown Salt Lake City. The Salt Lake Central
	station was supposed to be temporary but it's been there for a long time, it is not a comfortable or completely accessible experience riding Amtrak or FrontRunner from there.
	I like the Rio Grande plan and leaning into public transportation.
	Make the Rio grande plan happen. Scrap I-15 scrap the gondola. Pay ur drivers a liveable wage.
35	It's ridiculous that trains can block traffic in Salt Lake City! We need the Rio Grande Plan and better transit for people!
36	
	development in the Depot District!
37	I believed that the Rio Grande Plan is one of the best investments Utah can make for its public transportation in the next 5 years. This plan allows for growth, accessibility to downtown, and will bring new vitality to
	that area.
	Please prioritize the rio grande plan as it encompasses many of the transportation goals of our city
39	
	Rio Grande Station, people will use it more and have pride in the state and city. Plus reconnecting the east and west sides by burying the train tracks can only help. And free up land for development. Please
	support the Rio Grande Plan.
	Focus on the Rio Grande Plan
	Please move forward with the Rio Grande Plan!!!
	The top priority should be implementing the Rio Grande plan in conjunction with grade separating, dual tracking, and electrifying frontrunner.
	Make the Rio Grande Plan happen!!!
	Rio Grande Plan!
	I'm in support of the Rio grand plan!
	How can we make the Rio Grand project a reality since our city so desperately needs it?! I would love for it to become a reality for Utah as it provides so many benefits.
47	I'd love to see improvements made to public transportation around the densely populated areas of Utah. Specifically making public transportation more reliable and accessible to those who live outside of
40	downtown Salt Lake City, such as expanding the trax system to Woods Cross or Farmington.
48	The Rio Grande Plan is super important to improving the east west divide, as well as improving our downtowns access to passenger trains! I took the amtrak in 2023 and the current station feels sketchy and
40	unsafe. please give it some thought and let's make it happen!
	Look at the Rio Grande Plan
	I'm all for the Plan RIO GRANDE PLAN
52	You guys should really include the Rio Grande Plan in your regional transportation plan. Start out with the studying of it obviously, but include it! It'll be a great project for the entire region and make both transit
	and car travel better, by separating frontrunner downtown from cars, reducing delays for both parties, as well as ensuring safety for everyone, and opening up land to make downtown SLC a better place to be,
	with a more central station that gives everyone a better experience, increasing ridership, and therefore decreasing car traffic. Just because it's a citizen proposal and have been studied sparsely by the city,
FO	doesn't mean it's not a project worthy of attention from the WFRC or the state and federal governments.
53	I am a somewhat recent rider of the front runner. I took it once to the airport and found it works quite well. I then started to ride it into work and downtown for events. I am writing to say that the Rio Grande plan is
	something I believe could benefit Salt Lake for decades. It will help to connect the city and provide space for much needed development. Thank you.

	Please please prioritize the Rio Grande plan to open up so many opportunities for downtown SLC from housing, to walkable plazas, to better commercial opportunities, for a modest investment especially when compared to planned investments in widening highways. Very few cities have the benefit of this untapped development potential and SLC should jump at the opportunity to build downtown into a walkable, livable place! Even though I live in the south valley this would make commuting up so much faster and reliable and I would possibly considering moving if the new development lives up to what's proposed.
	The Riogrande
	There's no better infrastructure investment for the growth and well-being of the Wasatch Front and Utah's future as a whole than the Rio Grande plan.
57	As someone who has lived in Reno and is moving to Salt Lake for work, I fully support the Rio Grande Plan. Why would the city be against uniting the east and west sides of salt lake, especially if there are goals is to increase tourism and traffic over these next ten years. A more united salt lake is a better salt lake!
58	The Salt Lake and Utah valleys need to rely on better forms of public transportation or risk increased air pollution. The Rio Grande plan is the only initiative taking northern Utah's future seriously and sustainably.
59	Please consider the Rio Grande Plan!
60	I support the rio grande plan as a cyclist, motorist, and resident of salt lake city.
	Please consider the Rio Grande plan!
	This plan will help Slc be even more bike and walking friendly! The Rio Grande is too beautiful of a historic landmark to not be utilized once again
	The scale of thinking we need for SLC is the Rio Grande Plan. No more widening of I-15!
	MORE TRAINS IN UTAH
65	Commuting anywhere near the tracks is a nightmare! The Rio Grande Plan is the best solution—pedestrian friendly, accommodates increased foot and vehicle traffic for major events, and adds value to the area generally. Commuter trains are a crucial part of solving the congestion and pollution issue, and giving them a place to go without blocking traffic will only do more to increase traffic flow!
66	The Rio Grande plan is a great opportunity to reinvest in downtown Salt Lake City and eliminate the east west divide! Great idea!
67	I couldn't make it to the meeting today, but I wanted to express my support for the renovation of the Rio Grande Depot as a usable train station, as well as the plan put forth by the grassroots movement Rio
68	Please consider the Rio Grande Plan, as a lifelong westsider, we believe it's imperative to heal the east/west divide of SLC. This is an opportunity to really propel SLC and the state of Utah forward on a path to
	advance our public transportation with a central hub worth visiting!
	Choose Rio Grande!
70	I want the RioGrande plan to move forward!
	Please support the Rio grande plan
	As a resident of the west side, I strongly support the Rio Grande Plan. It would benefit me and all of my neighbors who commute across the tracks every day. It is a forward looking plan that is far more practical
	and innovative than (god-forbid) widening I-15. I love the idea of actually opening up acres of real estate for housing and local businesses, rather than taking away people's homes and furthering the east/west
	divide and negative perceptions of the west side. I wish I could have made it in person to make public comments and hoping to speak for many neighbors and friends who didn't see the opportunity to comment.
	Thanks!
73	please prioritize the Rio Grande plan! It's the future of our city. Considering all the growth that will be happening in the next few years, compounded with all the growth that we've seen in the past few years, we
	need a much more robust public transit system. We need a system that does a better job of connecting the west side of the valley. We need our own rail lines that aren't shared with Union Pacific so that we can
	have increased service. I would happily see a tax increase to make this happen. As a UTA rider (rode the S line and Red line today!) I believe this plan to be the right step in increasing transportation
	infrastructure, and would push for NOT creating wider roadways. Please consider implementing the Rio Grande Plan!
74	We agree with the Rio Grand Plan. Utahs transportation system would be given the proper implementation needed to be a global city.
	Please support the Rio Grand Plan. As a west side homeowner the train that divides the city in half, and continually blocks west sides from heading to work, or heading by home, is the most racist thing about this
	city's current landscape.
76	I just want to say that as a citizen of Salt Lake, my biggest transportation priorities are walkability/car free living ability. More freeway lanes and wider roads wouldn't help me, but better transit would. Things like
	front runner double track are wonderful, and trax extensions. My biggest comment is how great for our city I believe the Rio grande plan is. I think it's good for transit, traffic, and just perfect for our city. Having a
	central transit hub that's pleasant and historical. I don't want i15 widened, it already eats so much city. The costs would be better for us if they were used for something like the Rio grande plan.
	The East-West divide is identified by SLC Transportation as the largest transportation issue facing Utah's capital city. Yet very little is included in the TIP to address this issue. The only real means to ease this
	divide, the Rio Grande Plan, is a generational opportunity to transform downtown and improve the movement of cars, bikes, pedestrians, and trains. Projects like this should be considered for funding at the same
	level as freeway projects. SLC Transportation has already conducted an engineering feasibility study for this grade separation. WFRC should include this project in the TIP as it provides benefits to all of Utah.
	please add the Rio Grande project in your plans!
	Please consider Rio Grande Proposal in your next project
	Rio Grande Plan! Helps fix the east-west divide that plagues our city and helps us become a better stop for passenger trains! Help us become a destination!
	Due to increased traffic from new businesses bounded by Minuteman Drive, Bangerter Highway and Southfork Drive, we desperately need a traffic signal at the junction between Southfork Drive and Bangerter
	Highway in Draper. Turning north from Southfork Drive onto Bangerter Highway has become seriously dangerous especially due to the lack of gaps in traffic coupled with the high approach of traffic on Bangerter
	Highway both north and southbound. This would help improve the safety of school bus pick up and drop offs too. This lack of a traffic signal has resulted in creating rat runs through the diagonal cutoff between
	the Memory Care Center and the Church, leading to an even more hazardous exit onto Bangerter Highway northbound. With even more new business developments planned for the future, plus the increased
	traffic from Boondocks where people now exit with newly available alcoholic beverages inside them, this Southfork eastbound to Bangerter Highways has become increasingly more dangerous over time.
	Utah's Unified Transportation Plan 2023-2050 shows a new shared use path on Redwood Road from about 3100 South all the way to 13800 South. Please add this project to the map.
83	The Rio Grande plan needs to undergo further study to evaluate the potential costs & benefits. I think it is a highly promising plan that is very exciting. Other cities have implemented similar things to great success.

84	There is a need to get FrontRunner train service from Ogden up to Brigham City. The current bus option is inadequate and inconvenient. Train service would greatly improve the situation and there are many people who would use it.
85	I would like to pass along my support for the Rio Grande Plan. It would significantly improve public transit within the region, create significantly more housing, and bring economic prosperity to Utah.
	Dear WFRC, You have a project that goes by the code T-S-26. Right now it's not included as high priority within the next 20 years. I'd like you to put this project in priority above other projects that just connect single family neighbourhoods to the transit network. This project is to build a transit connection between the South Jordan Frontrunner station and the Sandy Civic Center station. The reason why this project should be higher priority is because the Utah NHL hockey team is planning on using land at the current south town mall for their practice facility. All of this zone is at what is known as "the Cairns region". If we prioritize T-S-26 we can better facilitate transit oriented development and use this opportunity to build affordable housing. I'd like you to prioritize other projects like the Rio Grande plan, the point development, and other transit projects that will enable residents to live car-free or car-light. Although I'm not against single family neighbourhoods as desired for those that are already living in Single Family homes and those the high earners that want to live in one, but we need to make transit oriented developments for nurses, engineers, teachers, computer programmers, social workers, and smaller business owners to live in. T-S-26 will enable the Cairns region to be an affordable housing zone when most Single Family homes are only affordable by those who make more than \$150k a year. Please also support the Rio Grande plan as it will reduce delays in the entire train network.
	I love the focus on transit, especially in preparation for the 2034 Olympics! Personally, I'd love to see the Rio Grande plan implemented. It would give the wasatch front such a stronger foundation to connect communities and have a climate-prepared future. Thanks!
	Please Adopt the full plan of Rio Grande to benefit Salt Lake City & Utah. We need better transit and the Rio Grande Plan is essential. I fully support the plan & have spoken to many others who agree.
	Any plans on extending the UTA On Demand service? I think it would be well utilized in the Magna area where transit routes are currently lacking.
90	I'd like to voice my support for the Rio Grande Plan. Revitalizing the RG station will benefit all Utahns and residents along the Wasatch Front. Having a rail transit hub will allow for more train routes across the Wasatch front and across the state. Giving more opportunities for people to ride trains instead of driving which will reduce highway traffic demand. request the WFRC include the RGP in their 5 year master plan.
91	I want the rio grande plan! Fund all the transit!
	We desperately need the Rio Grande Plan. It's an excellent solution to Salt Lake City's needs.
	If there's anything that happens, I'd really like to see the Rio Grande Plan citizen proposal be implemented. This would really help the Salt Lake community, and it would help daily commuters like me feel more
	safe. There are so many benefits to the Rio Grande Plan, and I would love to see more action to implement it!
94	Please enact the Rio Grande Plan. Salt Lake City should have a robust public transit system and should not be divided east/west by the tracks. With the poor air quality and increasing traffic, we should prioritize other forms of transit rather than highway expansion and other car centric ideas. People want walkable neighborhoods that are served by frequent public transit & protected bike lanes.
95	Dear Wasatch Front Regional Council Short-Range Planning Team, Thank you for the opportunity to comment on the Draft 2025-2030 Transportation Improvement Program (TIP). Save Our Canyons is a local 501(c)3 nonprofit dedicated to protecting the beauty and wildness of the Wasatch Mountains, and has been invested in finding solutions to the transportation issues confronting our canyons for over 50 years. We greatly appreciate the work you do and share many of the same visions you have for the future of the Wasatch Front, especially as it pertains to fostering accessibility to natural spaces and providing convenient and affordable transportation options. The following comments discuss two specific projects identified in the TIP, as well as process-based recommendations to improve outcomes and communication with stakeholders and the public. As the Utah Department of Transportation (UDOT) undertakes multiple transportation improvements in two of the most heavily trafficked canyons in the Wasatch Front, especially as its asset of a construction of the 22,000,000 dollars. We support all implementation of funding for enhanced bus service and the necessary accompanying infrastructure in both Big and Little Cottonwood Canyons. In addition, as congestion-based tolling is objection-based tolling is interduced to avoid pricing visitors out of the canyons. In addition, as congestion-based tolling is interduced in one canyon before the other, it is togical to assume that visitorship will increase for nearby canyons without a toll, toward a cheaper option. Staggered implementation of time for enhanced bussing and tolling in both ECC and LCC and LCC and BIC Cells for oests. Jangered in the TIP. The will be increase for nearby canyons without a toll, toward a cheaper option. Staggered implementation of the reanyon. For example, if tolling is introduced in one canyon before the other, it is togical to assume that visitorship will increase for nearby canyons without a toll, toward a cheaper option. Staggered implementation of tomico

Throughout implementation of transportation improvement projects along the Wasatch Front, it is imperative that planning authorities take the following steps to ensure accountability and transparency for the best environmental outcomes of any project: 1. Collaborative, Stakeholder-Driven Environmental Review Processes Conduct Thorough National Environmental Policy Act (NEPA) Analysis: Before starting any project, conduct cont. detailed environmental impact assessments to identify sensitive areas, native plant species, and wildlife habitats. In UDOT's EIS of proposed transportation solutions in LCC, state agencies did not, to the degree the public expects, include a thorough analysis of reasonably foreseeable direct and indirect environmental impacts of selected alternatives. In UDOT's upcoming environmental review of proposed transportation solutions in BCC, the following suggestions should be incorporated to allow for thorough analysis and best practices to minimize environmental impacts and improve accountability and transparency. Prior to including any projects currently on WFRC's RTP in future Transportation Improvement Plans, we recommend that each project should undergo a more rigorous environmental review process with multiple opportunities for the public to review and comment on individual projects. Involve Experts: Collaborate with ecologists, botanists, and wildlife experts to understand the specific environmental context and potential impacts of any project. Cumulative Impact Analysis: Evaluate not only the direct impacts but also the cumulative effects of multiple projects on the ecosystem over time. Collaborative Planning: Work with recreational groups, conservationists, and public land agencies to develop plans that balance transportation needs with conservation and recreation. 2. Wildlife Protection and Habitat Connectivity Wildlife Corridors: Design and incorporate wildlife corridors and crossing structures such as overpasses and underpasses to maintain habitat connectivity and reduce wildlife-vehicle collisions. Avoid Critical Habitats: Route transportation projects away from critical habitats and breeding grounds for sensitive species whenever possible. Monitoring and Mitigation: Establish monitoring programs to track wildlife movements and the effectiveness of mitigation measures, adjusting strategies as needed. 3. Access to Public Lands and Recreation throughout construction Trailhead Access: Ensure that transportation improvements include access points to trailheads and recreational areas, with sufficient parking and facilities. Integrated Trail Networks: Integrate transportation planning with existing trail networks to provide safe, equitable and convenient access for hikers, cyclists, and backcountry users. Seasonal Considerations: Consider seasonal variations in recreational use and wildlife activity to minimize conflicts and disruptions. 4. Monitoring and Adaptive Management Long-term Monitoring: Establish long-term monitoring programs to assess the environmental and social impacts of transportation projects over time. Create metrics for success related to projects funded by the CCTIF, such as the suggested metrics to measure efficacy of Phase 1 of UDOT's LCC phased implementation plan. Adaptive Management: Use monitoring data to inform adaptive management strategies, allowing for adjustments in project design and implementation to better meet conservation and access goals. By implementing these best practices. transportation improvement projects along the Wasatch Front can achieve a balance between infrastructure development, environmental stewardship, and recreational access. Engaging with local stakeholders, leveraging innovative technologies, and prioritizing ecological preservation of wildlife habitats are essential steps in creating sustainable and resilient transportation systems that can accommodate the increasing population along the Wasatch Front. Collaboration with organizations like Save Our Canyons and adherence to these principles can help ensure that future projects not only meet transportation needs but also protect and enhance the natural beauty and ecological integrity of the Wasatch Mountains. Thank you again for the thoughtful work you put into drafting the 2024-2029 TIP and for the opportunity to comment. We would enjoy the occasion to meet with WFRC staff to collaborate and further explore any of the concepts we discussed in our comments.

96 Rio Grande Plan is a MUST build for our transportation needs as a city and along the Wasatch front. The people want it because we need it!

97 One of the messages given to both UDOT and WFRC during their respective public comment periods was that less expensive, less invasive solutions should be tried prior to committing to a gondola. BCC ski areas voluntarily implemented reserved parking and this action greatly decreased congestion without massive infrastructure construction. Traction enforcement should be implemented /funded by the existing Canyon Transportation Fund. A reliable ski bus service provider should be found to operate the pre 2022 canyon routes at 10-15 minute intervals to replace UTA. These efforts should be tried BEFORE massive infrastructure installation is attempted. WFRC passed a resolution to review progress/improvements made at the end of Phases 1 & 2 before proceeding to the next Phase. Separately UDOT has refused to provide success metrics that, if achieved, would negate need for gondola construction. WFRC should stiffen its Resolution by adding realistic metrics that, if met, would make the gondola unnecessary . Further more WFRC should be an active participant in accessing the effectiveness of Phase 1 & 2 and determining if phase 3 is necessary .

98 The proposed TIP plan is a great step towards a more sustainable Wasatch and better public transit in the area. This plan is nice to see as a low-impact alternative to the high-impact Gondola.

99 I urge the WFRC to consider the Rio Grande Plan as a part of the long-term transit and land-use strategy for Salt Lake City and the greater Wasatch Front. Even if you ignore that 1) the Plan would increase efficiency across the entire Frontrunner system by eliminating delay-causing conflicts, 2) the Plan would bring the central node of the Wasatch Front's passenger rail network to walking distance of the most desirable downtown destinations, and 3) the Plan would reactive a historic and beautiful state property as Salt Lake's jewel rail depot, it CANNOT be ignored that the Plan is the only serious proposal to reunite the east-west divide of the city. PERIOD. It is not a west-side art project, or a new bus line that will be delayed by stopped freight trains, or a city council initiative to talk about our feelings. The Rio Grande Plan is the ONLY proposal of any substance or weight that help heal the physical divide between the east and west halves of the city that goes on to create a cultural, social, and economic divide as well. The rails HAVE to be grade-separated to stop people from being locked inside halves of their own city. Stop being so shy. Stop pretending that this project before 2034. Ogden and Provo are both gearing up to be significant participants in the upcoming Winter Olympics, and there will be hundreds of thousands of visitors that WILL be taking Frontrunner to and from these cities from Salt Lake. Are you really, actually going to have tourists from countries with real transit infrastructure make the tek out to a semi-deserted rail yard and stand on a concrete island waiting for a commuter train that's been delayed an hour because it hit a pedestrian at an at-grade crossing? This situation has the potential to be extremely embarrassing. The entire world will have its eyes on Salt Lake and the Wasatch Front in ten years. Let's present something that will impress them, both technically and aesthetically. Let's not be embarrassing, let's be ECSTATIC. Build the Rio Grande Plan!

We encourage low-cost, common sense, proven solutions to traffic congestion, followed by evaluations of effectiveness. While the population in Utah, and particularly in the Salt Lake Valley continues to grow, funneling people and vehicles, whether, cars, buses, trains, or gondolas, only works to the extent that movement is to a location that can safely and sustainably accommodate the people and vehicles. Some roads and tracks are one-way, box-end. To the extent the transportation service is to those areas, planning merely for mobility, without taking into consideration whether the "box" can accommodate those people and vehicles. Each stadium, parking lot, movie theater, restaurant, and church, has an occupancy limit. The same is true of our roads, rails, canyons, and lakes. Let's move away from "build-it and they will come." Utah has much natural beauty. It is that beauty that draws us outdoors, and draws more and more visitors to the state. While the mandate of UDOT and WFRC may be no more than simply moving people, it is vitally important to consider the destination, what the effects might be "there" of whatever transportation plan is envisioned. The authority of that resource, has to be given central weight, as well as the finances to achieve the desired movement, particularly when the funds come at the expense of every Utah taxpayer.

101 Building the gondola is too drastic a move for LCC. We ought to try all low-cost low-impact methods before resorting to the gondola. Also, there is no reason for Utah taxpayer to pay for such a feature that benefits special interest. It is unfair. The ski resorts and La Caille owers should pay for it. As for a bus depot, I don't understand why it is at Highland or Gravel Pit. Why not set one up at La Caille so it take less time for the bus to arrive at Alta/Snowbird?

	TIP 2025-2030 Public Comment List	
	Open House Comments - July 9, 2024 in Salt Lake City & July 16, 2024 in Ogden	
ID	Comment	
	1 Please seek funding for the RIO Grande plan	
	2 No I-15 expansion	
	3 Happy to see a streetcar extension connecting Sugar House to the Red Line	
	4 Salt Lake Central is in the wrong place. If the desire is to have people from outside SLC walk, bike and use public transportation within SLC, and it should be,	
	Frontrunner is the best way to get people in and out. Most people are not going to take the train if the station is a concrete slab separated from downtown by vacant lots.	
	5 I came to voice my support for the Rio Grande Plan. I think it's an excellent plan that warrants further attention and analysis.	
	6 The Rio Grand Plan !!! Let's make it happen !	
	7 Please get behind the Rio Grande Plan ! Projects big and small are important, but we need larger action in our core. Aligning SLC's transit around it will put our	
	state's best foot forward. The UTA TechLink orange line should absolutely go through the Rio Grande Depot. I am also a big fan of the conversions to	
	roundabouts where possible.	
	8 I want the Rio Grande Plan Pro Rio Grande Plan	
	9 Physically being here at SL Central, the East-West divide is extremely stark and impossible to ignore. The rails split our city apart, financially, culturally, and physically, and this problem, which will get worse over time with increased freight and Frontrunner activations has to be addressed. The Rio Grande Plan is the only serious infrastructure solution that has been proposed to connect the East-West of the City. And it also brings with it the streamlining of rail transit in SLC and Utah, and reactivates our historic station as a crown jewel for our city and state. Bury the rails, build the Rio Grande Plan !!	
	10 Is anyone looking at public transit like Frontrunner going to St George or on to Las Vegas?	
	11 When will the Frontrunner offer full service on Sundays?	
	12 Utah does a good job on their roadways especially if you travel outside of Utah	
	13 The westside highways need significant work, the roads are falling apart, especially on I-215	
	14 The Bus Drivers for UTA are amazing, especially on the 410 Bus	
	15 UTA does a great job providing access between counties along the Wasatch Front	
	16 Please coordinate the development of the Ogden Canyon trail with the local citizens	
	17 When will they extend the Frontrunner further north?	
	18 Frontrunner needs to go to Pleasant View. It actually needs to go to Brigham City.	
	19 UTA needs to extend their free trolley route or offer additional free routes.	

DATE:	August 16, 2024
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 WFRC 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 staff of WFRC, UDOT, and UTA 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 15, 2024, 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 certifying the transportation planning process."

CONTACT PERSON:

Wayne Bennion, WFRC | 801-363-4250 x1112 | wbennion@wfrc.org

EXHIBITS:

Joint resolution certifying the transportation planning process

RESOLUTION

Urban Transportation Planning Process Certification – 2024

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 Federalaid 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

 Chair
 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 2024

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 generalpurpose 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).WFRC's latest TAZ-level forecasts 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 has been 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. Important 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 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 that 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 nontraditional 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 2023 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses household travel survey data to update, refine, and calibrate the auto ownership, trip generation, distribution, mode choice, and highway assignment modules of the travel model. 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 2023. WFRC and its partners expect to begin incorporating the most recent household and on-board survey results into its travel models in the coming year.

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, for roadway and transit travel at both the link and segment levels
- 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. It distributes future growth 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 and an extensive re-estimation of model variables is expected to be completed in Summer of 2024.

In 2018, WFRC began a concerted effort to quantify access to opportunities (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 an important element 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 neighborhood 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 (TLC) - 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 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 ten years ago, over 150 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, and periodically update these procedures.

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 by video conference six times during FY 2024 in addition to numerous communications by email.

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, 2019, and 2023. This process is for all transportation plans and programs developed by the Regional Council. The process requires notification of interested persons and groups concerning plans and programs, advertised open houses to which the public is invited, and an annual public meeting of the Regional Council to discuss the TIP. The process is consistently implemented.

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

Communications Audit

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

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

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

Formal Public Comment Periods

A formal public review and comment period was held for the draft of Amendment #1 to the 2023-2050 RTP in March and April, 2024, prior to its adoption in May 2024. A similar comment period was held for the Draft 2024-2029 Transportation Improvement Program (TIP) in June and July 2023. 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 2024-2029 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 will carry into FY25 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).

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 ten 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 recently completed 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 been working on an environmental study of the POM transit corridor to identify mode and alignment. 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 and facilitate increased frequency 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 Infrastructure Investment and Jobs 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 MPO planning work, MAP-21, the FAST Act, and the IIJA, 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 transportation planning process and of the Transportation Improvement Program. Private providers were given an opportunity to comment on the draft 2024-2029 Transportation Improvement Program 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 2024-2029 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies revenues and programmed funding for each highway and transit program. 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). Eligible project types have remained largely intact through the Infrastructure Investment and Jobs Act.

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, which is currently in the process of being updated. WFRC works with UDOT, UTA and local governments to facilitate coordination in ITS planning and operations through the Salt Lake traffic management subcommittee under 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 continues to expand 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 2024-2029 TIP at its August 2023 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 2025 in May 2024. 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 to correspond with and address the requirements identified in the IIJA.

DATE:	August 16, 2024
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:

- 1. Surface Transportation Program (STP)
- 2. Congestion Mitigation and Air Quality (CMAQ)
- 3. Transportation Alternatives Program (TAP)
- 4. Carbon Reduction Program (CRP)
- 5. Transportation and Land Use Connection (TLC)
- 6. Station Area Plan Technical Assistance (SAP)
- 7. Community Development Block Grant (CDBG)
- 8. Community Impact Board (CIB)
- 9. Wasatch Front Economic Development District (WFEDD)

At the August 22 Council meeting, WFRC staff will provide a brief overview of 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:

Ben Wuthrich, 801-647-3228 or <u>bwuthrich@wfrc.org</u> Megan Townsend, 801-404-8925 or <u>mtownsend@wfrc.org</u>