

2025 LEGISLATIVE SESSION OVERVIEW



\$400+ Million for Transportation Infrastructure



**Corridor
Preservation**
\$20M ongoing



**Affordable Housing
Grant Program Bond
Authorization**
\$70M



SR-89 (300W)
\$300M



Other Local Projects
\$100M+

SB195, Transportation Funding Amend. (Harper)

This transportation omnibus makes the following changes:

- Requires connectivity planning in municipal general plans
- Clarifies station area planning (SAP) reporting
- Prohibits SLC from proceeding on “highway reduction” projects unless approved by UDOT in a mobility plan
- Increases the TIF sales tax earmark from 20.68% to 27.68%, and backs out a previously appropriated \$330M GF
- Pushes back start date of Transit Innovation Grant program
- Allows TIF funds to be used for corridor preservation
- Funds specific local projects
- Clarifies who has responsibility to maintain street lighting systems

HB502, Transp. & Infrastructure Funding (Teuscher)

- Makes changes to the “5th5th” local option sales tax
- Funds specific transportation and infrastructure projects
 - source: County of the First Class Infrastructure Bank
 - source: County of the First Class Highway Projects Fund
 - source: Transportation Investment Fund
- Creates an affordable housing infrastructure grant program for Salt Lake County
 - authorizes \$70M in transportation bonds for program
 - creates a board to approve grants (UDOT, GOEO, Steve W.)
- Funds a public transit hub, including ingress and egress in the Big Cottonwood Canyon area using revenue growth from CCTIF



Notable Legislation

- **SB174 - Transit Governance (Harper)**: Clarifies governance roles of UTA ED, Trustees, and LAC. Requires UDOT oversight and supervision for all large public transit fixed guideway capital development projects, including those without state funding
- **HB229, Corridor Preservation Amendments (Christofferson)**: Clarifies that corridor preservation funds can be used for transit
- **HB454, Local Government Fees Amendments (K. Peterson) DID NOT PASS**: Puts parameters around municipalities ability to impose a Transportation Utility Fee (TUF)

Notable Legislation (Continued)

- **HB379, Population Data Amendments (Gricius):** Would defer to population projections from the Utah Population Committee rather than to the Census Bureau (current practice) and could apply to B&C road and local option sales tax apportionment.
- **HB290, Bicycle Lane Safety Amendments (Mauga):** Defines “Bicycle Lane” as a designated lane for exclusive use of AT traffic. Also adds a moving violation, except in certain circumstances, for driving in or obstructing a bike lane.
- **SB96 Advanced Air Mobility Amendments (Harper):** Directs UDOT to conduct community outreach and create an AAM toolkit for political subdivisions.

Notable Legislation (Continued)

- **HB37, Utah Housing Amendments (Dunnigan):**
Requires GOPB to coordinate the creation of a state housing plan, which may include development of regional housing plans
- **HB542 Economic Dev. Amend (Hawkins):**
Repeals the Unified Economic Opportunity Commission (UEOC) and refines GOEO's role in economic development.



FEDERAL

POLICY
DEVELOPMENT



Federal Transportation Reauthorization - Utah Background

The current federal multi-year surface transportation authorization legislation — the Infrastructure Investment and Jobs Act (IIJA) — expires on September 30, 2026. Utah's transportation agencies and partners have jointly developed key *principles* for a multi-year reauthorization to keep Utah moving. These shared principles and priorities are aimed at advancing the collaborative work between all partners, as embodied in [Utah's Unified Transportation Plan](#).

Considerations as Utah stakeholders engage in transportation reauthorization deliberations:

- Utah is one of the fastest growing states in the nation, with population projected to nearly double to 5 million people by 2050. Mobility, economy, and quality of life in Utah depends on providing transportation choices to keep Utah moving.
- Utah is nationally recognized for its data-driven collaborative planning processes through Utah's Unified Transportation Plan. All of Utah's transportation agencies collaborate to develop the Unified Plan, with engagement and support from private sector, public sector, and community stakeholders. Through the Unified Plan partnership, Utah identifies and advances national, state, and local transportation priorities. Utah's collaborative approach increases efficiency and effectiveness by building consensus, prioritizing the most impactful policies and investments, and streamlining project development – making Utah a prudent steward of federal and other funding.
- Federal funds are an essential component of transportation funding in Utah. They are used for basic maintenance and preservation of state highways, expansion of the transit system, and improvements to city and county roadways.
- Investing in transportation infrastructure is a national priority and core federal role. The IIJA contained myriad new discretionary grant programs and Utah has been making the most of these opportunities, competitively seeking these funding opportunities for Utah needs. However, given the need to prioritize and efficiently deploy limited federal resources, Utah's primary focus are the core formula programs that are part of the standard surface transportation reauthorization. Formula funds provide the stability and predictability that is essential to infrastructure planning, programming, and construction. These formula programs have existed across numerous transportation authorizations, have bipartisan support, and have demonstrated value for Utah and the nation over many years.



Federal Transportation Reauthorization - Utah Principles

1. **Long-term and timely reauthorization:** Stability and predictability in transportation funding is essential for greater mobility, air quality, safety, and quality of life. A reauthorization bill should be adopted on time, and should be a multi-year authorization, so as to avoid uncertainty and disruptions in critical infrastructure investments, and to provide that stability and predictability. And as Utah prepares to host another Olympic and Paralympic Games in 2034, federal reauthorization of key transportation infrastructure programs will be essential for ensuring the State of Utah is ready to host the world.
2. **Authorize robust investment levels:** The IIJA authorized and appropriated significant investments in transportation programs over a five-year period. Maintaining – if not enhancing – this level of investment gives Utah’s transportation partners the resources needed to plan, construct, and operate our transportation system in our fast-growing state.
3. **Enhance formula funding and evaluate discretionary programs:** The IIJA authorized numerous new competitive discretionary funding programs that Utah has benefitted from. However, the proliferation of discretionary grant programs creates administrative inefficiencies at the federal and state/local levels. In contrast, formula funding provides administrative efficiency, as well as the predictability that is essential for infrastructure planning and investment. Discretionary grant programs should be evaluated to consolidate similar programs, reduce ineffective programs, and enhance highly utilized and well-performing programs. Enhancing formula programs would make federal funding go further and represent an effective federal-state-local partnership.
4. **Sustainable funding mechanisms:** User fees, including the federal motor fuel tax, should continue to provide the core funding for the federal transportation program. Sustainable funding strategies that meet long-term funding needs, including road usage charges, should continue to be explored.
5. **Streamline processes:** Federal review and approval processes should be streamlined to reduce time and eliminate unnecessary duplication and cost. State and local transportation entities should be given adequate flexibility, as long as they can demonstrate that they are effectively advancing shared goals.



MAG



U T A



Transportation Improvement Program

rip



Transportation Improvement Program ...

1. Six Year Program of Highway, Transit and Active Transportation Projects
2. Implements the Long-Range Plans and Meets The Short-Range Needs of the Wasatch Front
3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding



TIP 
2025-2030



Transportation Improvement Program - Today . . .

- 1 - Item 4a - Report on an Approved Board Modification
 - Trans Com – February 20, 2025
- 2 - Item 4b - Approve a New Board Modification
 - To the 2025-2030 TIP
- 3 - Item 4c - Review the Federal Funds Obligated during this past Federal Fiscal Year 2024
- 4 - Item 4d - Adjustments to the TIP Amendment Process



4a - Report on 2025-2030 TIP Board Modification #4

Reviewed and Approved at the
Trans Com
February 20, 2025

	2025-2030 Transportation Improvement Program (TIP) (Amendment Four)												
	Board Modification												
Level of Conformity Analysis	Scope Change												
	Salt Lake												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UTA	5600 West	Bus Route	7650	5600 West Core Route	Right-of-way & Construction of the 5600 West Core Route Change to - Expound CNG Fueling Facility which will support the CNG vehicles on the 5600 West Core Route Project	CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - WFRC))	\$2,145,232	\$2,000,000	Scope Change	\$0	2025
								Local_Govt (Local Government Funds)		\$145,232			
Original	The original scope - 5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South - Was for ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)												
Proposed	After carefully analyzing the 5600 West project funding resources, the project team recommends adjusting how the funding sources are spent in order to use them most effectively. They request that the \$2M originally approved for right of way and construction be used instead to expand the CNG Fueling Facility which will support the CNG vehicles that will be used on the 5600 West Core Route project; the right of way and construction phase will be covered with other funding.												
Level of Conformity Analysis	Scope Change												
	Tooele												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Tooele	Tooele County	Soundwall Trail	Trail	19738	Tooele County Soundwall Trail; SR-138 to Village Blvd	Construction of new Soundwall Trail; SR-138 to Village Blvd Proposed Limits - Soundwall Trail; Village Blvd to Mill Pond Park	ST_TIF_ACT80 (Statewide - Transportation Investment Funds - Active Transportation 80)	\$668,000	\$534,400	Scope Change	\$0	2025
								Local_Govt (Local Government Funds)		\$133,600			
Original	The original scope - The scope of the Tooele County Soundwall Trail; SR-138 to Village Blvd project to build a trail from Village Blvd to SR-138 (Pole Canyon Rd.)												
Proposed	During design, the project team is working with Stansbury Park on the trail alignment, and preliminary estimates are showing the project is underfunded. To accommodate the funding available and a proposed future alignment change, Stansbury Park has requested the trail end at Mill Pond Park (0.75 Miles short of the original application). This will tie into Stansbury Park’s Master Trail Plan. Shortening the distance allows Stansbury Park to construct the trail with current funding.												
Level of Conformity Analysis: 1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid													

	2025-2030 Transportation Improvement Program (TIP) (Amendment Four)													
	Board Modification													
Level of Conformity Analysis	Additional Funding													
	Ogden / Layton													
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Davis	Layton	Ped/ Bike Overpass	NA	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Station	New Construction of Ped/ Bike Railroad Overpass	CARBON_O/L - (Federal Funds) (Carbon Reduction Program - Ogden/ Layton - WFRC))	\$12,568,100	\$800,000	Additional Funding		2025	
								CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - Ogden/ Layton - WFRC))				\$1,254,160		\$510,000
								LOCAL_GOVT (Local Government Funds)				\$2,505,000		\$1,000,000
								ST_TIF_ACT (State Transportation Investment Funds - Active Transportation)				\$3,600,000		\$900,000
Original	Project will 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. Elements of the pedestrian overpass proposed include an elevator as well as a stairway for accessing the bridge on each side.													
Proposed	During the process of preparing the permitting and construction documents for bidding it was determined that the estimated cost of the overpass had increased. To date, the City has been able to secure an additional \$900,000 of external funding through the State, is requesting \$510,000 in additional funding from WFRC, has committed to bring an additional \$1M in City funds, and is in the process of working with other resources to secure the remaining \$2M.													
Level of Conformity Analysis	Additional Funding													
	Ogden / Layton													
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Weber	UDOT	I-84	Freeway	14264	I-84; Over Weber River and UPRR Bridge Replacement	Replace Two Structures Carrying I-84 Eastbound and Westbound over the Weber River and UPRR	NHPP_BR - (Federal Funds) (National Highway Performance Program - Bridge))	\$55,500,000	\$20,463,000	Additional Funding		2025	
								STP_BRIDGE - (Federal Funds) (Surface Transportation Program - Bridge)		\$9,037,000				
								STP_FLX_ST - (Federal Funds) (Surface Transportation Program - Flexible (Anyarea) Statewide)		\$13,000,000				
								ST_BRIDGE (State Construction - Bridge Program)		\$9,500,000		\$3,500,000		
Original	This project will replace two structures carrying I-84 eastbound and westbound over the Weber River and UPRR in Weber Canyon. These bridges were constructed in 1965, have had multiple prior rehabilitations, and have reached the end of their service life, necessitating replacement.													
Proposed	Bids were opened on January 14, and the low bid received was 107% of the Engineer’s Estimate. In order to maintain an appropriate construction contingency and proceed with the necessary replacement, the additional funds would be required. .													
	Level of Conformity Analysis:				1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid									

	2025-2030 Transportation Improvement Program (TIP) (Amendment Four)												
	Board Modification												
Level of Conformity Analysis	Additional Funding												
	Salt Lake Area												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Salt Lake	South Jordan	Riverfront Parkway	Minor Collector	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$4,852,600	\$1,632,271	Additional Funding	\$1,400,000	2025
							LOCAL_GOVT (Local Government Funds)			\$208,629		\$1,611,700	
Original	This section is heavily traveled and needs widening to accommodate the additional traffic and reduce queue lengths. Project will widen Riverfront Parkway from a 3 lane to a 5 lane facility including improvements of the curb, gutter, sidewalk, park strip, street lighting, and intersection geometry.												
Proposed	South Jordan is requesting additional federal funding and significantly increasing local funding because of the following: During the project design phase and the finalization of the construction estimate South Jordan identified a significant funding gap due to the increased cost of the Right of Way, impacts to the intersection at 11400 South, and overall project cost escalation from inflation and market conditions.												
Level of Conformity Analysis	New Project												
	Tooele												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Tooele	UDOT	I-80	Freeway	22316	I-80; MP 53 to MP 55	Pavement Repairs	TSP_R2 (Transportation Solutions Program - Region Two)	\$4,000,000	\$0	New Project	\$4,000,000	2025
Original	N/A												
Proposed	The scope of the I-80; milepoint 53 to milepoint 55 pavement repairs project is to remove and replace 4” of pavement. This section of roadway has seen early lifecycle deterioration between the asphalt layers causing rutting issues.												
	Level of Conformity Analysis: 1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid												



4b - 2025-2030 TIP Board Modification

Wasatch Front Regional Council

March 27, 2025

	2025-2030 Transportation Improvement Program (TIP) (Amendment Five)												
	Board Modification												
Level of Conformity Analysis	New Project												
	Salt Lake												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT	Pioneer Trail	NA	22695	Pioneer Trail along State Street from North Temple to 300 North	New Bike/ Pedestrian Facility	ST_TSP (Statewide - Transportation Solutions Program)	\$800,000	\$0	New Project	\$800,000	2025
Original	N/A												
Proposed	The project is part of the Pioneer Trail Project that will enhance pedestrian safety along State Street from North Temple to 300 North. These improvements include pedestrian bulbouts at cross street intersections and the removal of the existing southbound right turn pocket, which will be combined into a shared thru-right lane. Once complete, these enhancements will provide space for local partners to add landscaping upgrades, wayfinding signage upgrades, and public art throughout project limits. This project will also add space in the center of the recently completed roundabout at the intersection of 300N and State Street to allow for aesthetic improvements. A Salt Lake City mobility study will be completed per legislative bill 195 before beginning.												
Level of Conformity Analysis:					1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid								



Salt Lake – Pioneer Trail – New Bike/ Pedestrian Facility along State Street from North Temple to 300 North

Funding Resources include;
Statewide – Transportation
Solutions Program (ST_TSP)

**New
Project**

Project will enhance pedestrian safety along State Street from North Temple to 300 North. Including pedestrian bulb-outs at cross street intersections and the removal of the existing southbound right turn pocket, by combining it into a shared thru-right lane.

**New Project
\$ 800,000**

**Total Project Cost
Estimate \$ 800,000**

4c - FY 2024 Obligation Report

Wasatch Front Regional Council

March 26, 2025

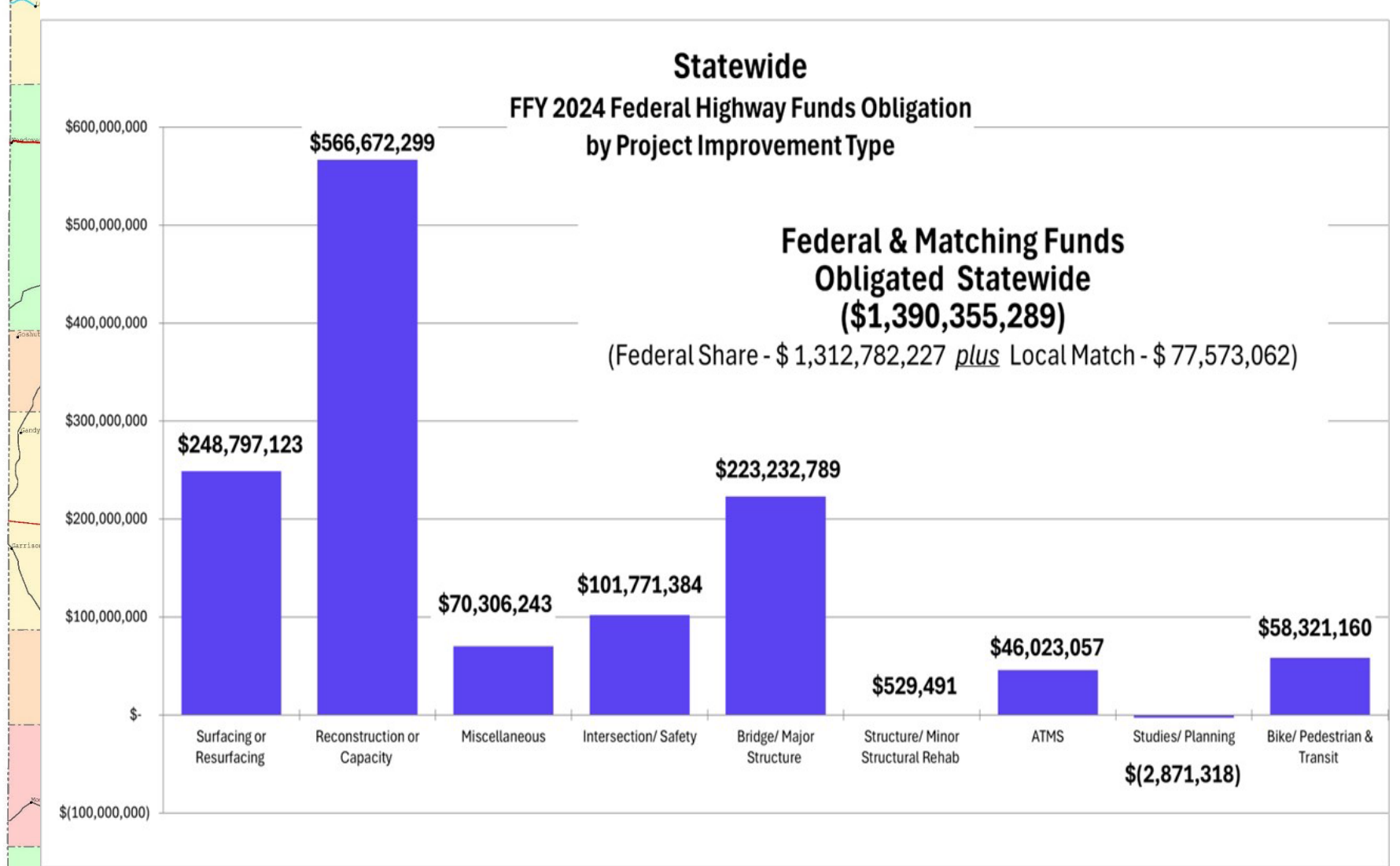


Obligation

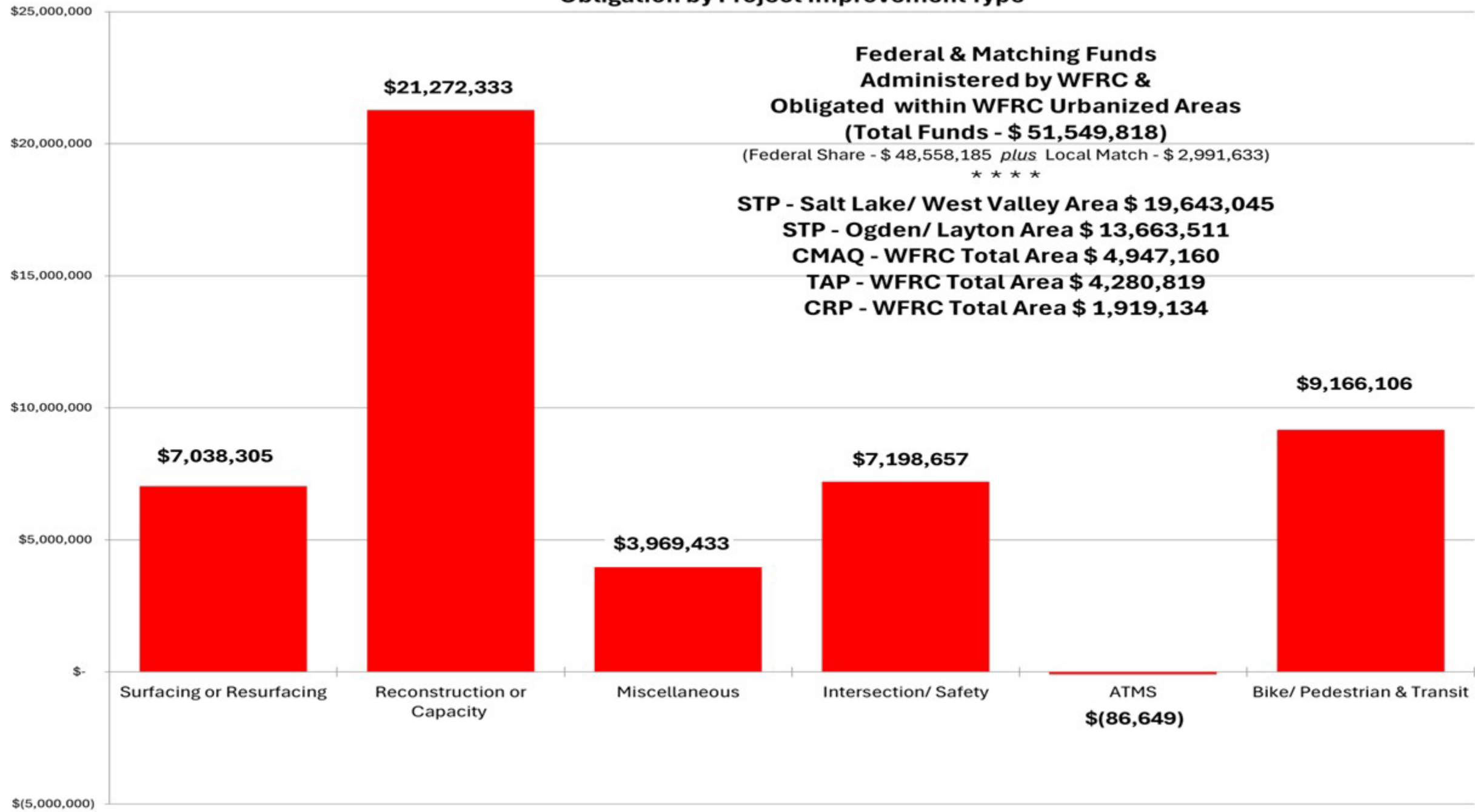
Is the federal government's legal commitment to reimburse the State or other entities for the Federal share of a project's eligible costs.

- Obligated projects were not necessarily initiated or completed during this year.
- Obligated amounts reflected in this report also may not be equal to the final project cost.





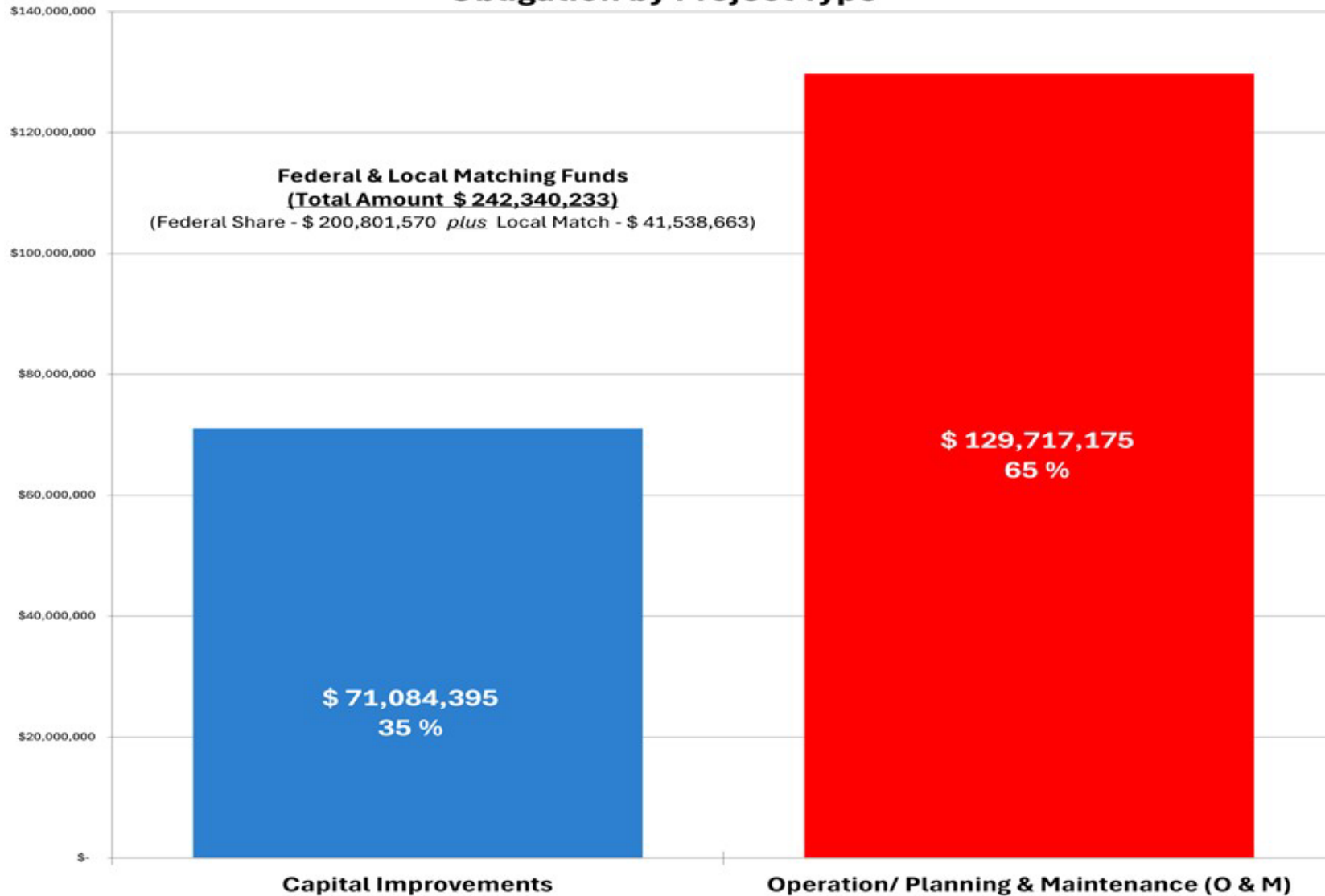
**WFRC FFY 2024 STP, CMAQ, TAP, and CRP Funds
Obligation by Project Improvement Type**



**Federal & Matching Funds
Administered by WFRC &
Obligated within WFRC Urbanized Areas
(Total Funds - \$ 51,549,818)**
(Federal Share - \$ 48,558,185 *plus* Local Match - \$ 2,991,633)
* * * *

STP - Salt Lake/ West Valley Area \$ 19,643,045
STP - Ogden/ Layton Area \$ 13,663,511
CMAQ - WFRC Total Area \$ 4,947,160
TAP - WFRC Total Area \$ 4,280,819
CRP - WFRC Total Area \$ 1,919,134

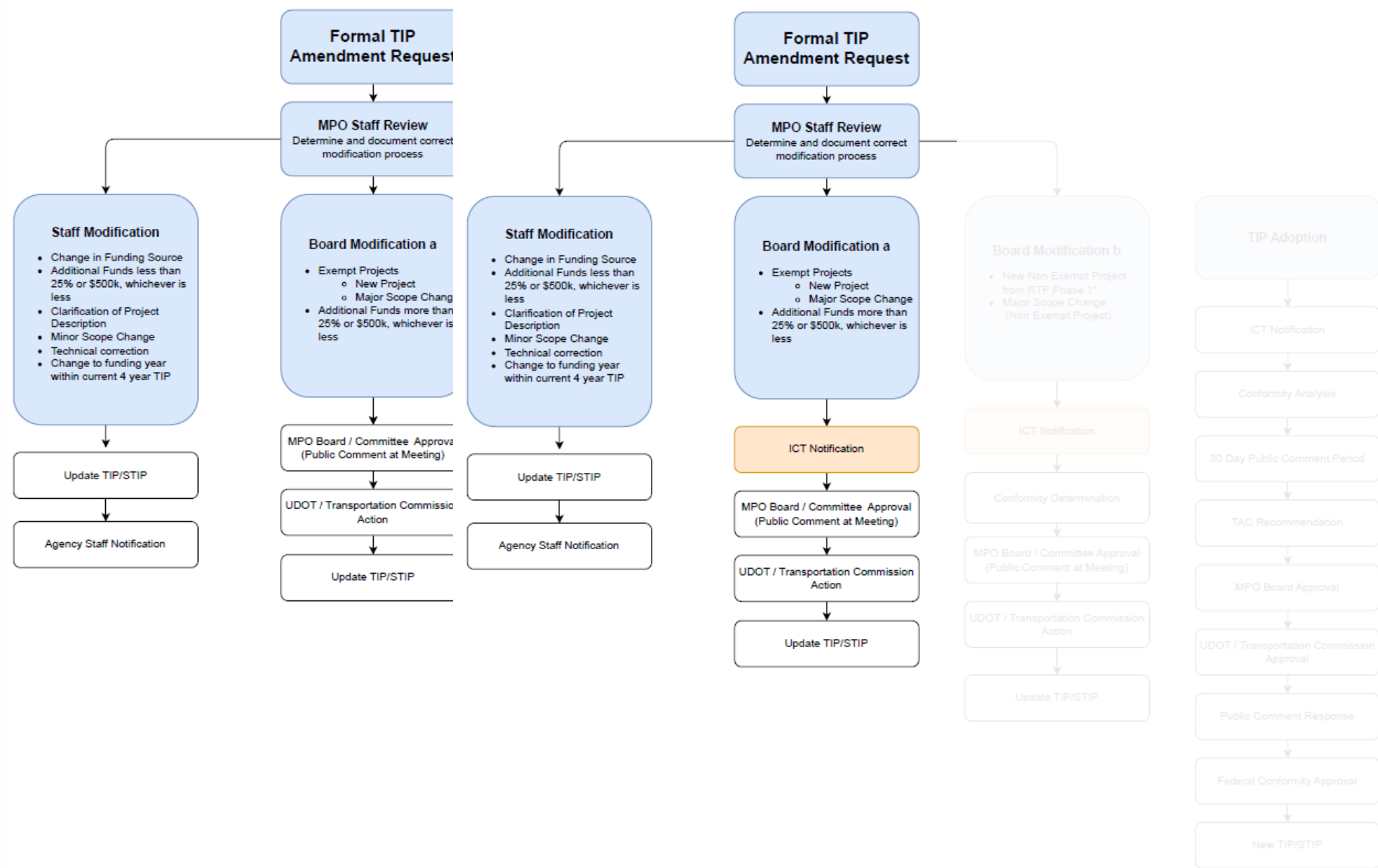
FFY 2024 Federal Transit Administration Funds Obligation by Project Type



4d - Adjustments to TIP Amendment Process

Wasatch Front Regional Council

March 26, 2025



Current
TIP Amendment Process

Adjusted
TIP Amendment Process

* Projects must be included in the fiscally constrained Phase 1 of the RTP. New non-exempt projects that are not in Phase 1 of the RTP must first complete the RTP Amendment process before they can be amended into the TIP.

2025-2030 Transportation Improvement Program (TIP) (Amendment Three)

Board Modification

Scope Change & Additional Funding

Salt Lake												
County	Sponsor	Facility	FC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-111	Minor Arterial	19472	SR-111; Herriman Parkway to 11800 South	Realign and Add two travel lanes, <u>Scope Change</u> to include the addition of a median turn lane and extending Herriman Blvd	ST_TIF (Transportation Investment Funds)	\$90,000,000	\$21,250,000	Additional Funding	\$19,000,000	2025
							ST_TIF_HB433 (HB433 - Transportation Investment Funds)		\$49,750,000			

The original scope of the SR-111; Herriman Pkwy to 11800 South project was to realign and add two travel lanes from Herriman Parkway to 11800 South. During the environmental and design phase, additional scope was identified to maximize the functionality of the project. The new scope includes adding a median turn lane from South Jordan Parkway to Herriman Blvd, then extending Herriman Blvd from the new U-111 to 6400 West. This will complete the roadway system, provide connectivity, and allow for proper movement for the southwest area of Salt Lake County. Upon the completion of construction, it is anticipated that UDOT will request that the new alignment of U-111 and Herriman Boulevard become state routes.

Scope Change & Additional Funding

Ogden / Layton												
County	Sponsor	Facility	FC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	I-84	Interstate	19919	I-84 Bridge Replacements at Riverdale	I-84 Bridge Replacement at Riverdale project is to replace three structures <u>Scope Change</u> to include additional widening for structure to accommodate new development	Local_Govt (Local Government Funds)	\$26,800,000	\$0	Additional Funding	\$2,200,000	2025
							NHPP_BR (National Highway Performance Program - Bridge)		\$18,580,000			
							STP_Bridge (Surface Transportation Program - Bridge)		\$1,820,000			
							ST_Bridge (State Construction_Bridge Program)		\$750,000			
							ST_TIF_PRS_S (Transportation Investment Funds - Preservation)		\$850,000		\$1,000,000	
							ST_Trans_Sol (State Transportation Solutions Program)		\$0		\$1,600,000	

The scope of the I-84 Bridge Replacement at Riverdale project is to replace three structures. During the design, Region One was approached by Riverdale City to complete widening on a structure to accommodate new development in the area. The funding for this scope increase would come from Riverdale City and Region 1 Transportation Solutions. Additionally, cost estimates have been updated associated with the base structures replacement. The Structures program would cover the increased cost estimates.

Scope Change & Additional Funding

Ogden / Layton												
County	Sponsor	Facility	FC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	SR-126	Principal Arterial	19255	SR-126; SR-39 to US-89 Preservation Project	Bridge Pavement Preservation <u>Scope Change</u> Deck rehabilitation to project structures needed more extensive work than initially anticipated.	STP_Flex_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$7,138,000	\$5,275,000	Additional Funding	\$1,039,000	2025
							STP_UB_O/L_U (UDOT's - Surface Transportation Program - WFRCE Exchange)		\$0		\$824,000	

This project is a preservation project where the paving has deteriorated more than anticipated. The deck rehabilitation to protect structures over I-15 needed more extensive work than was scoped. In addition, preservation work for the I-15 asphalt ramps and asphalt/concrete transition is needed at the interchange of I-15 and SR-126.

The cost increases are in the following categories: • Structures \$238,000, • Asphalt \$1,625,000

Level of Conformity Analysis	Scope Change			
	Salt Lake			
	County	Sponsor	Facility	FUNCTION
1	Salt Lake	UTA	5600 West	US Route 89
Original		The original scope - 5600 West		
Proposed		After carefully analyzing the project, the project is being approved for \$2M originally approved for the right of way and construction.		
Level of Conformity Analysis	Scope Change			
	Tooele			
	County	Sponsor	Facility	FUNCTION
1	Tooele	Tooele County	Soundwall Trail	Trail
Original		The original scope - The		
Proposed		During design, the project proposed future alignment. Shortening the distance and		
Level of Conformity Analysis:				



Code of Federal Regulations

A point in time eCFR system



Title 40

Displaying title 40, up to 8/2025. view historical versions

40 CFR 93.126 (Feb. 18, 2025)

40 CFR 93.126 (up to date as of 2/18/2025)
Exempt projects.

This content is from the eCFR and is authoritative but unofficial.

Title 40 – Protection of Environment
Chapter I – Environmental Protection Agency
Subchapter C – Air Programs
Part 93 – Determining Conformity of Federal Actions to State or Federal Implementation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws
Subpart A – Conformity to State or Federal Implementation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws
Source: 62 FR 43801, Aug. 15, 1997, unless otherwise noted.
Authority: 42 U.S.C. 7401-7571g.
Source: 58 FR 62235, Nov. 24, 1993, unless otherwise noted.

§ 93.126 Exempt projects.
Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see § 93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation. Table 2 follows:

Table 2—Exempt Projects

Safety
Railroad/highway crossing
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.

40 CFR 93.126 (enhanced display)

page 1 of 3

40 CFR 93.126

activities at current levels.

struction, such as:

onal travel lanes).

etc.).

buildings, storage and

rights-of-way.

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23 CFR part 771.

page 2 of 3

40 CFR 93.126

of the proposed action or alternatives to

types listed in

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and TIP. A

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project) or the

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historic transportation buildings,

pt projects involving

h projects are exempt only

mentation plan.

73 FR 4441, Jan. 24, 2008]

page 3 of 3

Action	Funding Amount	Year
Scope Change	\$0	2025
ed for Bus Purchase)		
ffectively. They request that the the 5600 West Core Route project;		
Action	Funding Amount	Year
Scope Change	\$0	2025
e the funding available and a / Park's Master Trail Plan.		
ation is Still Valid 23		

2025-2030 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

New Project

Salt Lake

Level of Conformity Analysis

1

FUNC

NA

PLN

22695

Project Location

Pioneer Trail along State Street from North Temple to 300 North

Concept/ Type of Improvement

New Bike/ Pedestrian Facility

Funding Source

ST_TSP
(Statewide - Transportation Solutions Program)

Project
Estimated Cost

\$800,000

Currently
Funded Amount

\$0

Action

New
Project

Funding Amount

\$800,000

Year

2025

Original

N/A

Proposed

The project is part of the Pioneer Trail Project that will enhance pedestrian safety along State Street from North Temple to 300 North. These improvements include pedestrian bulbouts at cross street intersections and the removal of the existing southbound right turn pocket, which will be combined into a shared thru-right lane. Once complete, these enhancements will provide space for local partners to add landscaping upgrades, wayfinding signage upgrades, and public art throughout project limits. This project will also add space in the center of the recently completed roundabout at the intersection of 300N and State Street to allow for aesthetic improvements. A Salt Lake City mobility study will be completed per legislative bill 195 before beginning.

Level of Conformity Analysis:

1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid

ITEM 5 | REGIONAL GROWTH COMMITTEE

- 1. Transportation & Land Use Connection 2025 Awards**
 - 2. Station Area Plan Certification: SANDY CITY**
-

WASATCH FRONT REGIONAL COUNCIL | MARCH 27, 2025



WFRRC

“TLC”

Planning technical assistance program linking:

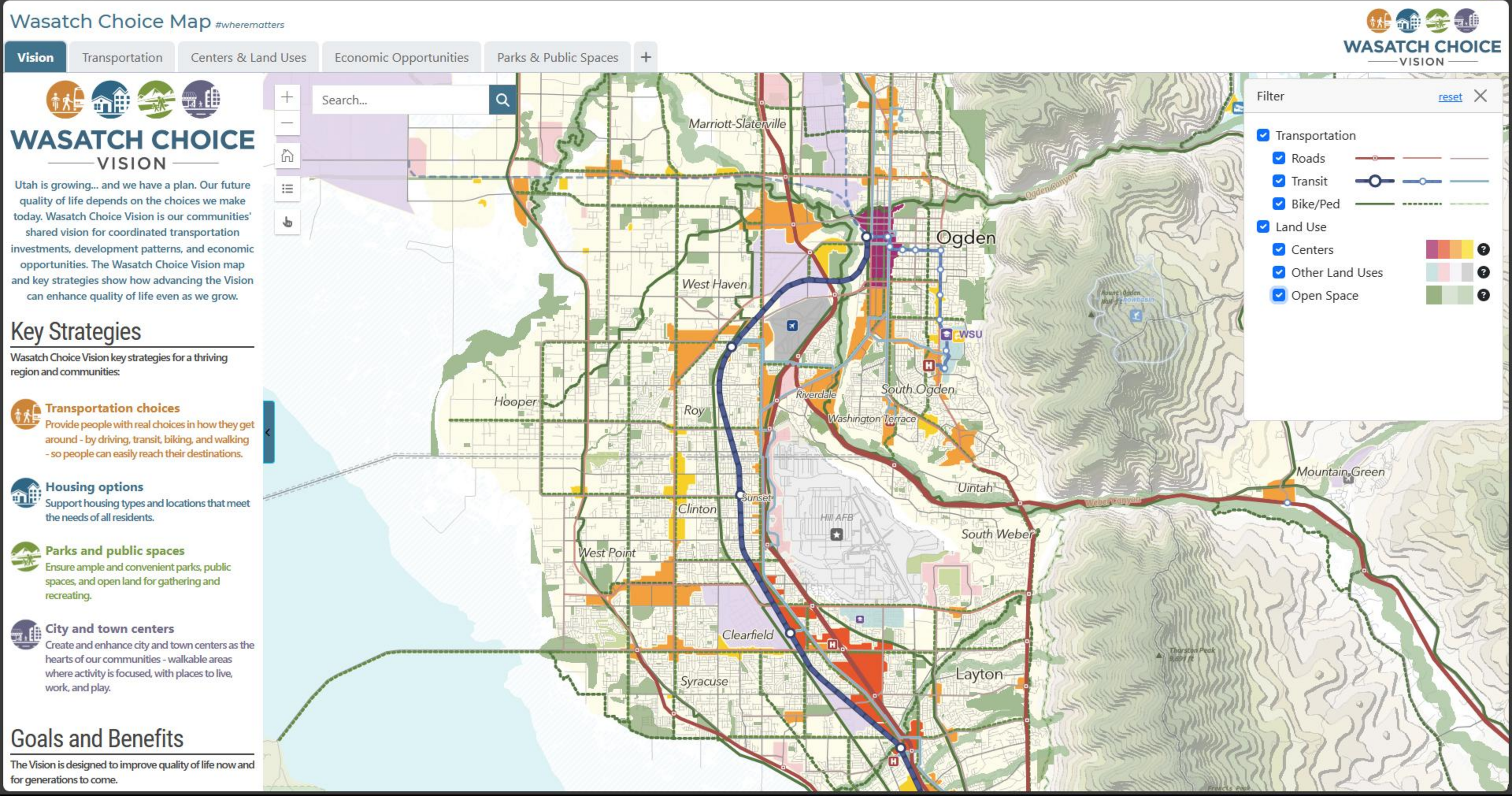
LAND USE + TRANSPORTATION + ECONOMIC DEVELOPMENT



- **Maximize the value of investment in public infrastructure.**
- **Enhance access to opportunities.**
- **Increase travel options to optimize mobility.**
- **Create communities with opportunities to live, work, and play.**

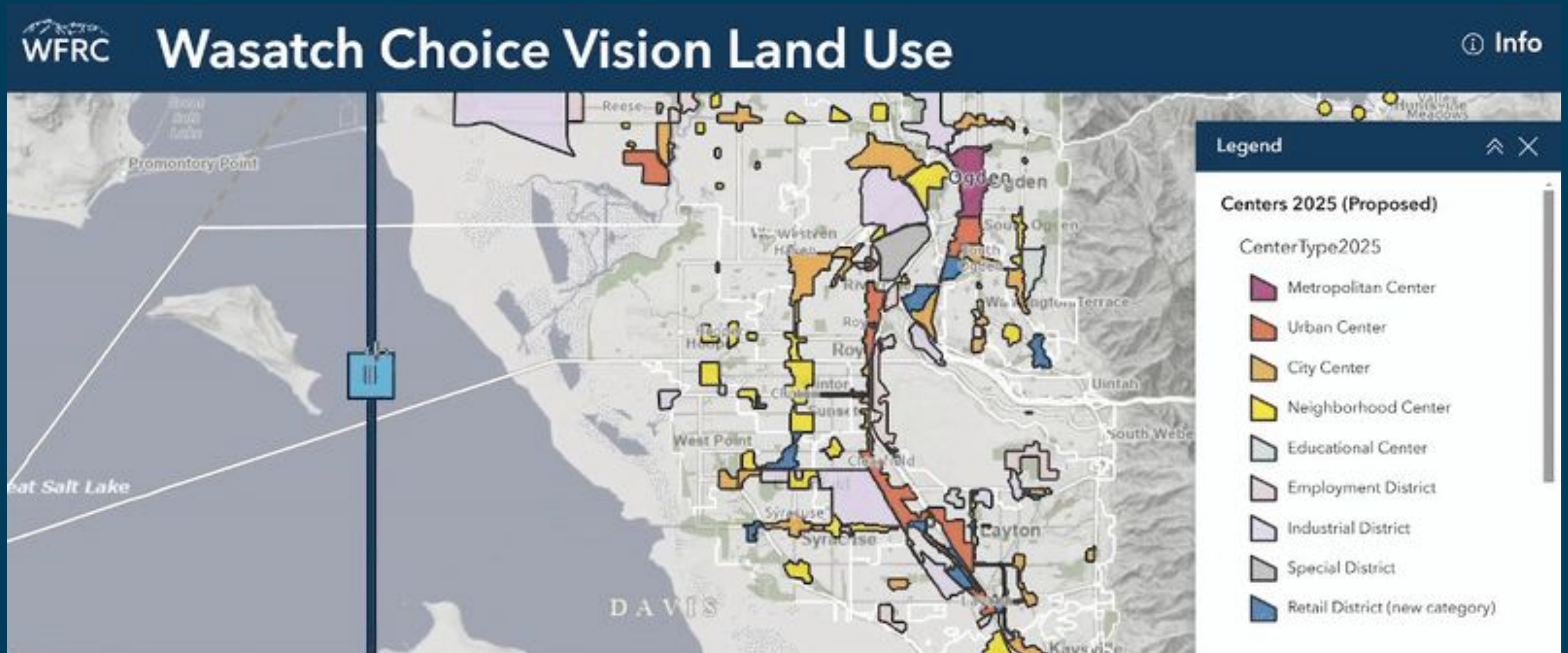


Governor's Office of
Planning and Budget



Wasatch Choice Vision: Land Use Update

UNIFIED CITY RESPONSE BY APRIL 18TH

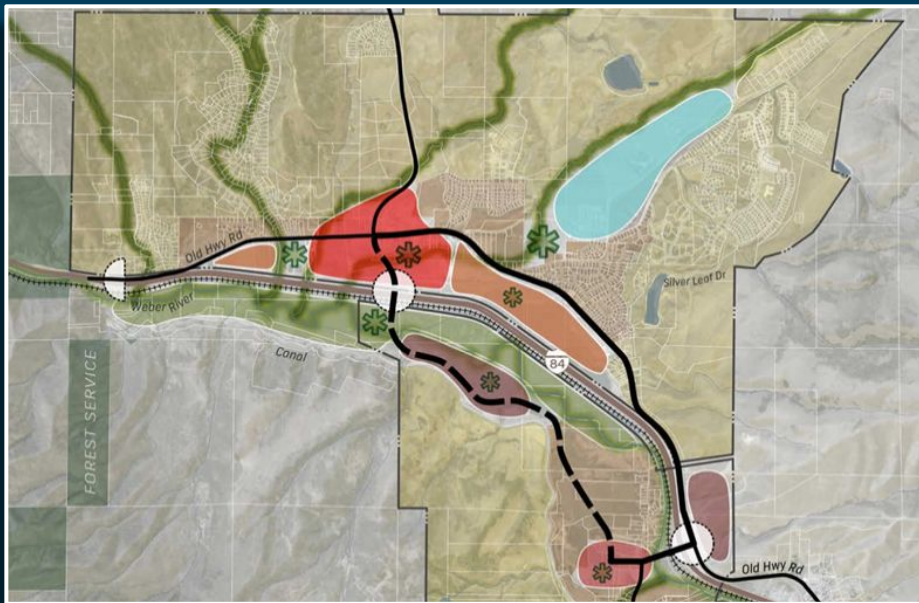


"TLC"



TRANSPORTATION AND LAND USE CONNECTION

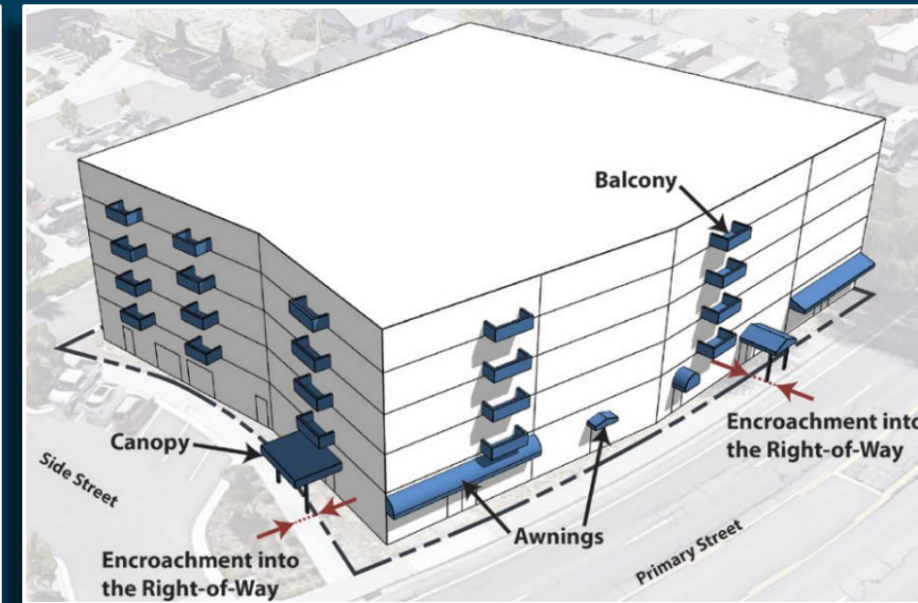
Plans



Design



Ordinances



Implementation Strategies





Transportation and Land Use Connection (TLC) Projects

[About the Map](#)

INSTRUCTIONS

Use the filters below to filter the data seen in the map. To view a project area in the map, select that project from the list to the right.



Select a Project Status

All Statuses



Select a Project Type

All Types



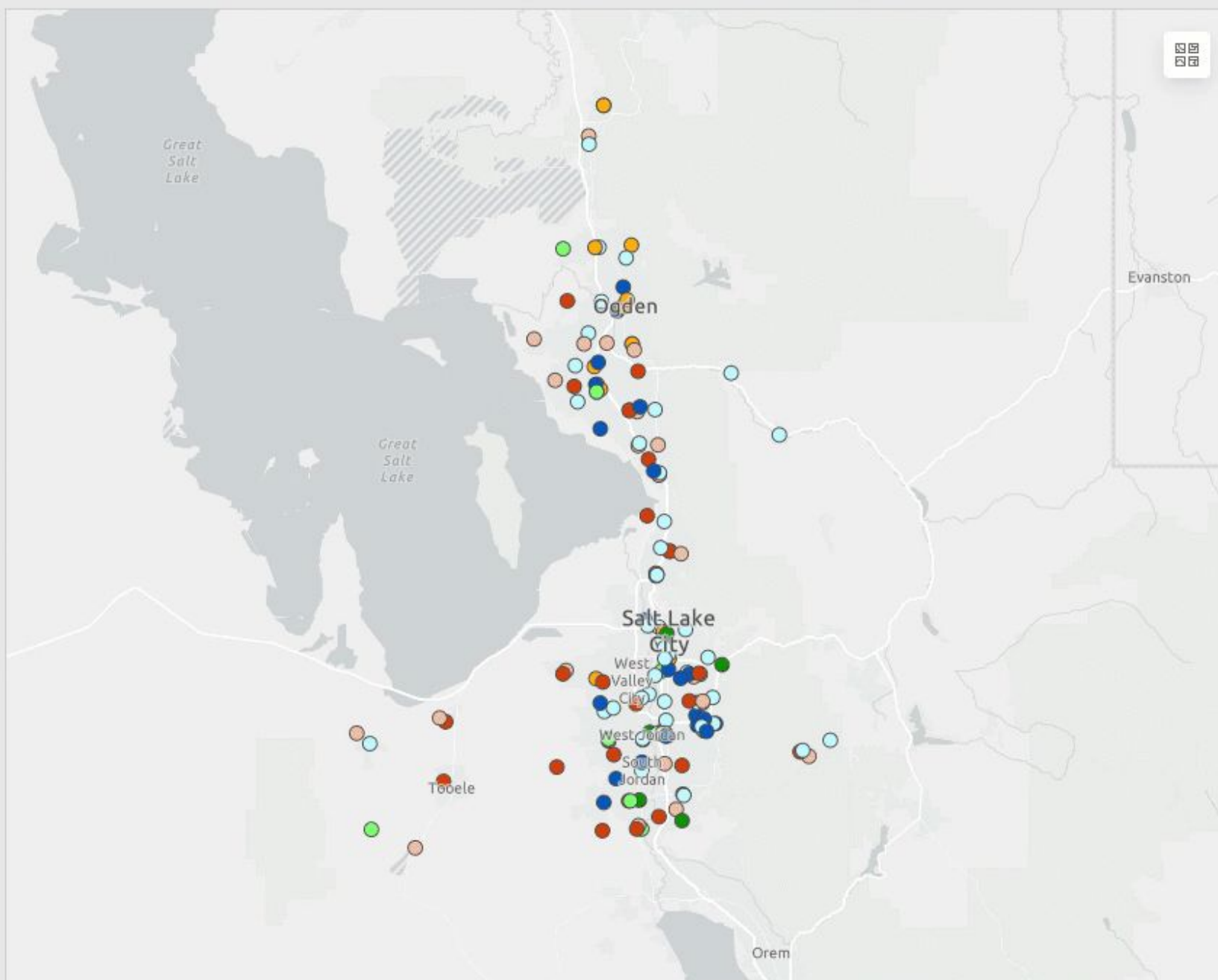
Select a Year

All Years

LEGEND

- Active Transportation Plan
- General Plan Update
- Ordinance
- Parks and Open Space Plan
- Station/Small Area Plan
- Study
- Transportation Master Plan
- Vision

Last Updated: March 2024



Utah Geospatial Resource Center, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS... Powered by Esri

To view project information and area, select the coordinating project from the project list on the right-hand side.

Funded
16

Under Contract
27

Complete
110

All Projects

SELECTION LIST

Select a project from this list to view the area on the map. To view another area, deselect your previous selection, and click on a new project.

- Alta
Core Active Transportation Implementation Plan
- Bluffdale
Bluffdale Active Transportation Plan
- Copperton
Active Transportation Plan and Connectivity Ordinance
- Davis County
Active Transportation Plan
- Draper
River to Range Corridor - Draper City Connections
- Herriman
Active Transportation Plan
- Hooper, Marriott-Slaterville, North Ogden, Plain City, Roy, Weber County, West Haven

Select a project from the list above to view details.

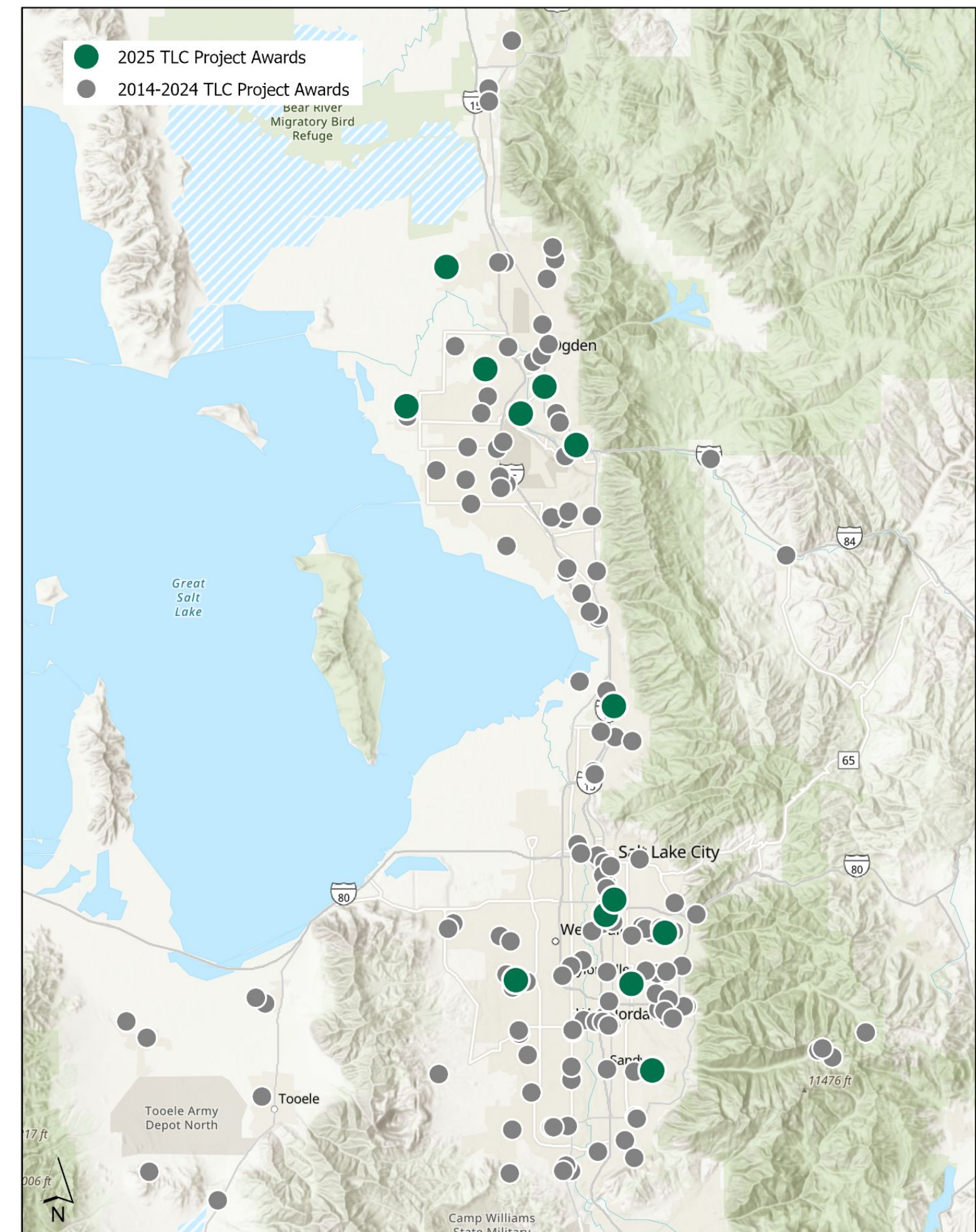
2025 TLC Awards

13 projects!

\$1,767k in project funds!

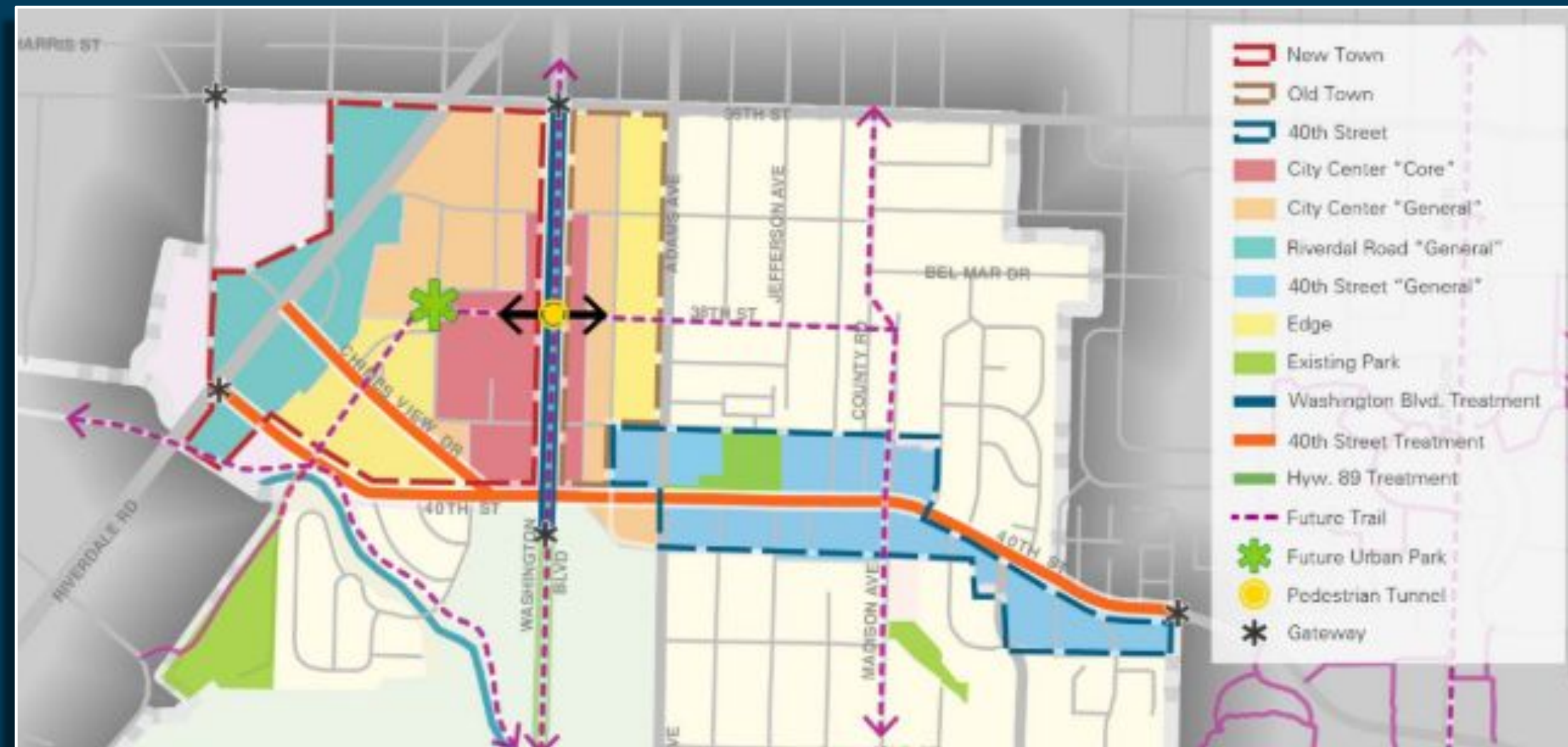
\$1,552k tlc

\$214k local match



2025 TLC Awards: Small Area Plans, Centers

- Murray Oakwood Village Center Small Area Plan
 - \$102.5k TLC, \$110k total
- Riverdale “Stringtown” Master Plan
 - \$200k TLC, \$260k total
- South Ogden City Center Master Plan
 - \$110k TLC, \$120k total



2025 TLC Awards: City Wide Plans and Ordinances

- **Millcreek ADA Transition Plan**
 - **\$13.25k TLC, \$14.25 total**
- **Sandy Land Development Code Update**
 - **\$200k TLC, \$325k total**
- **South Salt Lake City Zoning Ordinance Update**
 - **\$250k TLC, \$275k total**
- **Hooper Zoning Ordinance and Design Standards**
 - **\$90k TLC, \$100k total**
- **Plain City General Plan and Land Use Code Update**
 - **\$120k TLC, \$130k total**
- **Uintah General Plan**
 - **WFRC staff time**
- **West Haven Land Use Analysis**
 - **\$50k TLC, \$56.7k total**

2025 TLC Awards: Contextual Transportation

- **Kearns 5400 South Corridor Study**
 - **\$120k TLC, \$150k total**
- **South Davis Greenway Feasibility Study**
 - **\$115k TLC, \$145k total**
- **Municipal Services District Transportation Master Plan**
 - **\$200k TLC, \$300k total**



PLANNING TECHNICAL ASSISTANCE

LAND USE + TRANSPORTATION + ECONOMIC DEVELOPMENT

Transportation and Land Use Connection
region wide, competitive technical assistance
program

Station Area Planning
surrounding fixed transit and BRT, rolling
applications

Other staff support and expertise
reach out!



STATION AREA PLANNING, “SAP”

Supporting communities in fulfilling SAP requirements under state code, and certifying plans.



$\frac{1}{2}$ mile around
Rail stations



$\frac{1}{4}$ mile around
BRT stations



STATION AREA PLANNING, “SAP”

Objectives

- Increase availability and affordability of housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Plan Components

1. Vision
2. Area map
3. 5-year implementation plan
4. Statement describing how objectives are achieved
5. Public/stakeholder engagement

SAP PROGRESS TO DATE

Of the 127 station areas*

20

Stations where
station area planning
has not begun

20

Stations with
planning that
pre-dates HB462

49

SAPs being
prepared for
adoption

5

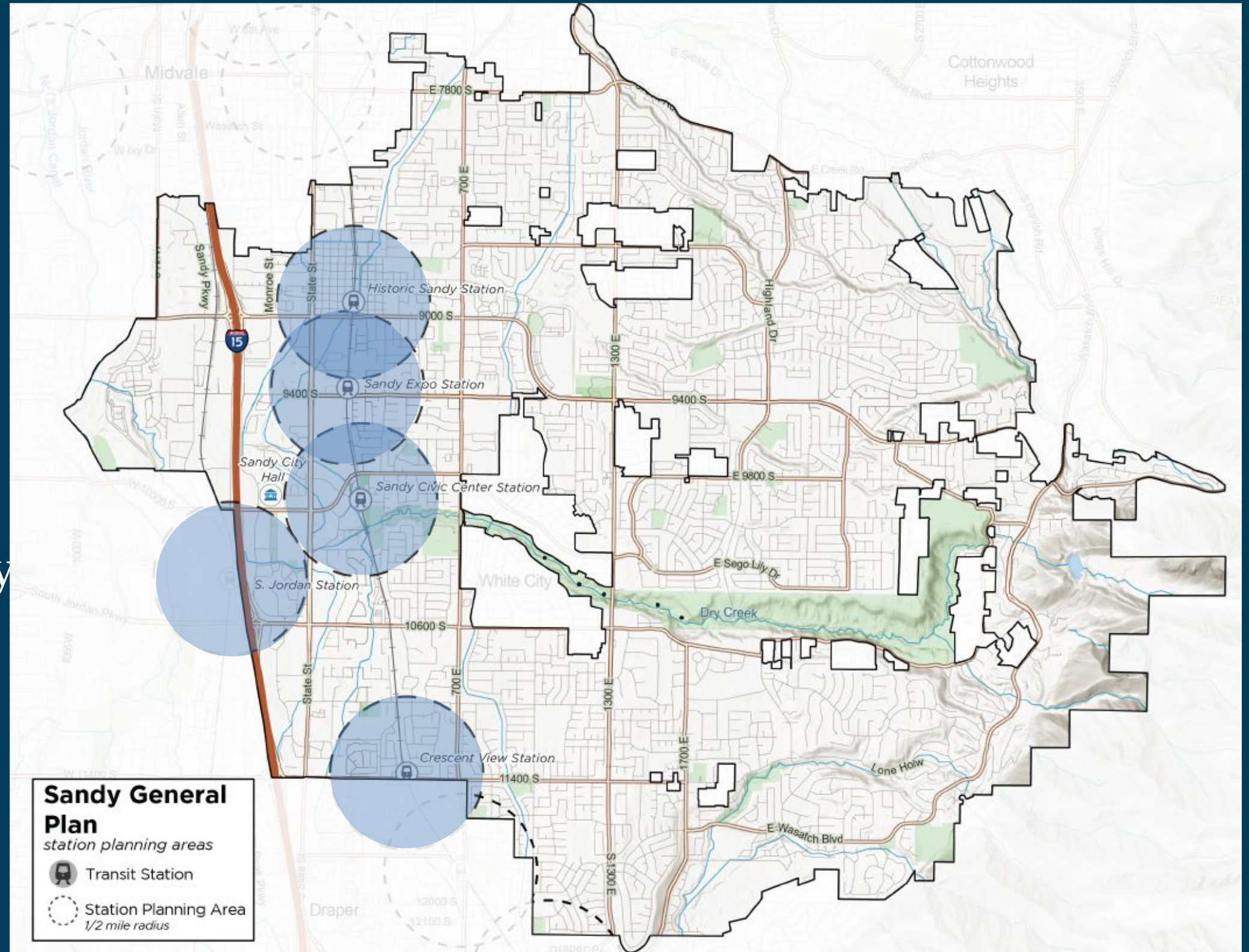
SAPs submitted for
certification

33

SAPs certified by
MPO

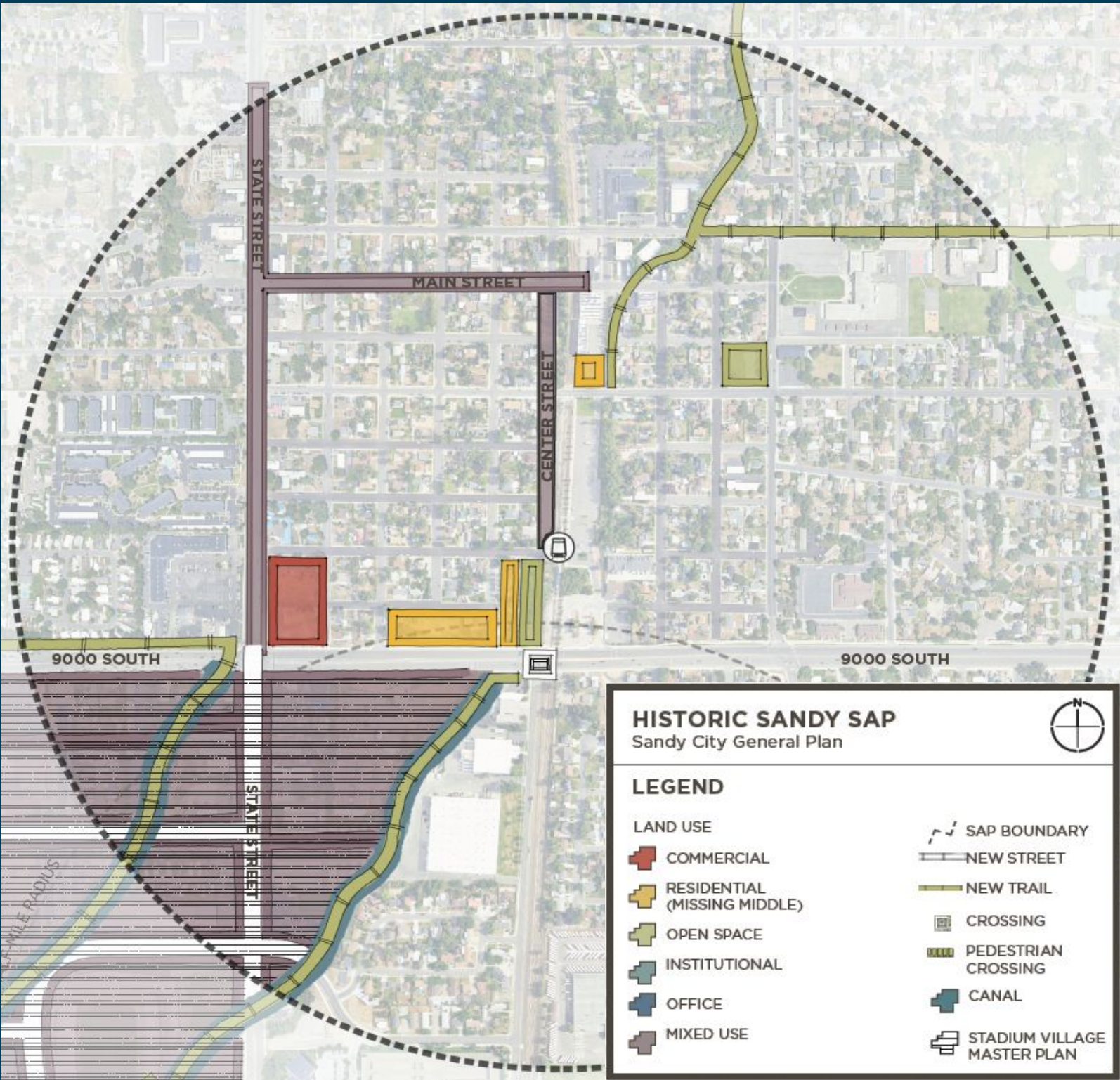
Sandy City Station Area Plan

- Historic Sandy TRAX
- Sandy Expo TRAX
- Sandy Civic Center TRAX
- Crescent View TRAX
- South Jordan FrontRunner - Sandy portion

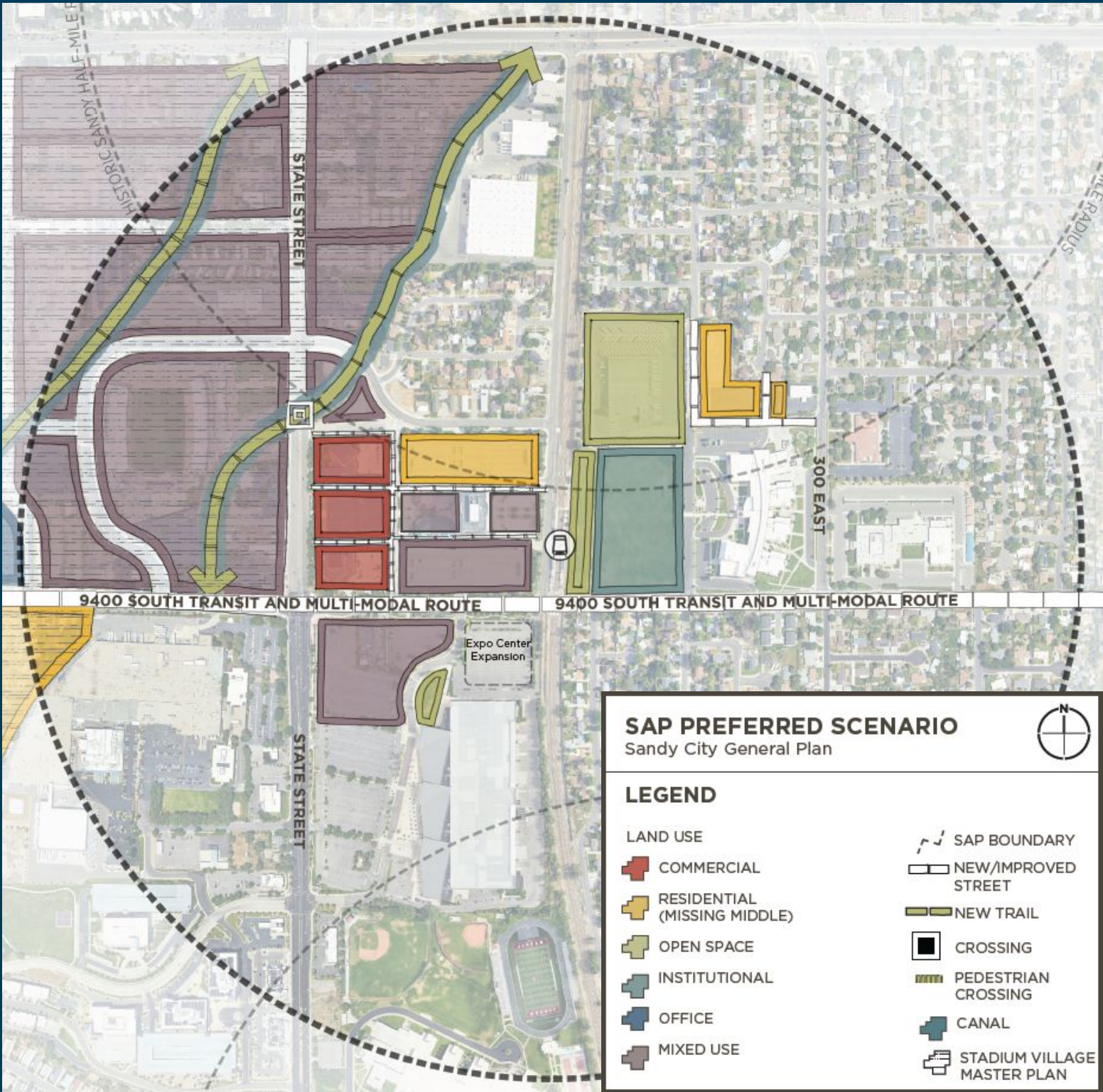


Sandy City Station Area Plan

Historic Sandy TRAX

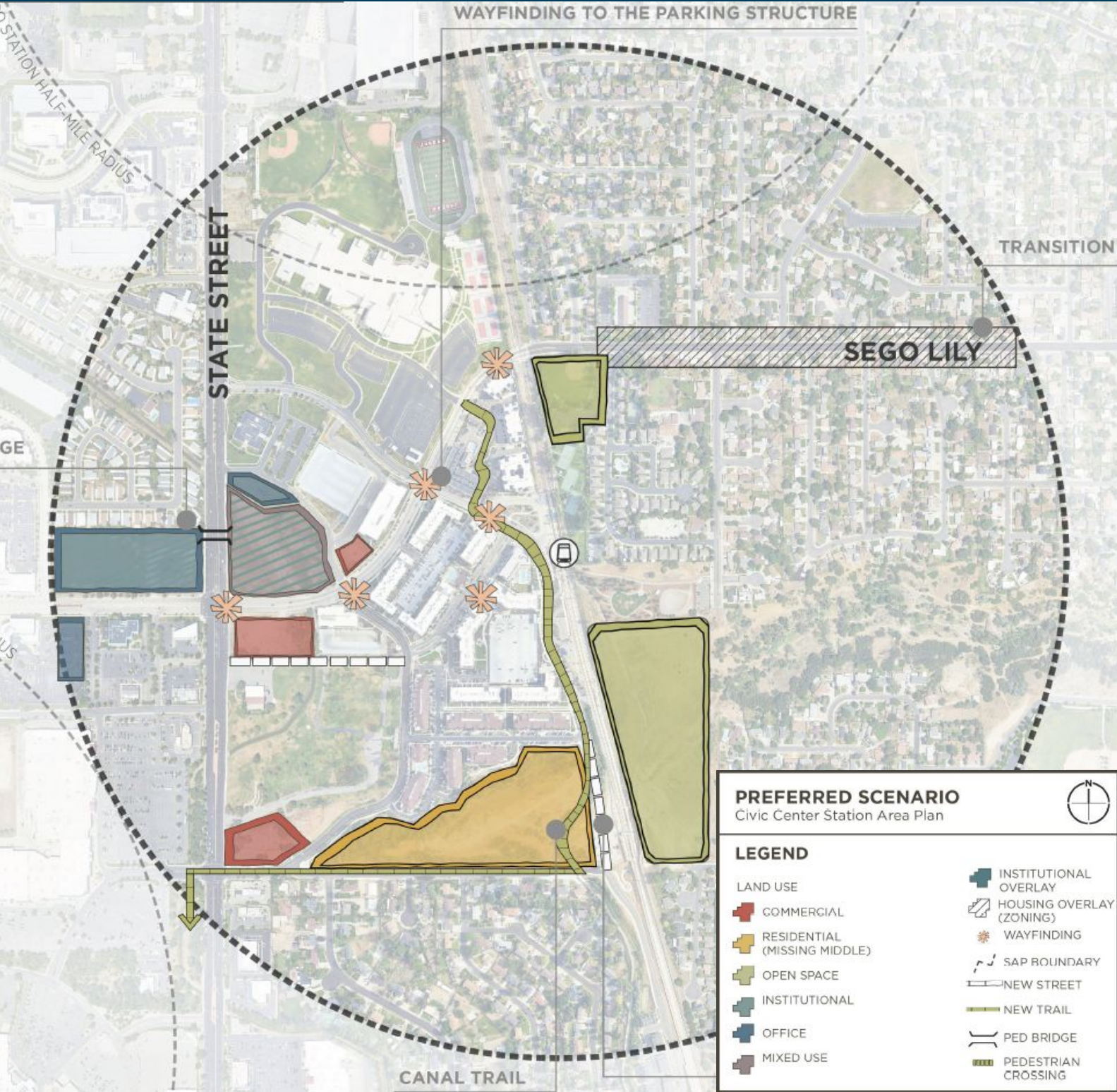


Sandy Expo Center TRAX

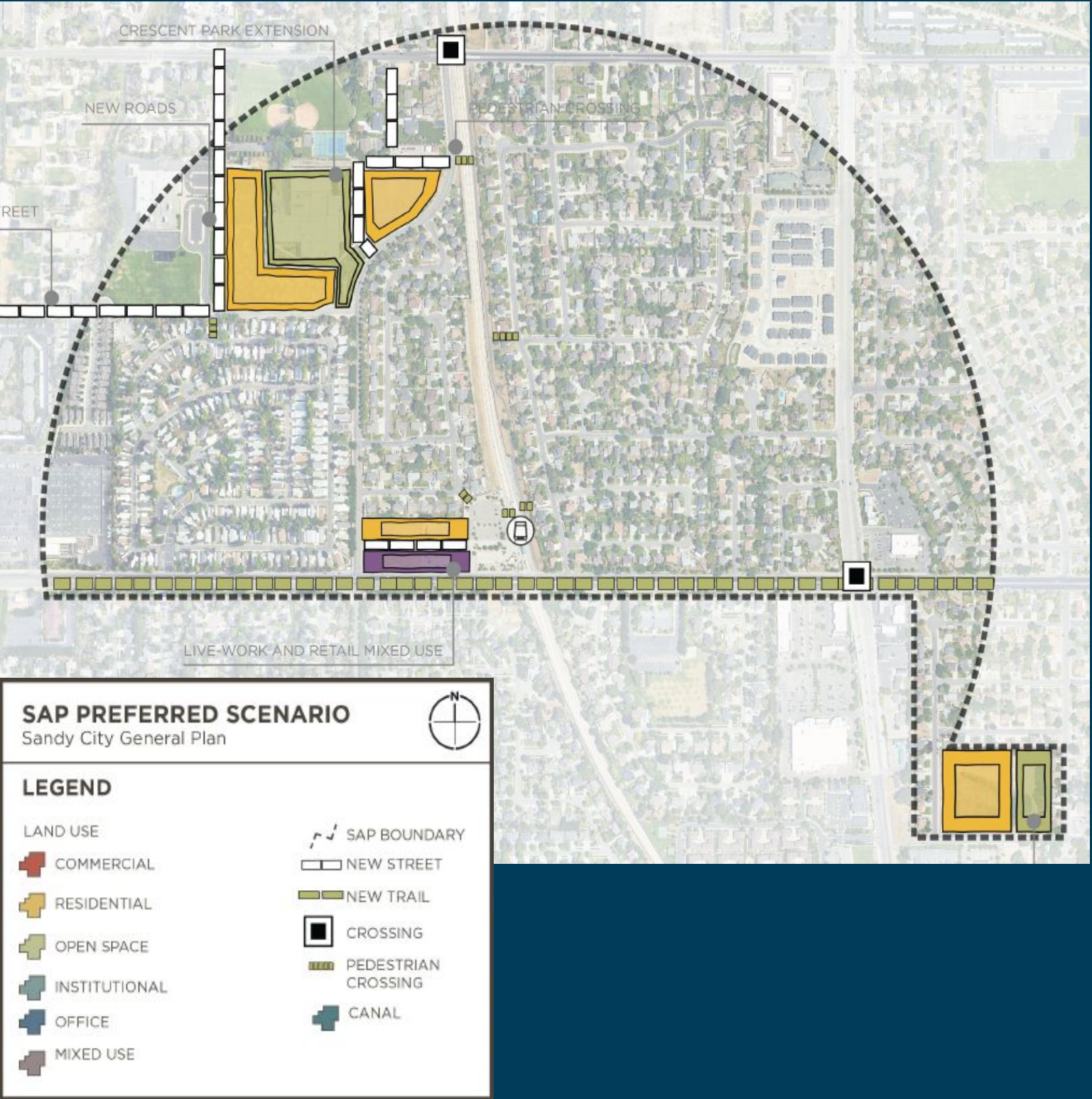


Sandy City Station Area Plan

Sandy Civic Center TRAX

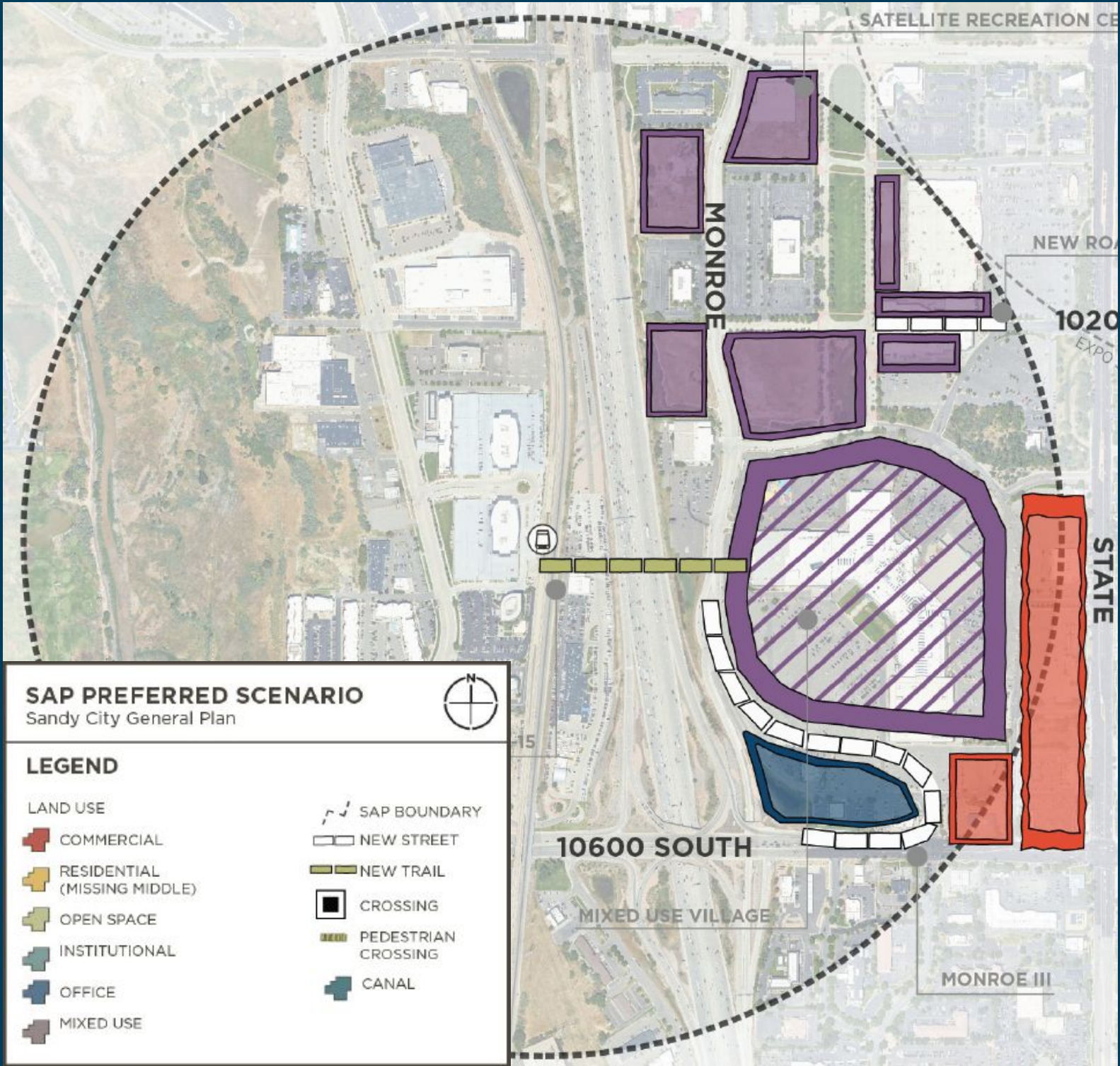


Crescent View TRAX



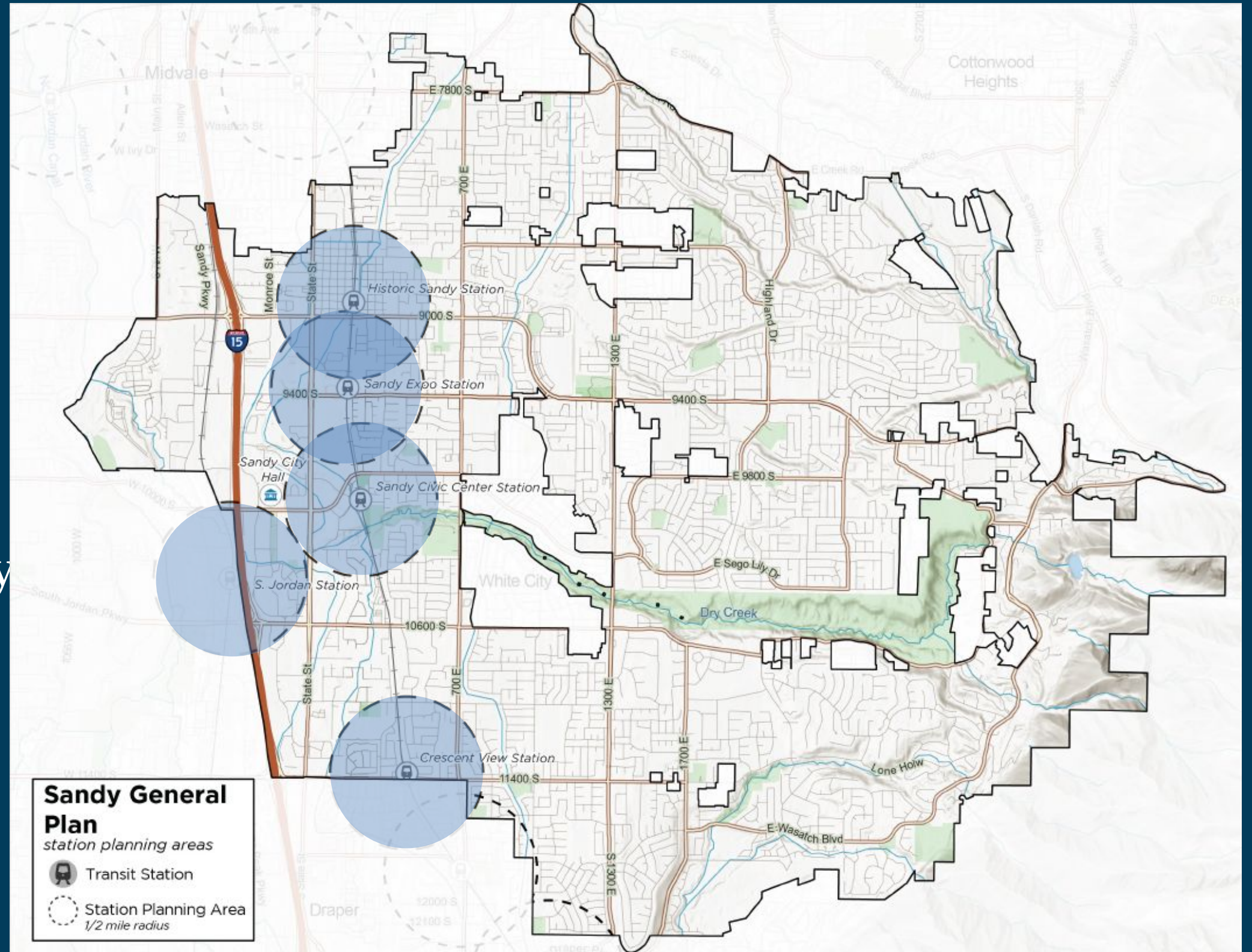
Sandy City Station Area Plan

South Jordan FrontRunner



Sandy City Station Area Plan

- Historic Sandy TRAX
- Sandy Expo TRAX
- Sandy Civic Center TRAX
- Crescent View TRAX
- South Jordan FrontRunner - Sandy portion



Sandy City Station Area Plan

Suggested Motion

“I move to certify the Sandy Station Area Plan.”

2025 CDBG Awarded Projects

Entity	Project	CDBG Award Amount
Marriott-Slaterville	Sewer/Water Installation	\$200,000
Washington Terrace	Victory Park Playground Equipment	\$123,542
Washington Terrace	Sidewalk Installation	\$116,807
Grantsville	Apple Street Waterline Replacement	\$250,000