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Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Ken Bullock
Utah League of Cities & Towns

Adam Trupp
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

August 11, 2016

To Members of Trans Com and Other Interested Persons:

A meeting of Trans Com will be held on **Thursday, August 18, 2016 at 2:00 p.m. at the Wasatch Front Regional Council offices** located at 295 North Jimmy Doolittle Road in Salt Lake City. The agenda will be as follows:

1. ACTION on minutes of June 16, 2016 meeting
2. Opportunity for public comment
3. Transportation Improvement Program
 - a. ACTION on Board Modifications to the 2016-2021 TIP
 - b. ACTION on 2017-2022 Transportation Improvement Program
 - c. Overview of WFRC Programs for Local Governments
4. ACTION on Self-Certification of Planning Process
5. Proposition 1 Update
6. Congestion Management Report
7. Other business

Next Meeting: November **10**, 2016 (Note change from original date)

Sincerely,

Mayor Bill Applegarth
Chairman

Upcoming Events:

WFRC Council Meeting – Aug 25
ULCT Annual Conference - September 14-16
6th Annual Mayor's Symposium: Getting Centered - October 19
UDOT Annual Conference November 1-3

NOTE: Informational material can be located at www.wfrc.org.

Public participation is solicited without regard to age, sex, disability, race, color or national origin. Persons who require translation for a meeting should contact the WFRC's Title VI Administrator at 801-363-4250 or sam@wfrc.org at least 72 hours in advance.

Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar a WFRC's Administrador de Título VI al teléfono 801-363-4250 o sam@wfrc.org por lo menos 72 horas antes de la reunión.



**TRANSPORTATION COORDINATING COMMITTEE (Trans Com)
Minutes of Meeting held
June 16, 2016**

Chairman Bill Applegarth called Trans Com to order at 2:08 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

ATTENDANCE

Members:

Mitch Adams	Mayor, Clinton City
Bill Applegarth, Chair	Mayor, Riverton
Karen Cronin	Mayor, Perry City
Kelvyn Cullimore	Mayor, Cottonwood Heights
Brent Marshall	Mayor, Grantsville City
Robert McKinley	UTA Board of Trustees
Toby Mileski	Mayor, Pleasant View City
Norm Searle	Mayor, Riverdale City
JoAnn Seghini	Mayor, Midvale City

Others:

Wayne Bennion	Wasatch Front Regional Council
Kip Billings	Wasatch Front Regional Council
Steve Call	Federal Highway Administration
Dave Goeres	Utah Transit Authority
Andrew Gruber	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Jeff Harris	Utah Department of Transportation
Scott Hess	Wasatch Front Regional Council
Vern Keeslar	Parametrix
Sam Klemm	Wasatch Front Regional Council/SLCOG
Ted Knowlton	Wasatch Front Regional Council
David Lloyd	Wasatch Front Regional Council
Andrea Pearson	Wasatch Front Regional Council
Matthew Silski	Wasatch Front Regional Council
Suzie Swim	Wasatch Front Regional Council
Dallas Wall	Utah Department of Transportation, Traffic & Safety
Ben Wuthrich	Wasatch Front Regional Council
Muriel Xochimitl	Wasatch Front Regional Council

Mayor Carmen Freeman, Mayor Beverly Macfarlane, Erin Mendenhall, Meghan Holbrook, and Dan McConkie were excused from the meeting.

1. Approval of Minutes

Mayor Bill Applegarth brought attention to the minutes of the April 21, 2016 meeting and asked if there were any questions. There were none. Mayor Kelvyn Cullimore moved that the minutes of the April 21, 2016 Trans Com meeting be approved as written. Mayor Toby Mileski seconded the motion, and the voting was unanimous.

2. Opportunity for Public Comment

Mayor Bill Applegarth opened to meeting up for public comments. There were no public comments.

3. Transportation Improvement Program (TIP)

a. Report on Board Modifications to the 2016-2021 TIP

Ben Wuthrich, WFRC, reported that since the last meeting of Trans Com, WFRC received requests to modify the current 2016-2021 Transportation Improvement Program (TIP). The modification required action from Wasatch Front Regional Council and the Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. He referred members to the packet for detailed information on Amendment Seven and asked if there were questions.

b. ACTION on Board Modifications to the 2016-2021 TIP

Ben Wuthrich reviewed requests the Wasatch Front Regional Council has received to modify the 2016-2021 TIP, Amendment Eight.

The six following projects are Chokepoint Projects that have been identified as Priority Projects within the Wasatch Front Regional Council Area. During the April Workshop of the State Transportation Commission, the list of Chokepoint projects was presented and each UDOT Region was charged with the responsibility to determine the cash flow and delivery schedule for the chokepoint projects within their jurisdiction. The cash flow available for the projects included the balances from the 2016 FAST ACT apportionments that were generated as a result of conservative programming prior to the approval of the new transportation bill. Due to the necessity to get these projects underway with preliminary engineering and design, they need to be amended into the 2016-2021 TIP/ STIP with their identified cash flow and delivery schedule to utilize the 2016 monies. The remaining chokepoint projects will continue through the Draft TIP/ STIP process to be approved in August.

- UDOT: Weber County – SR-39 (12th Street and Washington Blvd Intersection). This project will construct additional left turn lanes on all four legs of the intersection. Projected cost: \$2,500,000. Recommended funding: \$100,000 in 2016 for design and engineering, \$400,000 in 2017 for beginning construction and remaining \$2,000,000 in 2018 for project completion.
- UDOT: Weber County – SR-235 (400/450 East and 2700 North Intersection). This project will improve the turning movements at the intersection of 400/ 450 East and 2700 North. It will also contribute to a project on 400/ 450 East approved by the Regional Council for reconstruction and widening. Projected cost: \$2,000,000. Recommended funding: \$100,000 in 2016 for design and engineering, \$350,000 in 2017 for beginning construction and remaining \$1,550,000 in 2018 for project completion.
- UDOT: Davis County – SR-68 (Redwood Road; I-215 to Center Street in North Salt Lake) This project will widen the structure over I-215 to improve capacity and prevent traffic from backing onto I-215 and also improve safety on Redwood Road. It will also add a northbound lane from I-215 to Center Street. The project will tie in with an intersection project approved by the Regional Council at Redwood Road and Center Street. Projected cost: \$18,000,000. Currently funded: \$6,000,000. Recommended funding: \$250,000 in 2016 for design and engineering, \$2,000,000 in 2017, \$14,000,000 in 2018 and \$1,750,000 for project completion.
- UDOT: Salt Lake County – SR-111 (SR-111; SR-201 to 2700 South). This project will provide a full roadway reconstruction, including the addition of one lane in each direction, sign upgrades, drainage work, ITS and utilities and a second left turn lane from WB SR-201 to SB SR-111. Projected cost: \$6,698,000. Recommended funding: \$150,000 in 2016 for design and engineering, \$6,598,000 in 2017 for construction and project completion.

- UDOT: Salt Lake County – SR-210 (SR-210 at Wasatch Blvd). A new High-T intersection design will improve left turns into and out of Wasatch Blvd at SR-210 and significantly improve flow of traffic leaving Little Cottonwood Canyon during heavy canyon use days. Projected cost: \$10,000,000. Recommended funding: \$150,000 in 2016 for design and engineering, and \$9,850,000 in 2017 for construction and project completion.
- UDOT: Salt Lake County – SR-209 (9000 South; State Street to 700 East). This project will widen 9000 South from State Street to 700 East, including improvements to shoulder, curb, gutter, and sidewalk, where necessary. Projected cost: \$13,800,000. Recommended funding: \$300,000 in 2016 for design and engineering, and \$13,500,000 in 2017 for construction and project completion.

Mayor Bill Applegarth asked if there were any questions regarding this information. Committee members discussed the merits of some of these projects. Mayor Toby Mileski moved that Trans Com approve the resolution to modify the 2016-2021 TIP as requested. Mayor Mitch Adams seconded the motion and the voting was unanimous.

c. Action to Approve Draft 2017-2022 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Comment

Ben Wuthrich presented and reviewed new projects for the Draft 2017-2022 Transportation Improvement Program (TIP), a six-year program of highway, transit, and active transportation projects funded by federal, state, and local revenues. The six years include two years of concept development projects and four years of funded projects. The WFRC staff has worked with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the cities and counties in the region to compile the list of proposed projects for inclusion in a draft 2017-2022 TIP. Federal regulations require that the public be given an opportunity to review and comment on the TIP through a period of at least 30 days, that the TIP be approved by the Regional Council, that the TIP be financially constrained, and that the TIP be found to conform with state air quality plans. The WFRC staff has determined that the Draft 2017-2022 TIP conforms to air quality plans. Staff intends to make the draft TIP and air quality conformity determination available for public review during July.

Ben referred to the attachments in the packet that list the draft 2017-2022 TIP proposed projects for the Salt Lake/ West Valley and the Ogden/ Layton Urban Areas. These projects will help to implement long range plans, meet short range needs and provide for maintenance of existing facilities. The TIP includes all projects that will provide new construction, rehabilitation and maintenance, safety improvements, and active transportation improvements. It also represents millions of dollars, thousands of jobs, economic growth and development for our communities, improvements to mobility and access as well as preservation of life, all of which contributes to enhancing the quality of life for the Wasatch Front Region.

Andrew Gruber commented that WFRC works diligently to comply with all federal regulations, and thanked Steve Call, with the FHWA Utah Division office and his effective partnership with WFRC.

Ben highlighted several projects from the draft TIP. Committee members asked questions, and staff responded.

While only in early stages of development, WFRC, in collaboration with UDOT, has implemented an interactive map that identifies each project and allows users to click on a facility designated on the map to see important information regarding the project. Preliminary information in the dialogue box includes status of the project, date

planned/began, and amount funded. There is a place for public comment also included, and as each person comments, it will record the comment anonymously for another user to view.

Mayor Applegarth asked if all in attendance felt comfortable using an interactive map such as this, and requested a handout or tutorial with instructions. Muriel Xochimitl commented that the end goal is to have the map be as user friendly as possible, and staff are working on improvements and step by step instructions. Mayor Applegarth requested that there be a communication created for those Mayors who are not as involved in the council meetings. Muriel confirmed that the information will be more widely distributed.

Mayor Bill Applegarth asked if there were any questions or comments regarding this information. Mayor Brent Marshall moved that Trans Com approve the draft TIP and air quality conformity determination for public review. Mayor Kelvyn Cullimore seconded the motion and the voting was unanimous.

4. Active Transportation Report

Scott Hess, WFRC, presented information regarding the Active Transportation Committee. The ATC participated in exercises to establish regional priorities for active transportation during the summer of 2014 and late 2015. In addition to setting priorities, the ATC is working on a series of performance measures – ways to track and improve active transportation-related outcomes in our region. Together these are key guidelines for active transportation work for WFRC.

There are six performance measures that will be tracked annually and two that follow the RTP Cycle. The FHWA has recently released a ruling on pedestrian safety that will be incorporated into the ATC performance measures in order to be working with the most relevant and accurate data. How funding decisions are made has been a well-discussed topic. HB362, Proposition 1, and FAST Act have all assisted in making funding sources more accessible. The next step for the ATC will be to educate the public on how to safely utilize the systems and facilities. For the current TIP funding year, ATC has 28% of the funding related to improving active transportation with the purpose to bring attention to and create desire for more people to utilize active transportation options.

The question was asked if there was a formalized process for getting the performance measure information to the TAC first, before bringing it back to the Trans Com. It was confirmed by WFRC staff that there is a formal process in place.

5. Safety Report

Kip Billings, WFRC, presented information regarding safety trends and data. One of the goals of Utah's Unified Transportation Plan is safety. Within that goal, a key objective shared by UDOT, UTA and WFRC is to reduce the number of fatal and serious injuries on the transportation system. Detailed crash data is now available on the UDOT website known as Numetric. (udot.numetric.com) This site includes statewide crash data from 2010 to the present. The data can be displayed and analyzed in various formats including maps, charts, and tables. This valuable data resource is available for local governments to examine specific safety needs in their community. UDOT has also collaborated with Brigham Young University to create a crash prediction modeling system that has been used for evaluating key areas to focus on when planning improvement projects. Attendees Dave Goeres, UTA, and Dallas Wall, UDOT Traffic and Safety, were recognized for their work in researching, organizing and developing the safety data.

While the goal of Zero Fatalities is still not attained, improved vehicle safety features have made a positive impact on reducing the numbers of lives lost. However, serious/fatal accidents that can be attributed to distracted driving continue to be of great concern. Public

awareness and education efforts are priorities. The importance of this Committee advocating safety precautions, such as the following five behaviors, was emphasized: 1) always wear a seatbelt/safety harness, 2) do not drive impaired (alcohol, other substances,) 3) do not participate in aggressive driving (exceeding speed limit, tailgating,) 4) avoid distracted driving, (not paying attention due to an external distraction,) and 5) avoid driving while drowsy.

The presentation was opened up to questions. Statistics and data regarding motorcycle accidents was requested and it was suggested that this information would be made available. Public safety regarding railroad crossings was discussed and will also continue to be a priority for the region.

6. Other Business

Muriel Xochimitl, WFRC, gave a reminder that the Wasatch Choice 2050 Consortium and Active Transportation Health Summit will be held on Wednesday, June 29 at the Little America Hotel in Salt Lake City, in conjunction with the 50th anniversary conference of the National Association of Regional Councils (Sunday, June 26 through Tuesday June 28, 2016.)

Mayor Seghini inquired about autonomous vehicles and requested resources and information. It was suggested that this could be a topic for discussion at an upcoming Trans Com meeting.

Next meeting date: August 18, 2016

Mayor Bill Applegarth asked if there were any other items of business. There were none. With no further business, Mayor Kelvyn Cullimore motioned for the meeting to adjourn at 3:34 p.m. The motion was seconded by Mayor Mitch Adams and the decision was unanimous.

DATE: August 9, 2016
AGENDA ITEM: 3a
SUBJECT: ACTION on Board Modifications to the 2016-2021 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2016-2021 Transportation Improvement Program (TIP). This modification requires action from the Regional Council and the 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:

WFRC staff recommends that Trans Com make a motion "to recommend that the Regional Council approve the resolution to modify the 2016-2021 TIP as requested."

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution to amend the 2016-2021 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2016-2021 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2016-2021 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 25, 2016, and all comments were carefully considered,

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

- (1) Approves Amendment Nine to the 2016-2021 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 Tom Dolan, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 25, 2016

2016-2021 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Change in Project Scope

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Woods Cross	1500 South	14042	1500 South Phase 3; 1350 West to 1100 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL Surface Transportation Program - Urban Area Ogden\ Layton (WFRC)	\$3,003,400	\$2,753,641	<i>Extend Project Scope</i>	Same	2017

This project will widen 1500 South between 1100 W. and 1350 W., add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, center turn-lanes at major intersections for improved mobility, and improving ped/bike safety at railroad crossings.

This Board Modification will extend project limits to facilitate the street transitions and drainage. It will also connect sidewalk to the subdivision on the north for pedestrian access, as well as include the railroad crossing in the project limits. No additional funding is being requested for the scope change.

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	5300 South	14962	5300 South and Commerce Drive Intersection	Signal Upgrade and Intersection Improvements	HSIP (Highway Safety Improvement Program)	\$600,000	\$0	<i>New Funding</i>	\$600,000	2016

To reduce weaving and congestion, this project proposes to take advantage of existing roadway width to provide an additional westbound through lane that feeds the left turn lane to the southbound I-15 on-ramp. The engineering estimate is \$600K. These funds are available in the Highway Safety Improvement Program (HSIP).

2016-2021 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2017 Recreational Trails Program)

The federal Recreational Trails Program (RTP) was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act Transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. • For the 2017 Program, Utah has 40 Projects totaling \$1,490,393 in Federal Aid Funds (8 projects totaling \$202,766 in the WFRC Area.)

WFRC Area				
Sponsor	Project Location	Concept/ Type of Improvement	Funding Amount	Total Project Value
Non-Motorized				
Salt Lake County Parks & Recreation	Jordan River Equestrian Trail	Jordan River Equestrian Trail - Jordan Narrows Trailhead to the Utah County Line (\$47,000 RTP requested, non-motorized): The purpose of this project is to properly locate a five foot wide, wood chipped equestrian trail from Jordan Narrows Trailhead to the Utah/Salt Lake County Line.	\$30,000	\$94,755
Salt Lake County Parks & Recreation	Utah & Salt Lake Canal Trail - 5784 West to 6608 West	Utah & Salt Lake Canal Trail - 5784 West to 6608 West (\$100,000 RTP requested, non-motorized): Consists of developing a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal right-of-way.	\$50,000	\$525,748
Mountain Trails Foundation	Park City, Utah area and Statewide Various locations	Mini Excavator Purchase (\$15,000 RTP requested, non-motorized): Purchase of machinery which will be used to build and maintain approximately 150 miles of existing and future non-motorized trails in the Park City, Utah area. May also be used to assist other local nonprofit/government entities in the building and maintenance of non-motorized trails	\$15,000	\$30,000

2016-2021 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2017 Recreational Trails Program) - *Continued*

WFRC Area				
Sponsor	Project Location	Concept/ Type of Improvement	Funding Amount	Total Project Value
Motorized				
Utah Division of Parks & Recreation	Throughout the State of Utah	Snowmobile Trail Grooming and Maintenance (\$165,000 RTP requested, motorized): To provide maintenance on the 18 snow grooming complexes, trailheads and trail signing, replacement or repair of trail blazes, markers and cairns, the clearing of obstructions, throughout the State of Utah. Repairs, maintenance, and replacement of snow grooming equipment.	\$31,383	\$64,083
Utah Division of Parks & Recreation	Throughout the State of Utah	Snowcat Purchase (\$87,500 RTP requested, motorized): To provide grooming and maintenance on the 18 snow grooming complexes through out the state of Utah. Repairs, maintenance, and replacement of snow grooming equipment.	\$15,000	\$58,252
Statewide	Throughout the State of Utah	OHV Program Info Brochures; This project covers the costs of developing and printing updated off-highway vehicle (OHV) brochure.	\$31,383	\$64,083
UWCNF	Uinta-Wasatch-Cache National Forests	UWCNF-Maintenance of OHV/ Single-Track Routes (\$76,000 RTP requested, motorized): This application is for the entire Uinta-Wasatch-Cache National Forest. It is for the general maintenance of priority motorized trails across the forest including OHV and single-track routes.	\$15,000	\$58,252
Utah Division of Parks & Recreation	Throughout the State of Utah	Utah Trail Host / OHV Volunteer Specialist (\$30,000 RTP requested, motorized): The Utah Division of Parks and Recreation is seeking grant funds to provide additional support of a volunteer coordinator, or "Trail Host Coordinator" to work with agencies, local governments, counties and groups to increase the amount of Trail Host sponsored projects, monitoring efforts and education/outreach opportunities that occur on public lands statewide.	\$15,000	\$58,252

DATE: August 10, 2016
AGENDA ITEM: 3b
SUBJECT: **ACTION** on the 2017-2022 Transportation Improvement Program
PREPARED BY: Ben Wuthrich

BACKGROUND:

In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt a 2017-2022 Transportation Improvement Program (TIP) at its August meeting.

A draft 2017-2022 TIP was reviewed by Trans Com in June (as delegated by the Regional Council) and made available for public review. An analysis of the TIP completed by the WFRC staff shows that the 2017-2022 TIP conforms to the state air quality plans. The public comment period extended from June 25 through August 6, 2016. A list of the comments with respective responses is included and a summary of the comments and responses will be available at the meeting.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

RECOMMENDATIONS:

The Salt Lake/ West Valley and the Ogden/ Layton Area Technical Advisory Committees and the WFRC staff recommend that Trans Com make a motion “to recommend to the Regional Council the adoption of the resolution approving the 2017-2022 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding.”

EXHIBITS:

Resolution approving the 2017-2022 TIP
Project Listing for the Draft 2017-2022 TIP
Draft 2017-2022 TIP Conformity Finding (Memorandum 34a)
List of Public Comments and Respective Responses

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING THE 2017 - 2022
TRANSPORTATION IMPROVEMENT PROGRAM**

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, the Transportation Coordinating Committee is a policy advisory committee of the Regional Council, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to approve the 2017-2022 Transportation Improvement Program (TIP), and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the WFRC has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

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

- (1) Approve the 2017-2022 Transportation Improvement Program,
- (2) Find 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) Find that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Tom Dolan, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 25, 2016

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
***DRAFT* 2017-2022 PROJECTS**
For the
WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

The Urban Surface Transportation Program (STP),
the Congestion Mitigation/ Air Quality Program (CMAQ), and
the Transportation Alternatives Program (TAP)

Other Federal Highway Administration Funds	Federal Transit Administration Funds	State Funds
National Highway Performance Interstate Maintenance (IM) National Highway System (NHS) Bridge On State System Any Area Statewide Bridge Replacement Off System – Local Off System – Optional Minimum Guarantee Highway Safety Improvement Safety Any Area Railroad Crossings Hazard Elimination Transportation Alternatives Recreational Trails Safe Routes to School Other Federal Funds	<u>Sec. 5307</u> – Urbanized Area Formula <u>Sec. 5309</u> – Capital Investment Program – New Starts <u>Sec. 5309</u> – Capital Investment Program – Bus <u>Sec. 5309</u> – Capital Investment Program – Fixed Guide-way Modernization <u>Sec. 5310</u> – Elderly Persons and Persons with Disabilities <u>Sec. 5316</u> – Job Access Reverse Commute <u>Sec. 5317</u> – New Freedom	State Construction Centennial Highway Funds Critical Highway Need Funds Highway Construction Program State General Funds State Traffic Corridor Preservation Transportation Investment Fund

Section includes;

- Glossary of Federal Funding Types
- Projects included in the 2017-2022 Transportation Improvement Program (TIP)
 - Urban Surface Transportation Program (STP) Projects
 - Congestion Mitigation/ Air Quality Program (CMAQ) Projects
 - Transportation Alternatives Program (TAP) Projects
 - Other Federal-Aid Funded and State Funded Projects
 - Transit Funded Projects



UDOT electronic Program Management

STIP Planning Fund Table



epm381_plan_fund (Rev 448)

Report run on: August 9, 2016 12:54 PM

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309 FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BRD_F	BRIDGE RESEARCH & DEPLOY PRG	MISC	50.00	Y	F
BRD_F_100%	BRIDGE RESEARCH & DEPLOY	BRIDGE	100.00	Y	F
BR_2008_+OA	BRIDGE PROGRAM - 2008 ADDL OBLIGATION	BRIDGE	80.00	Y	F
BR_OFF	BRIDGE REHAB/REPLACEMENT (OFF SYSTEM)	BRIDGE	80.00	Y	F
BR_ON/OFF	BRIDGE REHAB/REPLACEMENT (ON/OFF)	BRIDGE	80.00	Y	F
BYWAYS	SCENIC BYWAYS	FLH	80.00	Y	F
CMAQ_BOX_ELD	CONGESTION MITGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE)	CMAQ	93.23	Y	F
CMAQ_MAG	CONGESTION MITIGATION/AIR QUALITY (MAG)	CMAQ	93.23	Y	F
CMAQ_MAG_100	CMAQ MAG @ 100 %	CMAQ	100.00	Y	F
CMAQ_PM2.5	CMAQ REDUCE PM 2.5 EMISSIONS	CMAQ	93.23	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOOEL)	CMAQ	93.23	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
EM_2004_115	EARMARK-SECTION 115 (2004)	EARMARK	100.00	Y	F
EM_2004_ITS	EARMARK - ITS (2004)	EARMARK	50.00	Y	F
EM_2005_117	EARMARK-SECTION 117 (2005)	EARMARK	100.00	Y	F
EM_2005_IMD	EARMARK - IM DISCRETIONARY (2005)	EARMARK	94.18	Y	F
EM_2005_PLH	EARMARK - PUBLIC LANDS HWYS (2005)	EARMARK	100.00	Y	F
EM_2006_112	EARMARK - SECTION 112 (2006)	EARMARK	100.00	Y	F
EM_2006_PLH	EARMARK - PUBLIC LANDS HWYS (2006)	EARMARK	100.00	Y	F
EM_2006_TCSP	EARMARK - TCSP (2006)	EARMARK	80.00	Y	F
EM_2008_129	EARMARK - SECTION 129	EARMARK	100.00	Y	F
EM_2009_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2009)	EARMARK	100.00	Y	F
EM_2009_TCSP	EARMARK - TCSP (2009)	EARMARK	80.00	Y	F
EM_2010_FBD	EARMARK - FERRY BOAT DISCRETIONARY	EARMARK	80.00	Y	F
EM_2010_HFL	EARMARK - HWY FOR LIFE (2010)	EARMARK	100.00	Y	F
EM_2010_IBRD	EARMARK - INNOV BRIDGE RES & DES (2010)	EARMARK	100.00	Y	F
EM_2010_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2010_PLHD	EARMARK - PUBLIC LANDS HIGHWAY (2010)	EARMARK	100.00	Y	F
EM_2011_HFL	EARMARK - HWY FOR LIFE (2011)	EARMARK	100.00	Y	F
EM_2011_IBRD	EARMARK - INNOV BRIDGE RES & DEP (2011)	EARMARK	100.00	Y	F
EM_2011_IMD	EARMARK - IM DISCRETIONARY (2011)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TCSP	EARMARK - TCSP (2011)	EARMARK	80.00	Y	F
EM_2011_TFPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_FBD	EARMARK - FERRY BOAT DISCR. (2012)	EARMARK	80.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE (2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_HPP_1702	EARMARK - HIGH PRIOR PROJ - SECTION 1702	EARMARK	80.00	Y	F
EM_HPP_2010	EARMARK - 2010 SURFACE TRANS PRIORTIES	EARMARK	100.00	Y	F
EM_HPP_T21	EARMARK - HIGH PRIOR PROJ - TEA 21	EARMARK	80.00	Y	F



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EM_TI_1934	EARMARK - TRANS IMPROV PROJ - SEC 1934	EARMARK	93.23	Y	F
ENH_EAC_100%	STP ENHANCEMENT FUNDS @ 100%	STP	100.00	Y	F
EQ_BONUS(MG)	EQUITY BONUS / MINIMUM GUARANTY	EB / MG	93.23	Y	F
ER_2005	EMERGENCY RELIEF - 2005 EVENTS (93.23 %)	ER	93.23	Y	F
ER_2009	EMERGENCY RELIEF - 2009 EVENTS (93.23%)	ER	93.23	Y	F
ER_2009_100	EMERGENCY RELIEF- 2009 EVENTS (100%)	ER	100.00	Y	F
ER_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	Y	F
ER_2015	EMERGENCY RELIEF - 2015 EVENT (93.23%)	ER	93.23	Y	F
ER_2015_100%	EMERGENCY RELIEF - 2015 EVENT (100%)	ER	100.00	Y	F
ER_2016	EMERGENCY RELIEF - 2016 EVENT	ER	93.23	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_LTAP	LOCAL TRANSPORTATION ASSISTANCE PRGM	MISC	50.00	Y	F
FA_MISC	FEDERAL AID MISCELLANEOUS	MISC	80.00	Y	F
FA_MISC_100%	MISC. FEDERAL AID WITH 100% PRO RATA	MISC	100.00	Y	F
FA_MISC_50%	FEDERAL AID WITH 50% PRO-RATA	MISC	50.00	Y	F
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_SHRP2	SHRP2 IMPLEMENTATION ASSISTANCE	MISC	100.00	Y	F
FA_STIC_2015	STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FS_STP_CMPO	ECONOMIC RECOVERY - SM URBAN - CACHE	STP	100.00	Y	F
FS_STP_DMPO	ECONOMIC RECOVERY - SM URBAN - DIXIE	STP	100.00	Y	F
FS_STP_ENH	ECONOMIC RECOVERY - ENHANCEMENT PROJECTS	STP	100.00	Y	F
FS_STP_JHC	ECONOMIC RECOVERY - JHC PROJECTS	STP	93.23	Y	F
FS_STP_MAG	ECONOMIC RECOVERY - SM URBAN- MAG	STP	100.00	Y	F
FS_STP_O/L	ECONOMIC RECOVERY - URBAN - OGDEN/LAYTON	STP	93.23	Y	F
FS_STP_P/O	ECONOMIC RECOVERY - URBAN- PROVO/OREM	STP	100.00	Y	F
FS_STP_RURAL	ARRA ECONOMIC RECOVERY - NON URBAN	STP	93.23	Y	F
FS_STP_SL	ECONOMIC RECOVERY - URBAN- SALT LAKE	STP	93.23	Y	F
FS_STP_ST	ECONOMIC RECOVERY - STATE PROJECTS	STP	100.00	Y	F
FS_STP_TRANS	ECONOMIC RECOVERY - TRANSIT PROJECTS	STP	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	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_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_50%	FTA SECTION 5307 GRANT 50% MATCH	LOCAL	50.00	Y	F
FTA_5310_50	FTA SECTION 5310 @50 % SM RURAL	LOCAL	50.00	Y	F
FTA_5310_80	FTA SECTION 5310 @ 80% SM RURAL	LOCAL	80.00	Y	F
FTA_5311_10	FTA-5311 60%@ 50%, 40% @ 20% MATCH	STATE	58.80	Y	F
FTA_5311_100	FTA SECTION 5311 GRANT AT 0% MATCH	LOCAL	100.00	Y	F
FTA_5311_50%	FTA SECTION 5311 GRANT 50 % MATCH	LOCAL	50.00	Y	F



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FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	Y	F
FTA_5317	TRANSIT - NEW FREEDOM PROGRAM	STATE	50.00	Y	F
FTA_5317_10	FTA-5317 NEW FREEDOM PROGRAM	STATE	58.80	Y	F
FTA_5329_80	FTA SECTION 5329 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HPP_1702@100	EARMARK - HPP - SEC 1702 @ 100 %	EARMARK	100.00	Y	F
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGAM	SAFETY	93.23	Y	F
HSIP_100%	HIGHWAY SAFETY PROGRAM @ 100 % FA	SAFETY	100.00	Y	F
HSIP_HRRR	HIGH RISK RURAL ROADS	SAFETY	93.23	Y	F
HSIP_HRRR@1	HSIP HIGH RISK RUAL ROADS @100%	SAFETY	100.00	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	Y	F
IRR	INDIAN RESERVATION ROADS	INDIAN	100.00	Y	F
ITS_RESEARCH	ITS RESEARCH ALLOCATION OF FUNDS	MISC	50.00	Y	F
LHIP	HIGHWAY INFRASTRUCTURE	MISC	80.00	Y	F
LOCAL_GOVT	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
L_BETTERMENT	LOCAL GOVT - BETTERMENT CO-OP	LOCAL	0.00	Y	O
L_CORR-WEBER	CORRIDOR PRESERVATION - WEBER CO	LOCAL	0.00	Y	O
L_CORR_DAVIS	CORRIDOR PRESERVATION - DAVIS CO	LOCAL	0.00	Y	O
L_CORR_MATCH	CORRIDOR PRESERVATION - STATE MATCH	LOCAL	0.00	Y	O
L_CORR_UTCO	CORRIDOR PRESERVATION - UTAH CO	LOCAL	0.00	Y	O
L_CORR_WASH	CORRIDOR PRESERVATION - WASHINGTON CO	LOCAL	0.00	Y	L
L_PASS_MATCH	LOCAL PASS THUR MATCH	LOCAL	0.00	Y	L
NHFP	NATIONAL HIGHWAY FREIGHT PROGRAM	NHFP	93.23	Y	F
NHPP_BR	NAT'L HIGHWAY PERFORM PROG. BRIDGE ON	NHPP	93.23	Y	F
NHPP_IM	NAT'L HIGHWAY PERFORM PROGRAM - IM	NHPP	94.18	Y	F
NHPP_NHS	NAT'L HIGHWAY PERFORM PROG. NHS ROUTES	NHPP	93.23	Y	F
NHS	NATIONAL HIGHWAY SYSTEM	NH	93.23	Y	F
NRT	NATIONAL RECREATION TRAILS	REC TRAILS	50.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	O
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	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
R/H_DEVICES	RAIL / HWY - PROTECTIVE DEVICES	RAIL/HWY	93.23	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HAZ_ELIM	RAIL / HWYS - CROSSINGS HAZARD ELIM	RAIL/HWY	93.23	Y	F
R/H_HZ_ELM90	RAIL / HWY ELIM @90/10	RAIL/HWY	90.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F



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SPR_P_50%	SPR PLANNING FUNDS 50%	SPR	50.00	Y	F
SPR_P_MAG	SPR PLANNING FUNDS MAG	SPR	100.00	Y	F
SPR_P_WFRC	WFRC PLANNING FUNDS	SPR	100.00	Y	F
SPR_R	STATEWIDE PLANNING & RESEARCH (RESEARCH)	SPR	80.00	Y	F
SPR_R_100%	SPR POOLED FUND 100%	SPR	100.00	Y	F
SR2S_INFR	SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE	SAFETY	100.00	Y	F
SR2S_OPT	SAFE ROUTES TO SCHOOLS - EITHER	SAFETY	100.00	Y	F
SR2S_PRGM	SAFE ROUTES TO SCHOOLS - PROGRAM ADMIN	STATE	100.00	Y	F
STP_BR	STP - JHC BRIDGE FUNDS UNDER MAPP-21	STP	93.23	Y	F
STP_BRIDGE	STP - BRIDGE FUNDS FOR STATE PROJECTS	STP	93.23	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F
STP_FLX_100%	STP_ FLEXABLE @ 100 FEDERAL FUNDING	STP	100.00	Y	F
STP_FLX_CMPO	STP - FLEXIBLE CACHE (CMPO)	STP	93.23	Y	F
STP_FLX_DMPO	STP - FLEXIBLE DIXIE (DMPO)	STP	93.23	Y	F
STP_FLX_MAG	STP - FLEXIBLE SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_FLX_ST	STP - FLEXIBLE (ANY AREA) STATEWIDE	STP	93.23	Y	F
STP_FLX_WFRC	STP - FLEXIBLE (WFRC)	STP	93.23	Y	F
STP_RURAL	STP-RURAL (NON URBAN)	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_URB_O/L	STP - URBAN AREA OGDEN / LAYTON (WFRC)	STP	93.23	Y	F
STP_URB_P/O	STP - URBAN AREA PROVO/OREM (MAG)	STP	93.23	Y	F
STP_URB_SL	STP - URBAN AREA SALT LAKE (WFRC)	STP	93.23	Y	F
STP_URB_SL@1	STP SALT LAKE URBAN FUNDS @ 100 %	STP	100.00	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_BARRIER	STATE CONST - BARRIER TREATMENTS	STATE	0.00	Y	S
ST_BONDS_MVC	MTN VIEW CORRIDOR - LEG APPROVED BONDING	STATE	0.00	Y	S
ST_BRIDGE	STATE CONST - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_CHF	CENTENNIAL HIGHWAY FUND	STATE	0.00	Y	S
ST_CHF_TIF	CENTENNIAL HWY FUND - DEPOSITS TO TIF	STATE	0.00	Y	S
ST_CLS_ADJ	CLOSE ADJUSTMENTS	STATE	0.00	N	S
ST_CODE_ONE	STATE CODE ONE FUNDS	STATE	0.00	Y	S
ST_CONCEPT_D	REGION CONCEPT DEVELOPMENT	STATE	0.00	Y	S
ST_CONCPT_D1	REGION ONE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D2	REGION TWO CONCEPT FUNDS	STATE	0.00	Y	S



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_CONCPT_D3	REGION THREE CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONCPT_D4	REGION FOUR CONCEPT FUNDS	STATE	0.00	Y	S
ST_CONST	STATE CONSTRUCTION	STATE	0.00	Y	S
ST_CONT_PG	STATE CONST - PROGRAMMING CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R1	STATE CONST - REGION 1 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R2	STATE CONST - REGION 2 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R3	STATE CONST - REGION 3 CONTINGENCY	STATE	0.00	Y	S
ST_CONT_R4	STATE CONST - REGION 4 CONTINGENCY	STATE	0.00	Y	S
ST_CORR_CEVP	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	Y	S
ST_GF_CHN	GENERAL FUND - CRITICAL HIGHWAY NEEDS	STATE	0.00	Y	S
ST_GF_HB173	STATE CONSTRUCTION PER HB 173	STATE	0.00	Y	S
ST_GF_HB185	GENERAL FUND - HB 185 (2010)	STATE	0.00	Y	S
ST_GF_HB242	GENERAL FUND - HB 242 (2009)	STATE	0.00	Y	S
ST_GF_HB3	GENERAL FUND - HB 3 (2012) ITEM 49	STATE	0.00	Y	S
ST_GF_HCP	GENERAL FUND - HWY CONSTRUCTION PRGM	STATE	0.00	Y	S
ST_GF_OTHER	GENERAL FUND - OTHER	STATE	0.00	Y	S
ST_GF_STUDY	STATEWIDE E/W CORRIDOR PLANNING STUDY	STATE	0.00	Y	S
ST_GF_TIF	GENERAL FUND - TRANSP INVESTMENT FUND	STATE	0.00	Y	S
ST_HB377/TF	TRANSPORTATION FUNDING FROM HB377	STATE	0.00	Y	S
ST_HWY_TRNSF	STATE CONST - JURISDICTIONAL TRANSFER	STATE	0.00	Y	S
ST_INELIGIBL	STATE INELIGIBLE FUNDS USED TO CLOSE OUT	STATE	0.00	Y	S
ST_INS-RECOV	FUNDS RECOVERED FOR DAMAGE REPAIR	STATE	0.00	Y	S
ST_KW_KW_C	KNOW WHERE KNOW WHY CAMPAIN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S
ST_MATCH	STATE MATCHING FUNDS - F.A. PROGRAM	STATE	0.00	Y	S
ST_MOTOR_CAR	STATE MOTOR CARRIER FUNDS	STATE	0.00	Y	S
ST_PK_ACCESS	STATE PARK ACCESS ROADS (JHC)	STATE	0.00	Y	S
ST_PR	STATE - PUBLIC RELATIONS	STATE	0.00	Y	S
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	Y	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S
ST_SAFETY_ED	STATE FUNDS FOR SAFETY EDUCATION	STATE	0.00	Y	S
ST_SAFE_SIDE	SAFE SIDEWALK PROGRAM FUNDS	STATE	0.00	Y	S
ST_SB215	SALT LAKE COUNTY BOND PROJECTS	STATE	0.00	Y	S
ST_SIB_LG	SIB FUNDS FOR LOCAL GOVERNMENT	STATE	0.00	Y	S
ST_SIGNALS	STATE CONSTRUCTION - SIGNAL PROGRAM	STATE	0.00	Y	S
ST_SIGNING	STATE CONST - SIGNING	STATE	0.00	Y	S
ST_SIGNL_M&O	SIGNALS MAINTENANCE & OPERATIONS	STATE	0.00	Y	S
ST_SPOT_MNT	STATE CONST - MAINT SPOT IMPROVEMENTS	STATE	0.00	Y	S
ST_SPOT_SFTY	STATE CONST - SAFETY SPOT IMPROVEMENTS	STATE	0.00	Y	S



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ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNITIVE PROGRAM	TAP	93.23	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SU_CMPO	TRANS ALT PROGRAM - CMPO	TAP	93.23	Y	F
TAP_SU_DMPO	TRANS ALT PROGRAM - DMPO	TAP	93.23	Y	F
TAP_SU_JHC	TRANS ALT PROGRA - JHC	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_WFRC	TRANSPORTATION ALT PROGRAM - WFRC	TAP	93.23	Y	F
TAP_UR_WFRC1	TAP WFRC AT 100% PRO RATA	TAP	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

Surface Transportation Program (STP)
DRAFT 2017-2022 Transportation Improvement Program (TIP)

Print Date: 9-Aug-16

County	Sponsor	Route	Project Number	PIN	Project Information Location/Limits	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated Funding and Phasing (Fiscal Year)					Current Year	Concept Development		Project Status/ Project Schedule	
										2017	2018	2019	2020	2021		2022	2021		2022
										2016	2017	2018	2019	2020		2021	2022		
SALT LAKE/WEST VALLEY URBAN AREA																			
Salt Lake	West Jordan	48	F-0048(22)8	6587	7800 South & Airport Road	2007	\$ 1,177,732	\$ 1,098,000	\$ 1,098,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (12/22/2014)	
Salt Lake	West Jordan	68	F-0068(54)48	7204	Redwood Road & 8200 South	2008	\$ 1,194,000	\$ 1,309,000	\$ 1,309,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (04/08/2015)	
Salt Lake	UDOT/Midvale	89	S-0089(173)316	7001	State Street (US-89); 6400 South to 8000 South	2010	\$ 24,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (06/25/2013) <i>Open ROW and/or Open Utilities</i>	
Salt Lake	UTA/SLC	186	F-0186(11)	7648	Bus Replacement	2007	\$ 65,000,000	\$ 5,780,604	\$ 5,780,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funds Transferred - Closed Out (09/09/2014)	
Salt Lake	Sandy	LC35	STP-LC35(154)	5282	10600 South; 1200 East to 1750 East	2005	\$ 9,161,000	\$ 7,755,000	\$ 7,755,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (06/26/2013)	
Salt Lake	SL City	LC35	F-LC35(184)	6621	1300 South; 500 West to 700 West	2005	\$ 11,041,296	\$ 10,293,800	\$ 9,879,320	\$ 414,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Under Construction March 2015	
Salt Lake	W. Valley	LC35	STP-LC35(155)	5284	1200 West Connector Road; 3100 South to 3300 South	2005	\$ 2,300,000	\$ 2,979,000	\$ 2,978,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (08/20/2015)	
Salt Lake	Herriman	LC35	F-LC35(181)	7635	5600 West; 13100 South to 11800 South (was Herriman Parkway - approx. 12600 South)	2007	\$ 9,325,000	\$ 4,500,000	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (05/02/2014)	
Salt Lake	Riverton	LC35	F-LC35(199)	8104	13400 South; 4000 West to 4570 West	2009	\$ 8,486,000	\$ 7,319,000	\$ 7,640,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (03/23/2015)	
Salt Lake	Murray	2102	F-LC35(201)	8108	5900 South; State Street to 700 West	2009	\$ 5,100,000	\$ 4,639,000	\$ 2,148,122	\$ 2,490,878	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (03/01/2016)	
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	2009	\$ 4,798,000	\$ 4,232,000	\$ 2,108,681	\$ 1,384,578	\$ 738,741	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (05/23/2016)	
Salt Lake	South Salt Lake	2284	F-LC35(203)	8112	300 East; 3300 South to 3900 South	2009	\$ 5,326,000	\$ 8,325,000	\$ 4,204,853	\$ 3,120,146	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Under Construction (05/04/2015)	
Salt Lake	South Salt Lake		F-R299(140)	10010	300 East (Phase II); Helm Ave to 3900 So	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with Phase I	
Salt Lake	Salt Lake County	195	F-0195(5)	8114	2300 East (SR-195) Phase I; I-80 to 3900 South	2009	\$ 11,426,077	\$ 9,825,043	\$ 9,825,043	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Under Construction (12/09/2015)	
Salt Lake	West Jordan	172	F-0172(20)	8100	5600 West (SR-172); 6300 South to 7000 South	2009	\$ 7,413,000	\$ 5,750,000	\$ 5,699,195	\$ 50,804	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Physically Complete (09/30/2015)	
Salt Lake	UTA		LC35(239)	11984	Salt Lake Central Bus Maintenance Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	New Project	
Salt Lake	UTA		Newproject-0027()	8599	Transit Oriented Development (TOD) @ 10000 South TRAX Station	2010	\$ 13,500,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	Working on Environmental	
Salt Lake	Cottonwood Heights		Newproject-0008()	8565	Highland Drive & I-215 ; I-215 Westbound On-Ramp to La Cresta	2010	\$ 1,828,000	\$ 1,661,000	\$ -	\$ 510,000	\$ 1,151,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Updated Project Coordination Meeting 11 February 2015	
Salt Lake	West Valley City		Newproject-004()	8557	6200 South; 6100 West to SR-111	2010	\$ 6,655,000	\$ 5,463,000	\$ 983,577	\$ 4,479,423	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design - Planned Construction Start Date (03/28/2016)	
Salt Lake	Taylorville		Newproject-002()	8553	4700 South I-215 Area; 2200 West to 2700 West	2010	\$ 137,262	\$ 124,265	\$ 124,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (04/30/2015)	
Salt Lake	WERC	Var	F-R299(50)	7223	Project Planning Support - Salt Lake County	2003	\$ 2,018,867	\$ 2,680,816	\$ 1,633,000	\$ 585,000	\$ 585,000	\$ 585,000	\$ 585,000	\$ 585,000	\$ -	\$ -	\$ -	On Going	
Salt Lake	WERC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	2003	\$ 429,046	\$ 260,000	\$ 520,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	Selected Projects (Program Underway)	

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County	Sponsor	Route	Project Number	PIN	Project Information Location/Limits	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated Funding and Phasing (Fiscal Year)					Current Year	Concept Development		Project Status/ Project Schedule
										2016	2017	2018	2019	2020		2021	2022	
										2016	2017	2018	2019	2020		2021	2022	
Salt Lake	Salt Lake County & Salt Lake City	Var	F-R299(83)	7208	ATMS/ ITS	2008	\$ 1,643,000	\$ 1,085,000	\$ 1,086,016	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	8/9/2016	
Salt Lake	Sandy	209	F-40209(257)	10004	9000 South & 700 West	2011	\$ 4,760,000	\$ 4,123,000	\$ 2,142,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Out (11/10/2015)	
Salt Lake	South Jordan City	LC35	F-R299(137)	10005	4800 West; Skye Drive (9800 South) to 10200 South	2011	\$ 6,568,000	\$ 6,058,000	\$ 6,057,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed Date (02/03/2015)	
Salt Lake	UDOT	154	F-0154(676)	10006	SR-154 (Bangerter Hwy) & 13400 South	2011	\$ 7,276,000	\$ 3,780,000	\$ 3,780,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (04/09/2015)	
Salt Lake	Draper		F-R299(138)	10007	1300 East; Pioneer Road (12400 South) to 13200 South	2011	\$ 4,141,000	\$ 3,679,000	\$ 3,642,920	\$ 2,229	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (09/09/2014) <i>Open ROW and/or Open Utilities</i>	
Salt Lake	UDOT	172	F-0172(226)	10008	SR-172 at SR-201	2011	\$ 4,422,000	\$ 4,006,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Substantially Complete (11/17/2015)	
Salt Lake	West Jordan		F-R299(139)	10009	5600 West; 7800 South to 8600 South	2011	\$ 5,378,000	\$ 4,666,000	\$ 442,843	\$ 317,158	\$ 3,906,000	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Draper		F-R299(141)	10011	13800 South; Bangerter Hwy to 300 East	2011	\$ 4,220,000	\$ 3,776,000	\$ 168,491	\$ 1,091,509	\$ 2,516,000	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 2015 20 July	
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	2013	\$ 5,234,000	\$ 4,770,000	\$ -	\$ 4,770,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (06/22/2016)	
Salt Lake	Murray		F-LC35(242)	11987	Vine Street; 900 East to 1300 East	2013	\$ 5,081,000	\$ 4,000,000	\$ -	\$ 2,855,000	\$ 1,145,000	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental for the Corridor	
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	2012	\$ 11,099,000	\$ 4,426,097	\$ -	\$ 436,097	\$ 3,990,000	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Salt Lake County		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	2012	\$ 7,930,150	\$ 7,375,040	\$ 9,323	\$ -	\$ -	\$ 2,365,717	\$ -	\$ -	\$ -	\$ -	Working On Environmental Document - Mar 2015	
Salt Lake	Taylorsville		F-0068 (75) 52	11082	Redwood Road; 4100 South to 4700 South	2012	\$ 7,928,000	\$ 7,205,493	\$ 9,323	\$ 677	\$ 4,000,000	\$ 3,195,493	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held April 2015 29	
Salt Lake	Taylorsville	68	Combined	11082	Redwood Road; 4100 South to Bruin Blvd (4445 So.)	2014	\$ 4,837,000	\$ 4,427,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with Phase I	
Salt Lake	UDOT/Taylorsville		F-LC35 (243)	11988	4700 South Separated Right Turn Lane to Southbound I-215	2013	\$ 2,774,000	\$ 2,470,000	\$ -	\$ 2,470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with I-215 Project	
Salt Lake	UTA/U of U		F-LC35 (220)	11098	University of Utah Central Campus Electrified Shuttle Route	2012	\$ 838,000	\$ 665,000	\$ 79,346	\$ 585,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on FAA (Cooperative Agreements Bwtn UTA & UoU)	
Salt Lake	West Jordan		F-R299(142)	10012	7000 South - SR-154 (Bangerter Hwy) to SR-68 (Redwood Road)	2011	\$ 199,000	\$ 183,000	\$ 183,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Initiating	
Salt Lake	West Jordan		F-LC35 (244)	11989	9000 South; 4800 West to 5300 West	2013	\$ 4,047,000	\$ 3,175,000	\$ 9,323	\$ 3,165,677	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Substantially Complete (06/24/2015)	
Salt Lake	Bluffdale	Var	F-LC35 (249)	13112	Porter Rockwell Blvd (Fourth Segment); East Jordan Canal and 15800 South to 0.5 miles east	2014	\$ 6,474,700	\$ 6,036,363	\$ -	\$ -	\$ -	\$ 4,036,363	\$ -	\$ -	\$ -	\$ -	New Project	
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	2014	\$ 3,453,000	\$ 3,203,756	\$ -	\$ -	\$ 10,000	\$ 400,000	\$ 1,500,000	\$ 1,293,756	\$ -	\$ -	New Project	
Salt Lake	South Jordan	Var	F-LC35 (252)	13116	3200 West; 10431 South to 10600 South	2014	\$ 1,396,200	\$ 1,000,000	\$ -	\$ 10,000	\$ 990,000	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 2015 1 July	
Salt Lake	West Valley City	Var	F-LC35 (253)	13117	4100 South; Bangerter Highway to 4400 West	2014	\$ 4,346,900	\$ 3,994,346	\$ -	\$ 10,000	\$ -	\$ 484,346	\$ 1,000,000	\$ 2,500,000	\$ -	\$ -	New Project	

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											2017	2018	2019	2020	2021		2022	Project Status/Project Schedule				
											2016	2017	2018	2019	2020		2021			2022		
Salt Lake	West Valley City		NEWPROJ()	14033	4100 South; 4400 West to 4800 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,165,200	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	New Project		
Salt Lake	South Salt Lake		NEWPROJ()	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	\$ 5,000,000	\$ -	\$ -	\$ 10,000	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ 1,750,000	\$ -	\$ 3,000,000	\$ -	New Project
Salt Lake	Sandy & Draper Cities		NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	2015	\$ 4,680,000	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 3,000,000	\$ -	New Project	
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by TIS Measures	2015	\$ 3,657,400	\$ 3,409,794	\$ -	\$ -	\$ 9,794	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,400,000	\$ -	New Project	
Salt Lake	UDOT	I-80	NEWPROJ()	14037	I-80 EB to NB Foothill Blvd	Lane widening and reconfiguration to provide acceleration length	2015	\$ 335,200	\$ 265,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Salt Lake	West Jordan/UDOT		NEWPROJ()	14039	1300 West; 6600 South to 9400 South	Widen to include; Center-Turn-lane, Right Turn-lanes at 7000 So., 7800 So., 8600 So., and a High-T Intersection at Winchester St.	2015	\$ 11,442,800	\$ 6,000,000	\$ -	\$ -	\$ 10,000	\$ -	\$ 240,000	\$ -	\$ -	\$ 1,250,000	\$ -	\$ 4,500,000	\$ -	New Project	
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 9400 South to 10400 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 1,435,600	\$ 1,338,410	\$ -	\$ -	\$ 10,000	\$ -	\$ 328,410	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	New Project	
Salt Lake	Holladay		NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 2,459,100	\$ 2,243,673	\$ -	\$ -	\$ 10,000	\$ -	\$ 233,673	\$ -	\$ -	\$ 500,000	\$ -	\$ 1,500,000	\$ -	New Project	
Salt Lake	West Valley / Salt Lake County		NEWPROJ()	13962	7200 West; 3880 South to 3910 South	Canal Bridge Reconstruction	2015	\$ 1,062,200	\$ 990,289	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
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	\$ -	New Project
Salt Lake	Taylorsville	SR-68	NEWPROJ()	14829	Redwood Road; 4700 South to 5400 South	Redwood Rd Mobility/ Access Management and Safety Improvements - Phase 4	2016	\$ 4,699,000	\$ 4,298,835	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,298,835	\$ -	New Project
Salt Lake	West Jordan		NEWPROJ()	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,202,500	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ -	New Project
Salt Lake	West Valley City		NEWPROJ()	14831	4100 South; 4800 West to 5400 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	\$ 4,233,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,233,337	\$ -	New Project
Salt Lake	South Jordan		NEWPROJ()	14832	2200 West; 10400 South to 11400 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 3,070,300	\$ 2,862,441	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,862,441	\$ -	New Project
Salt Lake	Murray		NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 5,641,700	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ -	New Project
Salt Lake	Herriman		NEWPROJ()	14937	Herriman Parkway; 6400 West to 6800 West	New Construction - 5-lane facility with shoulders, curb, gutter, and sidewalks	2016	\$ 5,364,600	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	New Project
Salt Lake	Salt Lake City		NEWPROJ()	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	New Project

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										2016	2017	2018	2019	2020		2021	2022			
										2016	2017	2018	2019	2020		2021	2022			
OGDEN/LAYTON URBAN AREA																				
Davis	UDOT	68	STP-0068(16)68	4178	500 South; 1100 West to I-15	2000	\$ 12,953,985	\$ 12,076,998	\$ 12,076,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	Closed (11/25/2014) <i>Open ROW and/or Open Utilities</i>	
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	6568	Skyline Drive in Pleasant View	2007	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ 3,424,177	\$ -	\$ -	\$ -	\$ -	\$ -	-	Preliminary Engineering - Need to Start Environmental Document	
Weber	South Ogden	3354	F-R199(70) Exch to 86,374,999.35	8141	40th Street; Washington Blvd. to Gramercy Avenue	2009	\$ 7,562,000	\$ 7,500,000	\$ -	\$ 4,000,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	Exchange Program - Working on Environmental Document	
Weber	Washington Terrace	LC57	Newproject-006()	8559	Adams Avenue; City Limits to US-89	2010	\$ 5,290,000	\$ 4,964,287	\$ 4,964,287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	Substantially Complete (09/17/2015)	
Weber	West Haven	37	F-LC57(22)	10016	4000 South (SR-37); 3500 West to 3900 West	2011	\$ 3,870,000	\$ 3,551,000	\$ -	\$ 3,551,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	Working on Environmental Document	
Davis	UDOT	I-15	F-I15-7(30)1313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	2013	\$ 121,000,000	\$ 22,830,999	\$ 22,830,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	Substantially Complete (12/09/2015) <i>Open ROW and/or Utilities</i>	
Box Elder	Perry		NEWPROJ()	14841	1200 West; 3600 South to Willard City Boundary	2016	\$ 2,915,200	\$ 2,717,841	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2,183,167	New Project	
Weber	North Ogden		NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	2016	\$ 5,370,300	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2,250,000	New Project
Davis	Clearfield/Syracuse		NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	2016	\$ 4,668,700	\$ 4,352,629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	4,352,629	New Project
Davis	UDOT	37	F-0037(3)0	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	2007	\$ 31,148,000	\$ 2,236,308	\$ 1,652,611	\$ 583,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Document	
Var	WERC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County; 7223	2003	\$ 2,780,360	\$ 2,592,130	\$ 1,332,130	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	\$ 315,000	On Going	
Var	WERC	Var	F-LCH (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	2003	\$ 429,046	\$ 140,000	\$ 140,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	Active (01/22/2014)	
Davis	Fruit Heights	Var	New	13120	Nichols Road/ US-89 Grade Separation	2014	\$ 1,081,100	\$ 1,007,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,007,910	New Project	
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	2014	\$ 3,271,900	\$ 3,050,392	\$ -	\$ 10,000	\$ -	\$ 1,740,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project	
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	2014	\$ 1,938,300	\$ 1,778,176	\$ 300,000	\$ 1,478,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held November 2014 Working on Environmental	
Weber	UDOT/ West Haven & Roy	108	New	13123	Midland Drive (SR-108); 4800 South to 4275 South	2014	\$ 20,588,000	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project	
Weber	West Haven	Var	New	13124	4700 West; 4000 South to 4600 South	2014	\$ 3,870,700	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	2016	\$ 3,500,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,000,000	New Project
Weber	UDOT	39	CM-0039(12)4	4400	Wall Ave 12th Street, Ogden	2005	\$ 8,700,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed (12/24/2014) <i>Open ROW and/or Open Utilities</i>	
Davis	Woods Cross	1410	F-R199(71)	8143	1500 South & Redwood Road Intersection	2009	\$ 1,218,374	\$ 1,061,809	\$ 1,119,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed (01/02/2015)	
Davis	Farmington	225	Newproject-001()	8591	Park Lane (SR-225) at Clark Lane and 1100 West	2010	\$ 3,064,000	\$ 2,719,145	\$ 2,719,144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (08/26/2015)	

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DRAFT 2017-2022 Transportation Improvement Program (TIP)

Print Date: 9-Aug-16

County	Sponsor	Route	Project Number	PIN	Project Information Location/Limits	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated Funding and Phasing (Fiscal Year)					Concept Development		Project Status/ Project Schedule		
										2016	2017	2018	2019	2020	2021	2022			
										Current Year	2017	2018	2019	2020	2021	2022			
Box Elder	Brigham City		F-LC03(18) Exch to \$1,266,500	11991	1100 West & SR-91	2013	\$ 3,631,000	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	8/9/2016	Exchange Program - Working on Environmental Document	
Weber	Harrisville		F-R199(133)	11091	Washington Blvd & Larsen Lane	2012	\$ 669,000	\$ 534,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 524,000	\$ -	\$ -		Orientation Meeting held 24 February 2015	
Davis	Clinton	LC11	F-LC57(20)	7196	800 North; 1000 West to 2000 West	2008	\$ 9,060,000	\$ 7,162,000	\$ 4,839,485	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Closed (08/24/2015)	
Davis	West Bountiful	LC11	F-R199(68)	8137	400 North; 800 West to 1100 West	2009	\$ 2,667,911	\$ 2,474,177	\$ 2,487,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Closed (01/20/2015)	
Davis	Kaysville	LC11	Newproject-001()	8551	200 North; 900 West to Flint Street	2010	\$ 2,925,000	\$ 2,727,000	\$ 2,680,334	\$ 46,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Close Out (08/25/2015)	
Davis	Woods Cross	1410	F-LC11(46)	10015	1500 South Phase II; Redwood Road (SR-68) to 1450 West	2011	\$ 3,131,000	\$ 2,794,000	\$ 2,264,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Close Out (08/15/2015)	
Davis	West Point/ Clearfield		F-LC11(54)	11997	300 North; 1000 West to 2000 West	2013	\$ 2,971,000	\$ 2,500,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Orientation Meeting held January 2015	
Weber	Harrisville		F-LC57(26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	2013	\$ 3,748,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -		Orientation Meeting held 24 February 2015	
Davis	Sunset		F-LC11(53)	11996	800 North; Main St (SR-126) to 450 West	2013	\$ 2,547,000	\$ 2,258,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 2,248,000	\$ -	\$ -		Orientation Meeting held January 2015 Working on Environmental	
Davis	Woods Cross		NEWPROJ()	14042	1500 South Phase 3; 1350 West to 1100 West	2015	\$ 3,003,400	\$ 2,753,641	\$ -	\$ 500,000	\$ 753,641	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -		New Project	
Davis	Syracuse City		NEWPROJ()	14043	Bluff Road; 550 West (on Gentile) to 1000 West	2015	\$ 4,282,100	\$ 3,000,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 890,000	\$ 600,000	\$ 1,500,000		New Project	
Weber	Hooper		NEWPROJ()	14045	4700 West; 4800 South to 5100 South	2015	\$ 2,915,200	\$ 2,717,841	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 290,000	\$ 600,000	\$ 1,817,841		New Project	
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	2016	\$ 6,477,200	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000		New Project
Davis	UTA		F-R199(131)	11099	D&RGW Rail Trail; Centerville to Farmington	2012	\$ 1,020,000	\$ 500,000	\$ 311,448	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Closed (02/23/2015)	
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 1,000,000	\$ 990,000	\$ -		New Project	

Surface Transportation Program (STP)

DRAFT 2017-2022 Transportation Improvement Program (TIP)

Print Date: 9-Aug-16

County	Sponsor	Route	Project Number	PIN	Project Information Location/Limits	Concept/Type of Improvement	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated Funding and Phasing (Fiscal Year)					Current Year	Concept Development		8/9/2016	
											2017	2018	2019	2020	2021		2022	2016		Project Status/ Project Schedule
OGDEN/LAYTON LOCAL PROJECTS EXCHANGED																				
Davis	North Salt Lake	LC11	F-LC11(45)	10013	1100 North Street; Redwood Road to 110 East	Reconstruct/Widen	2011	\$ 5,512,000	\$ 2,512,000	\$ 1,828,396	\$ 306,803									Closed Out (11/24/2015)
Weber	Ogden City	LC57	F-LC57(21)	10014	Harrison Blvd. (South); 7th Street to 2nd Street	Reconstruct/Widen	2011	\$ 6,446,000	\$ 4,500,000	\$ 7,807	\$ 3,825,000									Preliminary Engineering
Weber	Ogden		New	11995	Harrison Blvd./ 2nd Street/ Sheridan Drive	Intersection Realignment/Improvements	2013	\$ 3,118,000	\$ 2,500,000	\$ -	\$ 2,125,000									Preliminary Engineering
Davis	West Point	LC11	F-LC11(47)	10017	3000 West; 300 North to 1300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2011	\$ 3,709,000	\$ 3,341,000	\$ 814,525	\$ 2,025,325									Environmental Complete
Davis	Syracuse		New	11090	3000 West; 700 South to Bluff Road	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2012	\$ 4,079,000	\$ 3,699,000	\$ 1,351,340	\$ 1,792,810									Preliminary Engineering
Weber	Hooper		New	11992	4300 West; 6000 South (Hooper) to 2300 North (Clinton)	New Construction	2012	\$ 3,860,000	\$ 3,495,000	\$ 1,485,375	\$ 1,485,375									Combined with Clinton - Right of Way Complete
Davis	Clinton		New	11992	3000 West; 1400 North to 2300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2013	\$ 3,492,000	\$ 2,784,000	\$ 1,183,200	\$ 1,183,200									Combined with Hooper - Preliminary Engineering

**Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2017-2022 Transportation Improvement Program (TIP)**

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Estimated CMAQ Funds and Phasing (Fiscal Year)					Concept Development		8/9/2016 Project Status/ Project Schedule	
				Location/Limits	Concept/Type of Improvement						2016	2017	2018	2019	2020	2021	2022		
SALT LAKE/WEST VALLEY URBAN AREA																			
CMAQ - PM_{2.5}																			
Salt Lake	Holladay		F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 1,500,000	\$ 1,300,000	\$ 94,401	\$ 10,000	\$ 1,290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Document
Salt Lake	Holladay		F-LC35 (210)	8555	6200 South & 2300 East Intersection	Intersection Improvements	2011	\$ 938,000	\$ 874,000	\$ 63,466	\$ -	\$ 874,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Document
Salt Lake	Cottonwood Heights		Newproject-0028()	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,600,000	\$ 1,486,000	\$ 107,908	\$ -	\$ 486,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 7 July 2015
Salt Lake	West Jordan		F-LC35(217)	11094	7800 South & 1300 West	Intersection Improvements	2012	\$ 847,000	\$ 450,000	\$ 32,677	\$ -	\$ 240,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting February 2015
Salt Lake	West Jordan		F-LC35(218)	11095	9000 South & 4000 West	Intersection Improvements	2012	\$ 1,000,000	\$ 750,000	\$ 54,462	\$ -	\$ 240,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Salt Lake	UDOT		F-R299(162)	11096	I-215 Ramp Meters - I-215 between 6200 South and State Street	Construct & Implement Ramp Meters	2012	\$ 3,813,000	\$ 924,000	\$ 67,097	\$ -	\$ -	\$ 914,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Salt Lake	West Jordan	LC35	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	\$ 321,785	\$ 300,000	\$ 21,785	\$ -	\$ 290,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Preliminary Engineering - Environmental Document
Salt Lake	UDOT		F-LC35(245)	11998	Little Cottonwood Canyon Intersection - Snowbird Entry 1	Intersection Improvements	2013	\$ 953,000	\$ 350,000	\$ 25,416	\$ -	\$ -	\$ 340,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Salt Lake	Sandy		F-LC35(232)	12001	1300 East Buttercup Pedestrian Bridge	Pedestrian Bridge New Construction/ Intersection Improvements	2013	\$ 3,116,000	\$ 2,000,000	\$ 145,232	\$ 286,473	\$ 723,527	\$ 990,000	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Document
Salt Lake	Sandy		New Project	14941	450 West/9000 South U-Turn; 8775 South to 8871 South	Adding a U-Turn on the North Leg of the Intersection for an alternative for West Bound left turn movement	2016	\$ 1,386,600	\$ 1,292,727	\$ 93,872.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UTA	Var	CM-9999()	2351	WFRC Area	Air Quality - Rideshare & Vaupool Management	1993	\$ 2,620,226	\$ 2,316,197	\$ 304,029	\$ 1,870,599	\$ 318,733	\$ 318,733	\$ 318,733	\$ 318,733	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UDOT	68	CM-0068(38)52	5262	SR-68; Redwood Road 4700 South, Taylorsville	Intersection - Improvements	2005	\$ 2,130,537	\$ 2,263,727	\$ 164,383	\$ 2,263,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (08/10/2012)
Salt Lake	UDOT	68	CM-0068(39)51	5262	SR-68; Redwood Road 5400 South, Taylorsville	Intersection - Improvements	2005	\$ 2,660,817	\$ 2,758,107	\$ 200,283	\$ 2,758,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (08/10/2012)
Salt Lake	W. Valley	LC35	CM-LC35(158)	5296	Cross Town Trail, West Valley City	Air Quality - Bike Ped Facility	2003	\$ 1,038,000	\$ 730,000	\$ 53,010	\$ 730,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Contract Closed Out (05/25/2014)
Salt Lake	UDOT	Var	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ 6,241,000	\$ 671,045	\$ 3,000,000	\$ 1,500,000	\$ 1,341,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UTA/UDOT	172	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Scoping
Salt Lake	UTA/Local Governments	Var	F-R299(102)	7947	Traffic Adaptive Control System	Traffic Signal Adaptive Control	2009	\$ 5,485,000	\$ 5,110,000	\$ 371,068	\$ 4,148,735	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Phased/Underway - Awarded
Salt Lake	UTA	Var	F-0070(17)	8597	Tooele - Stansbury Park and Ride Lot	Park-n-Ride Lot	2010	\$ 2,219,000	\$ 1,025,500	\$ 74,468	\$ 1,025,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (05/22/2014)
Salt Lake	UDOT	Var	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 54,177	\$ 202,077	\$ 136,000	\$ 136,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UTA		F-R299(143)	10019	Key North Temple Project 500 West; from North Temple to 300 North	Multimodal connections to FrontRunner, TRAX, Bus, Bicycle, and Pedestrian	2011	\$ 3,064,000	\$ 1,400,000	\$ 101,663	\$ 130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Environmental Document & ROW
Salt Lake	Cottonwood Heights		New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 2,655,000	\$ 2,655,000	\$ 192,796	\$ -	\$ 10,000	\$ -	\$ 1,000,000	\$ 1,645,000	\$ -	\$ -	\$ -	New Project
Salt Lake	Salt Lake City	Var	F-LC35(235)	12008	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 75,000	\$ 69,923	\$ 90,367	\$ 69,923	\$ -	\$ -	\$ -	\$ 324,000	\$ -	\$ -	\$ -	Under Contract

**Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2017-2022 Transportation Improvement Program (TIP)**

County	Sponsor	Route	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Estimated CMAQ Funds and Phasing (Fiscal Year)					Concept Development		8/9/2016 Project Status/ Project Schedule
				Location/Limits	Concept/Type of Improvement						2016	2017	2018	2019	2020	2021	2022	
Salt Lake	Salt Lake City & UTA	Var	F-LC35(254)	13125	Sugar House Streetcar Double Track; 500 East to 600 East	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ -	\$ -	\$ -	\$ 500,000	\$ 400,000	\$ -	\$ -	New Project
Salt Lake	Salt Lake County & UTA	Var	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	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,163,876	\$ -	\$ -	New Project
Salt Lake	UTA	Var	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	\$ 65,354	\$ -	\$ -	\$ -	\$ 500,000	\$ 400,000	\$ -	\$ -	New Project
Salt Lake	Cottonwood Heights	Var	New	13128	Park and Ride Smart Boards	Construct "Live Parking Availability" Signs for Select Canyon Park-n-Ride Lots	2014	\$ 706,900	\$ 659,043	\$ 47,857	\$ -	\$ -	\$ 10,000	\$ 349,043	\$ 300,000	\$ -	\$ -	New Project
Salt Lake	UDOT	154	F-LC35(258)	13129	10400 South & Bangert Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$ 915,200	\$ 863,124	\$ 62,677	\$ -	\$ -	\$ -	\$ 863,124	\$ -	\$ -	\$ -	New Project
Salt Lake	Bluffdale	140	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	\$ -	\$ 10,000	\$ -	\$ 614,361	\$ -	\$ -	\$ -	New Project
Salt Lake	UDOT		F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ -	\$ -	\$ -	\$ 431,562	\$ -	\$ -	\$ -	New Project
Salt Lake	UTA		New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ -	\$ -	\$ -	\$ 250,000	\$ 550,000	\$ 2,000,000	\$ -	New Project
Salt Lake	Salt Lake City & UTA	Var	New Project	14047	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ -	\$ -	\$ -	\$ 250,000	\$ 500,000	\$ 250,000	\$ -	New Project
Salt Lake	UDOT	201	New Project	14048	Variable Message Sign (VMS); SR-201 WB, Between I-15 & I-215	Design, Install and Integrate full size Variable Message Sign for Westbound Traffic	2015	\$ 569,200	\$ 530,665	\$ 38,535	\$ -	\$ -	\$ -	\$ -	\$ 230,665	\$ 300,000	\$ -	New Project
Salt Lake	UTA	Var	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	\$ -	\$ -	\$ -	\$ 250,000	\$ 400,000	\$ 380,048	\$ -	New Project
Salt Lake	UDOT	Var	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangert Hwy	2015	\$ 1,072,800	\$ 1,000,171	\$ 72,629	\$ -	\$ -	\$ -	\$ -	\$ 500,171	\$ 500,000	\$ -	New Project
Salt Lake	Riverton		New Project	14051	12600 South Bicycle Lanes; Bangert Highway to Mountain View Corridor	Widen 12600 South to include 5-foot Bike lanes on either side	2015	\$ 2,712,600	\$ 1,750,000	\$ 127,078	\$ -	\$ -	\$ 10,000	\$ 240,000	\$ 1,000,000	\$ 500,000	\$ -	New Project
Salt Lake	UTA	Var	CM-9999()	Tran SEC.	ITS/APTS Deployment in S L	Air Quality - FTA Fund Transfer	1999	\$ 12,000,000	\$ 500,000	\$ 60,998	\$ 340,000	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	On Going Program
Salt Lake	UTA	Var	CM-9999()	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	\$ 1,855,411	\$ 2,005,800	\$ 228,552	\$ 1,141,600	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ 348,600	\$ -	On Going Program
Salt Lake	UTA	Var	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 1,500,000	\$ 108,924.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	On Going Program
Salt Lake	Salt Lake City	Var	New Project	14939	Bonneville Bike Trail	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 447,000	On Going Program
Salt Lake	Riverton	Var	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,332.51	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280,000	On Going Program
Salt Lake	UDOT, Murray, Midvale, Sandy	Var	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South	Construct Bike lanes along roadway	2016	\$ 3,510,100	\$ 1,400,000	\$ 101,662.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	On Going Program

**Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2017-2022 Transportation Improvement Program (TIP)**

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Estimated CMAQ Funds and Phasing (Fiscal Year)					Concept Development		8/9/2016 Project Status/ Project Schedule	
					Location/ Limits	Concept/ Type of Improvement						2016	2017	2018	2019	2020	2021	2022		
OGDEN/LAYTON URBAN AREA																				
CMAQ - PM _{2.5}																				
Davis	UDOT		F-115-7(309)318	11092	650 North & I-15 Interchange/ Intersections	Intersection Improvements	2012	\$ 4,636,000	\$ 2,840,000	\$ 133,614	\$ -	\$ 1,850,000	\$ 630,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Davis	UDOT		F-R199(160)	12004	I-15 - 200 North Kaysville NB On-Ramp Ramp Meters	Install Ramp Meters on NB On-Ramp	2013	\$ 250,000	\$ 224,000	\$ 133,614	\$ -	\$ 214,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Weber	UDOT		F-R199(160)	14845	Advance Signal Detection	Install and Integrate Advance Signal Detection in Ogden	2016	\$ 525,000	\$ 489,458	\$ 35,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 489,458	New Project
Weber	UDOT	39	CM-0039(12)6	4400	Wall Ave 12th Street, Ogden	Intersection - Improvements P.E.	2003	\$ 8,700,000	\$ 4,125,000	\$ 299,456	\$ 4,123,826	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (07/31/2012)
Weber	UDOT	Var	CM-9999()	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$ 5,470,342	\$ 5,100,000	\$ 370,342	\$ 2,200,000	\$ 600,000	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Davis	Centerville	106	F-0106(11)3	7194	Main Street (SR-106) & Parrish Lane	Intersection Improvements	2008	\$ 660,000	\$ 1,207,876	\$ 86,985	\$ 1,197,876	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Under Construction (06/05/2014)
Weber	UDOT	Var	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 256,000	\$ 14,523	\$ 64,000	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Davis	UTA	89	F-JC11(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	\$ -	New Project
Davis	UDOT	68		10944	500 South; I-15 to 200 West	Intersection Improvements	2010	\$ 5,363,081	\$ 5,000,000	\$ 165,285	\$ 2,276,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with I-15 Operational Improvements
Davis	Bountiful		F_LC11(55)	12002	400 North & 500 South Intersection	400 North 500 West Dedicated Right Turn Lane Construction	2013	\$ 1,300,000	\$ 1,200,000	\$ 133,614	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with I-15 Operational Improvement Project - Construct Spring 2015
Davis	Centerville		F-JC57(28)	12003	Frontage Road Bike Lanes; 638 North to 2200 North (Lund Lane)	Construct Bike Lanes along Westside of Frontage Road	2013	\$ 1,215,000	\$ 970,000	\$ 133,614	\$ -	\$ 10,000	\$ 250,000	\$ 710,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Weber	UDOT	97	F-0097(9)	13132	SR-97 (5600 South); Hill Field Air Force Base to 2050 West	Intersection/ Operational Improvements	2014	\$ 3,037,700	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	New Project
Davis	UDOT	89	F-0089(394)	13133	US-89 VMS; Just North of Shepard Lane	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,562	\$ -	\$ -	New Project
Davis	UDOT		New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$ 332,900	\$ 310,363	\$ 22,537	\$ -	\$ -	\$ -	\$ 160,363	\$ 150,000	\$ -	\$ -	\$ -	\$ -	New Project
Davis	Clearfield		New Project	14053	Clearfield City TOD Ped/Bike Bridge; FrontRunner Station to Freepport Center	New Construction - Pedestrian/Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ -	\$ -	\$ 10,000	\$ -	\$ 240,000	\$ 500,000	\$ -	\$ -	\$ -	New Project
Weber	West Haven	LC11	STP-LC11(25)	12166 13139	River Parkway Trail; D&RGW Rail to 1800 So, Weber	Air Quality - Bike Ped Facility	2003	\$ 8,000,000	\$ 2,250,000	\$ 153,510	\$ 2,113,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Nearing Completion of Environmental Document
Weber	UTA	Var	CM-9999()	Tran SEC.	ITS/APTS Deployment in Weber Co	Air Quality - FTA Fund Transfer	1999	\$ 923,522	\$ 861,000	\$ 62,522	\$ 240,000	\$ -	\$ 430,500	\$ 430,500	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program
Weber	UTA	Var	CM-9999()	Tran SEC.	Lease Vans in Weber Co	Air Quality - FTA Fund Transfer	1994	\$ 963,209	\$ 898,000	\$ 65,209	\$ 504,400	\$ 118,800	\$ 118,800	\$ 118,800	\$ 118,800	\$ -	\$ -	\$ -	\$ 185,200	On Going Program
Weber	UTA	Var	CM-9999()	Tran SEC.	WFRCA Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 1,261,944	\$ 1,176,510	\$ 85,434	\$ 823,050	\$ 157,130	\$ 157,130	\$ 157,130	\$ 157,130	\$ -	\$ -	\$ -	\$ 157,130	On Going Program
Weber	UTA	Var	CM-9999()	Tran SEC.	Ski Bus Service from Downtown Ogden to Ogden Valley	Purchase Canyon Service Buses	2013	\$ 1,027,000	\$ 2,383,000	\$ 89,536	\$ -	\$ -	\$ 500,000	\$ 450,000	\$ 475,000	\$ -	\$ -	\$ -	\$ -	New Project

Congestion Mitigation/ Air Quality Program (CMAQ)
DRAFT 2017-2022 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year	Estimated CMAQ Funds and Phasing (Fiscal Year)					Concept Development		8/9/2016 Project Status/ Project Schedule											
					Location/Limits	Concept/Type of Improvement							2016	2017	2018	2019	2020	2021	2022												
Weber	UTA	LC11	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116,900	\$ 1,000,000	\$ 72,616.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2022	1,000,000	New Project		
Weber	Ogden	LC11	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 484,686	\$ 451,873	\$ 32,813.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	451,873	New Project	
Davis	UDOT/North Salt Lake	68	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,000,000	New Project
Box Elder	Perry		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	\$ 34,662.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	477,338	New Project
Davis	Clinton	108	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 550,616	\$ 39,983.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,616	New Project
Weber	Rivendale	60	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 500,000	\$ 36,308.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	500,000	New Project

Transportation Alternatives Program (TAP)
DRAFT 2017-2022 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current year	Estimated TAP Funds and Phasing (Fiscal Year)				Concept Development		8/9/2016		
					Location/ Limits	Concept/ Type of Improvement						2017	2018	2019	2020	2021	2021		Project Status/ Project Schedule	
SALT LAKE/ WEST VALLEY URBAN AREA																				
Salt Lake	Salt Lake City		F-LC35(233)	12006	200 West - Enhanced/ Separated Bikeway; North Temple to 900 South	Construct a Separated-On-Street Bike Path	2013	\$ 860,000	\$ 85,000	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Contract Complete (01/16/2016)	
Salt Lake	Holladay City		F-LC35(233)	12007	City-wide Bicycle Trails Improvement Project	1) Improve Bicycle Routes (Emphasis at Intersections), 2) Enhance Bicycle Commuting by providing Route Info, 3) Innovative Signage	2013	\$ 121	\$ 108,000	\$ 108,000	\$ 345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (11/10/2015)	
Salt Lake	Salt Lake City		F-LC35(235)	12008	Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 14,160,000	\$ 233,075	\$ 233,075	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Closed (12/18/2015)	
Salt Lake	Midvale City		F-LC35(236)	12009	700 West; 7200 South to 7800 South	Construct Non-Motorized Infrastructure	2013	\$ 332,000	\$ 309,000	\$ 297,138	\$ 11,862	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (11/10/2015)	
Salt Lake	Sandy City		F-LC35(261)	13134	Dry Cree Trail; 10200 South to 10000 South (544 feet)	Constructs a Bicycle/ Pedestrian Facility	2014	\$ 77,300	\$ 72,067	\$ 65,261	\$ 6,806	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Planned Construction Start Date (06/30/2016)	
Salt Lake	Salt Lake City		F-LC35(262)	13135	Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 2,001,200	\$ 176,111	\$ 176,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Close Out (01/14/2016)	
Salt Lake	Salt Lake County		F-LC35(263)	13136	Parley's Trail - 2300 East Tunnel Crossing; 1-80/ 2500 East Off-ramp	Construct a Grade Separated Crossing for Bicycle and Ped	2014	\$ 1,224,600	\$ 250,000	\$ 9,323	\$ 240,677	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Planned Construction Start Date (04/24/2017)	
Salt Lake	Cottonwood Heights		F-LC35(264)	13137	HAWK Pedestrian Crossing on Fort	Install a High Intensity Activated Crosswalk	2014	\$ 206,800	\$ 192,800	\$ 23,308	\$ 169,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Planned Construction Start Date (06/27/2016)	
Salt Lake	Salt Lake City		F-LC35(265)	13138	Salt Lake City; North Temple Complete Street & Bike Connection - Plan/ Study	Develop a corridor plan for a complete street and separated family friendly bikeway on North Temple through the heart of downtown Salt Lake	2014	\$ 50,000	\$ 37,500	\$ 37,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Orientation Meeting 23 February 2015	
Salt Lake	Salt Lake City		New Project	14054	1300 South Bypass; 200 East to 500 West	Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX	2015	\$ 458,000	\$ 324,000	\$ -	\$ 324,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Orientation Meeting 21 January 2015	
Salt Lake	Salt Lake City		New Project	14055	Bike Share Expansion	Construct Additional Bike Docking Stations/ Purchase Additional Bikes	2015	\$ 2,293,700	\$ 350,000	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting	
Salt Lake	Herriman		New Project	14943	13400 South, 5600 West, and Herriman Parkway	Increase Safety & Encourage Bicycle and Pedestrian Safety on Herriman Mahor Corridor Bike Lanes	2016	\$ 100,000	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources	
Salt Lake	Salt Lake County		New Project	14944	Grif 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	\$ 387,927	\$ -	\$ -	\$ 387,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
Salt Lake	Riverton		New Project	14945	Midas Creek Trail; Mountain View to 4000 West	Construct the west section of the Midas Creek Trail to connect the trail through 13800 South	2016	\$ 212,285	\$ 182,285	\$ -	\$ -	\$ 182,285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
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	\$ 587,815	\$ -	\$ -	\$ 587,815	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
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	\$ -	\$ -	\$ 324,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources

Transportation Alternatives Program (TAP)
DRAFT 2017-2022 Transportation Improvement Program (TIP)

County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated TAP Funds and Phasing (Fiscal Year)					Concept Development		8/9/2016 Project Status/ Project Schedule
					Location/ Limits	Concept/ Type of Improvement					2016	2017	2018	2019	2020	2021	2021	
Salt Lake	Salt Lake County		New Project	14948	3300 South, 3018 East to 3040 East	Complete a 120 Foot Gap in the sidewalk along the south side of 3300 South	2016	\$ 180,200	\$ 168,000	\$ -	\$ -	\$ 168,000	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
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	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
Salt Lake	South Jordan		New Project	14950	Daybreak Parkway & Lake Rm Intersection	Improve Pedestrian/ Bicycle Crossing facilities (Safe Routes to School Project)	2016	\$ 269,400	\$ 251,162	\$ -	\$ -	\$ 251,162	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
Salt Lake	UTA/Salt Lake		New Project	14951	Downtown SLC Crosswalks; 600 South & 200 West and (200 South & 600 West)	Make all the Crosswalks Pedestrian Activated Push-button Signals	2016	\$ 200,000	\$ 186,460	\$ -	\$ -	\$ 186,460	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources
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	\$ -	\$ -	\$ -	\$ -	\$ -	Project Withdrawn - City built the Project with their own resources



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	PIN Description / Project Location	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
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Box Elder County Projects

BOX EL	14777	Funding	NEWPROJ(14777)		MULT	Iowa String Bridges - 003025D & 003021C Cnty:FA-1104; MP 1.19 - 1.19 & Cnty:FA-1104; MP 4.43 - 4.43 & Route 1104 (6800 West / Iowa String Road) at 2880 North and 150 North	\$0	\$1,445,400	\$0	\$0	Off-System Bridge	\$1,606,000	\$1,497,274	\$0	\$108,726
		To Be Adv Dt:													
		STP_BR		\$0	\$0										

NEW

BOX EL	11476	Active	S-0240(2)0		240	I-15; Honeyville Interchange, F-24 SR-240; MP .04 - .17	\$0	\$0	\$0	\$0	Replacement and Rehabilitation - Structure	\$700,000	\$0	\$700,000	\$0
		To Be Adv Dt:	12/05/16												
		ST_GF_BRIDGE		\$700,000	\$0										
		NHPP_BR		\$0	\$0										
		ST_BRIDGE		\$200,000	\$4,300,000										
		Total		\$900,000	\$4,300,000										

BOX EL	12389	STIP	S-0102(1)08		102 8	SR-102; Bridge over West Canal, D-820 SR-102; MP 8.08 - 8.19	\$0	\$0	\$0	\$0	Replacement and Rehabilitation - Structure	\$310,000	\$0	\$310,000	\$0
		To Be Adv Dt:													
		ST_BRIDGE		\$0	\$0										

BOX EL	12623	STIP	F-1104(1)4		1104 4	Corinne Canal Bridge, Box Elder Co., 003025D Cnty:FA-1104; MP 4.49 - 4.63	\$0	\$0	\$0	\$0	Replacement and Rehabilitation - Structure	\$410,000	\$382,243	\$0	\$27,757
		Will Not Adv													
		STP_BR		\$0	\$0										

BOX EL	13929	Scoping	F-LC03(19)		MULT	500 W AT 700 S. AND FOREST ST., BRIGHAM CITY 500 West at 700 South, 200 South and Forest Street (Center Street), Brigham City Utah	\$98,000	\$0	\$0	\$0	Intersection Modification	\$445,759	\$415,581	\$0	\$30,178
		To Be Adv Dt:	05/25/16												
		CMAQ_BOX_ELD		\$98,000	\$347,759										

BOX EL	13930	Scoping	F-LC03(20)			Brigham City - Alternative Fuel Vehicle Brigham City	\$0	\$0	\$0	\$0	Local/MPPO/Other Agency Pass-Through	\$105,000	\$97,892	\$0	\$7,109
		Will Not Adv													
		CMAQ_BOX_ELD		\$0	\$105,000										

BOX EL	13931	Scoping	F-LC03(21)			Tremonton City - Alternative Fuel Vehicle Tremonton City	\$0	\$0	\$0	\$0	Local/MPPO/Other Agency Pass-Through	\$150,000	\$139,845	\$0	\$10,155
		Will Not Adv													
		CMAQ_BOX_ELD		\$0	\$150,000										

BOX EL	13932	Scoping	F-LC03(22)		OTHER	750 North 200 West, Willard City 750 North 200 West, Willard City, Utah	\$0	\$0	\$0	\$0	Intersection Modification	\$91,172	\$85,000	\$0	\$6,172
		Will Not Adv													
		CMAQ_BOX_ELD		\$0	\$91,172										



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	PIN Description / Project Location	2018	2019	2020	CD	Total	Concept Description	Fed Aid	State	Other
Box Elder County Projects															
BOX EL	11991	Scoping	S-LC03(23)			1100 West & SR-91						Intersection Modification			
		Will Not Adv				1100 West & SR-91									
		ST_CONCPT_D1		\$2,917	\$3,591	\$0	\$0	\$0	\$0	\$0	\$6,509	\$6,509	\$0	\$6,509	\$0
		ST_TIF_EXCH		\$0	\$1,266,500	\$0	\$0	\$0	\$0	\$0	\$1,266,500	\$1,266,500	\$0	\$1,266,500	\$0
		ST_TIF_SB229		\$0	\$0	\$0	\$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
		ST_CONT_PG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV		\$5,310	\$121,340	\$0	\$0	\$0	\$0	\$0	\$126,650	\$126,650	\$0	\$0	\$126,650
		Total		\$8,228	\$1,391,431	\$0	\$0	\$0	\$0	\$0	\$1,399,659	\$1,399,659	\$0	\$1,273,009	\$126,650

BOX EL	14841	Funding	NEWPROJ(14841)			1200 West; 3600 S. to S. Perry Boundry Extension						New Capacity			
		To Be Adv Dt:				1200 West; 3600 South to Southern Perry Boundary									
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$2,406,700	\$2,406,700	\$2,406,700	\$2,243,766	\$0	\$162,934

BOX EL	14848	Funding	NEWPROJ(14848)			1200 W; 2250 S. to 775 W., Bike Trail, Perry						Pedestrian/Bike facility			
		To Be Adv Dt:				1200 West, 2250 South to 775 West									
		CMAQ_BOX_ELD		\$0	\$0	\$0	\$0	\$0	\$0	\$695,000	\$695,000	\$695,000	\$647,949	\$0	\$47,052



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
Davis County Projects														
DAVIS	4955	Active	SP-9999(807)		West Davis Corridor; Corridor Preservation									
		Will Not Adv			North Legacy Corridor; N Ext. of Legacy Parkway									
		ST_CORR_PRES	\$23,189,715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,189,715	\$0	\$23,189,715	\$0
DAVIS	10706	STIP	F-0103(2)0	103	SR-103; SR-126 to I-15									
		Will Not Adv			SR-103; MP .00 - .17									
		STP_FLX_ST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DAVIS	11275	Undr Const	F-115-7(320)329	MULT	I-15; Lagoon to Layton Pkwy									
		Adv Dt:	05/07/16		I-15; MP 325.93 - 329.85 & I-15; MP 325.93 - 329.85									
		STP_FLX_ST	\$4,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,962,275	\$0	\$287,725	\$0
		NHPP_IM	\$1,339,799	\$2,771,461	\$0	\$0	\$0	\$0	\$0	\$0	\$3,871,985	\$0	\$239,275	\$0
		IM	\$2,488,740	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,343,895	\$0	\$144,845	\$0
		CMAQ_WFRC	\$10,726	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,726	\$0	\$726	\$0
		CMAQ_PM2.5	\$229,540	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$229,540	\$0	\$15,540	\$0
		Total	\$8,089,265	\$3,001,001	\$0	\$0	\$0	\$0	\$0	\$0	\$11,090,266	\$10,402,155	\$688,111	\$0
DAVIS	11477	Scoping	S-0108(3)4	108	2 SR-108; SR-127 to SR-107									
		To Be Adv Dt:	08/26/16		SR-108; MP 4.01 - 6.00									
		ST_CONCEPT_D1	\$13,396	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,396	\$0	\$13,396	\$0
		ST_TIF_SB229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF	\$33,209,679	\$16,790,321	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000	\$0	\$50,000,000	\$0
		Total	\$33,223,075	\$16,790,321	\$0	\$0	\$0	\$0	\$0	\$0	\$50,013,396	\$0	\$50,013,396	\$0
DAVIS	11623	Active	S-R199(144)	MULT	I-15; Layton Interchanges Public Involvement									
		Will Not Adv			SR-232; MP .00 - .75 & SR-108; MP .00 - .80									
		ST_GF_HB173	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000	\$0
DAVIS	11771	Active	S-R199(151)	MULT	I-15; Layton Interchanges Environmental and Design									
		Will Not Adv			SR-108; MP .00 - .80 & SR-232; MP .00 - .75									
		ST_GF_HB173	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$1,300,000	\$0
		ST_TIF	\$0	\$1,048,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,048,000	\$0	\$1,048,000	\$0
		ST_GF_TIF	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_TIF_HB377	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total	\$0	\$4,348,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,348,000	\$0	\$4,348,000	\$0
DAVIS	11946	Undr Const	S-0232(8)0	232	1 SR-232 & I-15; Hill Field Rd. Intrchg. Mod.									
		Adv Dt:	11/18/14		SR-232; MP .00 - .75									
		ST_TIF	\$0	\$35,638,530	\$0	\$0	\$0	\$0	\$0	\$0	\$35,638,530	\$0	\$35,638,530	\$0
		ST_TIF_HB377	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_GF_HB173	\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600,000	\$0	\$2,600,000	\$0
		Total	\$0	\$38,638,530	\$0	\$0	\$0	\$0	\$0	\$0	\$38,638,530	\$0	\$38,638,530	\$0



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Davis County Projects																
DAVIS	12279	Undr Const	F-0232(9)0	MULT		SR-232; I-15 to SR-193						Minor Rehabilitation - Roadway				
		Adv Dt:	09/19/15			SR-232; MP .45 - 2.25 & SR-232; MP .45 - 2.25	\$0	\$0	\$0	\$0	\$0		\$6,304,320	\$5,877,517	\$426,802	\$0
		STP_FLX_ST					\$0	\$0	\$0	\$0	\$0		\$15,615	\$0	\$15,615	\$0
		ST_CONCPT_D1					\$0	\$0	\$0	\$0	\$0		\$6,319,935	\$5,877,517	\$442,418	\$0
		Total					\$0	\$0	\$0	\$0	\$0		\$6,319,935	\$5,877,517	\$442,418	\$0
DAVIS	12281	Undr Const	F-0106(18)0	106	1	SR-106; 800 W to Main St						Major Rehabilitation - Roadway				
		Adv Dt:	09/26/15			SR-106; MP .00 - 1.05	\$0	\$0	\$0	\$0	\$0		\$8,579,277	\$7,998,460	\$580,817	\$0
		STP_FLX_ST					\$9,244	\$0	\$0	\$0	\$0		\$9,244	\$0	\$9,244	\$0
		ST_CONCPT_D1					\$9,244	\$0	\$0	\$0	\$0		\$8,588,521	\$7,998,460	\$590,061	\$0
		Total					\$9,244	\$0	\$0	\$0	\$0		\$8,588,521	\$7,998,460	\$590,061	\$0
DAVIS	12656	STIP	F-115-7(325)327	15	327	2 I-15; NB Aux Lane Rest Area to 200 N., Kaysville						Adding a lane/shoulder				
		Will Not Adv				I-15; MP 326.61 - 328.35	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		NHPP_IM					\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
DAVIS	12674	Scoping	F-0068(97)64	MULT		SR-68; I-215 to Center St.						Choke Point				
		To Be Adv Dt:	09/19/17			SR-68; MP 63.65 - 64.37	\$250,000	\$14,000,000	\$1,750,000	\$0	\$0		\$16,000,000	\$14,916,800	\$1,083,200	\$0
		NHPP_NHS					\$0	\$0	\$0	\$0	\$0		\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_FLX_ST					\$0	\$0	\$0	\$0	\$0		\$1,072,616	\$1,000,000	\$72,616	\$0
		CMAQ_WFRC					\$250,000	\$15,072,616	\$1,750,000	\$0	\$0		\$19,072,616	\$17,781,400	\$1,291,216	\$0
		Total					\$250,000	\$15,072,616	\$1,750,000	\$0	\$0		\$19,072,616	\$17,781,400	\$1,291,216	\$0
DAVIS	13321	Scoping	F-R199(200)	MULT		I-15; Interchange modifications at SR-193						Intersection Modification				
		To Be Adv Dt:	10/18/16			SR-193; MP 3.20 - 3.60	\$100,000	\$0	\$0	\$0	\$0		\$3,046,229	\$2,436,983	\$609,246	\$0
		STP_ENH_ST					\$0	\$0	\$0	\$0	\$0		\$36,414	\$0	\$36,414	\$0
		ST_CONCPT_D1					\$0	\$0	\$0	\$0	\$0		\$3,082,643	\$2,436,983	\$645,659	\$0
		Total					\$100,000	\$0	\$0	\$0	\$0		\$3,082,643	\$2,436,983	\$645,659	\$0
DAVIS	13361	Scoping	S-R199(188)	MULT		FY 2015 Region One TAP, West Bountiful						Trails				
		Will Not Adv				Parrish Lane 400 East to 800 West	\$0	\$0	\$0	\$0	\$0		\$150,000	\$0	\$0	\$150,000
		LOCAL_GOVT					\$0	\$0	\$0	\$0	\$0		\$150,000	\$0	\$150,000	\$0
		ST_PVMT					\$0	\$0	\$0	\$0	\$0		\$300,000	\$0	\$300,000	\$0
		Total					\$0	\$0	\$0	\$0	\$0		\$300,000	\$0	\$300,000	\$0
DAVIS	13362	Scoping	S-R199(189)	106	5	FY2015 Region One TAP, Centerville						Trails				
		Will Not Adv				SR-106; 2100 North to Lund Lane	\$33,280	\$0	\$0	\$0	\$0		\$33,280	\$0	\$0	\$33,280
		LOCAL_GOVT					\$16,720	\$0	\$0	\$0	\$0		\$50,000	\$0	\$50,000	\$0
		ST_PVMT					\$50,000	\$0	\$0	\$0	\$0		\$83,280	\$0	\$83,280	\$0
		Total					\$50,000	\$0	\$0	\$0	\$0		\$83,280	\$0	\$83,280	\$0
DAVIS	13363	Scoping	S-R199(190)	68	66	FY2015 Region One TAP, North Salt Lake						Trails				
		Will Not Adv				SR-68; MP 65.62 - 65.82	\$0	\$0	\$0	\$0	\$0		\$38,000	\$0	\$38,000	\$0
		ST_PVMT					\$0	\$0	\$0	\$0	\$0		\$14,000	\$0	\$14,000	\$0
		LOCAL_GOVT					\$0	\$0	\$0	\$0	\$0		\$52,000	\$0	\$52,000	\$0
		Total					\$0	\$0	\$0	\$0	\$0		\$52,000	\$0	\$52,000	\$0



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	PIN Description / Project Location		2019	2020	CD	Concept Description		State	Other
Fund					17	18	19	20			Total	Fed Aid		
Davis County Projects														
DAVIS	13480	Scoping	S-R199(198)	MULT	US-89; Eagle Way to Oak Hills Dr, Frontage Roads	US-89; Mutton Hollow to Oak Hills, East and West side Frontage Roads	New Capacity							
		To Be Adv Dt: 08/24/15												
		ST_TIF	\$2,000,000	\$13,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
		ST_CONCPT_D1	\$52,128	\$0	\$0	\$0	\$0	\$52,128	\$0	\$0	\$52,128	\$0	\$52,128	\$0
		Total	\$2,052,128	\$13,000,000	\$0	\$0	\$0	\$15,052,128	\$0	\$0	\$15,052,128	\$0	\$15,052,128	\$0
DAVIS	14422	Scoping	S-R199(202)	OTHER	SR-193; Extension, 2000 West to 3000 West	SR-193; 2000 West to 3000 West	New Capacity							
		To Be Adv Dt: 02/22/18												
		ST_TIF	\$200,000	\$800,000	\$0	\$0	\$14,000,000	\$15,000,000	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
DAVIS	14591	Awarded	F-115-7(333)324	MULT	I-15; Bonded Overlay, MP 323.6 to 331.35	I-15; MP 323.60 - 331.35 & I-15; MP 323.60 - 331.35	Preservation - Roadway							
		Adv Dt: 05/07/16												
		NHPP_IM	\$8,500,000	\$0	\$0	\$0	\$0	\$8,500,000	\$8,005,300	\$0	\$8,500,000	\$8,005,300	\$494,700	\$0
		STP_FLX_ST	\$509,294	\$740,706	\$0	\$0	\$0	\$1,250,000	\$1,165,375	\$0	\$1,250,000	\$1,165,375	\$84,625	\$0
		Total	\$9,009,294	\$740,706	\$0	\$0	\$0	\$9,750,000	\$9,170,675	\$0	\$9,750,000	\$9,170,675	\$579,325	\$0
DAVIS	14638	STIP	S-0103(4)1	103	SR-103; Canal Box Culvert	SR-103; MP .08 - .11	New Culvert							
		Will Not Adv												
		ST_PVMT	\$0	\$266,500	\$0	\$0	\$0	\$266,500	\$0	\$0	\$266,500	\$0	\$266,500	\$0
		ST_BRIDGE	\$152,000	\$0	\$0	\$0	\$0	\$152,000	\$0	\$0	\$152,000	\$0	\$152,000	\$0
		Total	\$152,000	\$266,500	\$0	\$0	\$0	\$418,500	\$0	\$0	\$418,500	\$0	\$418,500	\$0
DAVIS	14826	Scoping	F-R199(213)	OTHER	TAP; D&RGW Trail Crossing at 200 North, Kaysville	D&RGW Crossing at 200 North Kaysville	Pedestrian/Bike facility							
		To Be Adv Dt: 08/24/16												
		TAP_URB_WFRC	\$10,000	\$115,200	\$0	\$0	\$0	\$125,200	\$116,724	\$0	\$125,200	\$116,724	\$0	\$8,476
DAVIS	15022	Scoping	S-0037(13)	37	2 SR-37; Corridor Preservation	SR-37; MP .00 - 2.00	Corridor Preservation							
		Will Not Adv												
		ST_CORR_PRES	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
DAVIS	6552	Scoping	F-0037(4)0	37	2 1800 NO. (SR-37) 2000 W, to I-15 Enviro. Study	SR-37; MP .00 - 2.00	ENVIRONMENTAL DOCUMENT							
		Will Not Adv												
		ST_CONCPT_D1	\$16,583	\$16,583	\$0	\$0	\$0	\$33,165	\$0	\$0	\$33,165	\$0	\$33,165	\$0
		STP_URB_OIL	\$1,772,617	\$587,138	\$0	\$0	\$0	\$2,359,755	\$2,200,000	\$0	\$2,359,755	\$2,200,000	\$159,755	\$0
		Total	\$1,789,200	\$603,721	\$0	\$0	\$0	\$2,392,920	\$2,200,000	\$0	\$2,392,920	\$2,200,000	\$192,921	\$0
DAVIS	7176	Active	S-0067(14)0	OTHER	West Davis Corridor EIS	West Davis Corridor	Environmental Impact Study							
		Will Not Adv												
		ST_TIF_SB229	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
		ST_GF_CHN	\$0	\$9,500,000	\$0	\$0	\$0	\$9,500,000	\$0	\$0	\$9,500,000	\$0	\$9,500,000	\$0
		Total	\$0	\$14,500,000	\$0	\$0	\$0	\$14,500,000	\$0	\$0	\$14,500,000	\$0	\$14,500,000	\$0

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Fund			Prior	2017	2018	2019	2020						
Davis County Projects													
DAVIS	7318	Active	S-R199(50)	OTHER	West Davis Corridor Preservation				CORRIDOR PRESERVATION				
		Will Not Adv			West Davis Corridor								
			\$12,821,693	\$2,793,759	\$0	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$0	\$15,615,452
			\$2,844,501	\$0	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$0	\$2,844,501
			Total	\$15,666,194	\$2,793,759	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$0	\$18,459,953
DAVIS	10017	Scoping	S-LC1(47)	MULT	3000 West; 300 North to 1300 North				Reconstruct widening				
		Will Not Adv			Other: 3000 WEST; 300 NO. TO 1300 NO. to: 1.20 for: 1.20								
			\$97	\$283,888	\$0	\$0	\$0	\$0	\$283,985	\$0	\$0	\$0	\$283,985
			\$2,000,931	\$838,919	\$0	\$0	\$0	\$0	\$2,839,850	\$0	\$0	\$0	\$2,839,850
			Total	\$2,001,028	\$1,122,807	\$0	\$0	\$0	\$3,123,835	\$0	\$0	\$0	\$283,985
DAVIS	11090	Active	S-LC1(46)	OTHER	3000 West; 700 South to Bluff Road				Reconstruct widening				
		Will Not Adv			3000 West; 700 South to Bluff Road								
			\$314,415	\$0	\$0	\$0	\$0	\$0	\$314,415	\$0	\$0	\$0	\$314,415
			\$2,038,550	\$1,105,600	\$0	\$0	\$0	\$0	\$3,144,150	\$0	\$0	\$0	\$3,144,150
			Total	\$2,352,965	\$1,105,600	\$0	\$0	\$0	\$3,458,565	\$0	\$0	\$0	\$314,415
DAVIS	11092	Active	F-115-7(309)318	MULT	650 North & I-15 Interchange/Intersection				Intersection Improvements				
		To Be Adv Dt: 09/02/16			SR-103; MP .00 - .17 & SR-103; MP .00 - .17								
			\$0	\$466,500	\$1,253,771	\$0	\$0	\$0	\$1,720,271	\$1,603,809	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$725,000	\$0	\$0	\$0	\$0	\$0	\$725,000	\$675,918	\$0	\$0	\$0
			\$1,316,303	\$1,004,926	\$0	\$0	\$0	\$0	\$2,321,229	\$2,164,082	\$0	\$0	\$0
			Total	\$2,041,303	\$1,471,426	\$0	\$0	\$0	\$4,766,500	\$4,443,808	\$0	\$0	\$0
DAVIS	11990	Active	F-LC1(50)		Transportation and Land Use Connection Program				Local/MPPO/Other Agency Pass-Through				
		Will Not Adv			Project Planning Support - Weber & Davis County								
			\$300,332	\$643,570	\$321,785	\$0	\$0	\$321,785	\$1,909,256	\$1,780,000	\$0	\$0	\$129,257
			Total	\$943,902	\$965,345	\$321,785	\$0	\$321,785	\$1,909,256	\$1,780,000	\$0	\$0	\$129,257
DAVIS	11992	Active	S-LC1(51)		3000 West/ 4300 West; 1400 North to 6000 South				Reconstruct widening				
		Will Not Adv			3000 West/4300 West; 1400 North to 6000 South								
			\$533,715	\$0	\$0	\$0	\$0	\$0	\$533,715	\$0	\$0	\$0	\$533,715
			\$3,539,939	\$1,797,211	\$0	\$0	\$0	\$0	\$5,337,150	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$4,073,654	\$1,797,211	\$0	\$0	\$0	\$5,870,865	\$0	\$0	\$0	\$533,715
DAVIS	11996	Scoping	F-LC1(53)		800 North; Main St (SR-126) to 450 West				Reconstruct no widening				
		To Be Adv Dt: 05/09/17			800 North; Main St (SR-126) to 450 West								
			\$0	\$0	\$2,411,241	\$0	\$0	\$0	\$2,411,241	\$2,248,000	\$0	\$0	\$163,241
			\$1,972	\$453	\$0	\$0	\$0	\$0	\$2,425	\$0	\$0	\$0	\$0
			\$453	\$10,273	\$0	\$0	\$0	\$0	\$10,726	\$0	\$0	\$0	\$0
			Total	\$2,425	\$2,411,241	\$0	\$0	\$0	\$2,424,392	\$2,248,000	\$0	\$0	\$163,241



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							2017	2018	2019	2020	CD	Total	Fed Aid	State	Other						
Davis County Projects																					
DAVIS	11997	Scoping	F-LC1(154)				300 North; 1000 West to 2000 West				Reconstruct no widening										
		To Be Adv Dc: 10/05/16					300 North; 1000 West to 2000 West														
		ST_CONCEPT_D1		\$1,540		\$346	\$0	\$0	\$0	\$0	\$1,886	\$0	\$1,886	\$0	\$1,886	\$0	\$1,886	\$0	\$0	\$0	\$0
		ST_CONT_PG		\$346		\$10,380	\$0	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0	\$10,726	\$0	\$10,726	\$0	\$0	\$0	\$0
		STP_URB_OIL		\$0		\$0	\$2,670,814	\$0	\$0	\$0	\$2,670,814	\$2,490,000	\$2,670,814	\$2,490,000	\$2,670,814	\$0	\$2,490,000	\$0	\$180,814	\$0	\$180,814
		Total		\$1,886		\$10,726	\$2,670,814	\$0	\$0	\$0	\$2,683,426	\$2,490,000	\$2,683,426	\$2,490,000	\$2,683,426	\$0	\$2,490,000	\$0	\$180,814	\$0	\$180,814
DAVIS	12004	STIP	F-R199(160)				I-15 - 200 North Kaysville NB				Ramp Meters										
		Will Not Adv					I-15 - 200 North Kaysville NB				On-Ramp Ramp Meters										
		CMAQ_WFRC		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DAVIS	13120	STIP	F-LC1(159)			89	Nicholls Road / US-89 Grade Separation				PE										
		To Be Adv Dc: 09/06/16					US-89; MP 398.50 - 398.90														
		STP_URB_OIL		\$0		\$0	\$0	\$0	\$1,081,100	\$1,081,100	\$1,007,910	\$1,081,100	\$1,007,910	\$1,081,100	\$1,007,910	\$0	\$1,007,910	\$0	\$73,190	\$0	\$73,190
DAVIS	13121	STIP	F-LC1(160)				200 North & Angel Street Intersection				Intersection Modification										
		To Be Adv Dc: 09/06/16					200 North and Angel Street, Kaysville														
		STP_URB_OIL		\$0		\$10,726	\$1,866,352	\$1,394,822	\$0	\$0	\$3,271,900	\$3,050,392	\$3,271,900	\$3,050,392	\$0	\$3,050,392	\$0	\$221,508	\$0	\$221,508	
DAVIS	13122	Active	F-LC1(161)				Center Street; Legacy Parkway to Redwood Road				Reconstruct widening										
		To Be Adv Dc: 09/06/16					Center Street; Legacy Parkway to Redwood Road														
		LOCAL_GOV		\$0		\$13,942	\$0	\$0	\$0	\$0	\$13,942	\$0	\$13,942	\$0	\$13,942	\$0	\$13,942	\$0	\$13,942	\$0	\$13,942
		STP_URB_OIL		\$369,820		\$1,537,480	\$0	\$0	\$0	\$0	\$1,907,300	\$1,778,176	\$1,907,300	\$1,778,176	\$0	\$1,778,176	\$0	\$129,124	\$0	\$129,124	
		TAP_URB_WFRC		\$0		\$192,000	\$0	\$0	\$0	\$0	\$192,000	\$192,000	\$192,000	\$192,000	\$0	\$192,000	\$0	\$0	\$0	\$0	
		Total		\$369,820		\$1,743,422	\$0	\$0	\$0	\$0	\$2,113,242	\$1,970,176	\$2,113,242	\$1,970,176	\$0	\$1,970,176	\$0	\$143,066	\$0	\$143,066	
DAVIS	13133	STIP	F-0089(394)				US-89 VMS; Just North of Shepard Lane				Traveler Information										
		To Be Adv Dc: 06/04/18					US-89 VMS; Just North of Shepard Lane														
		CMAQ_WFRC		\$0		\$0	\$0	\$0	\$462,900	\$462,900	\$431,562	\$462,900	\$431,562	\$0	\$431,562	\$0	\$431,562	\$0	\$0	\$0	\$0
DAVIS	13140	STIP	F-LC1(162)				Emigrant Trail; 1300 North to 2425 North				Trails										
		To Be Adv Dc:					Emigrant Trail; 1300 North to 2425 North														
		TAP_URB_WFRC		\$0		\$268,154	\$0	\$0	\$0	\$0	\$268,154	\$250,000	\$268,154	\$250,000	\$0	\$250,000	\$0	\$18,154	\$0	\$18,154	
DAVIS	13823	Active	S-115-7(329)332			15	Layton I-15 Crossing				Upgrade Existing Interchange										
		To Be Adv Dc: 10/06/16					I-15; MP 332.10 - 332.20 & Layton I-15 Crossing														
		ST_TIF		\$2,028,419		\$8,121,581	\$9,850,000	\$0	\$0	\$0	\$20,000,000	\$0	\$20,000,000	\$0	\$20,000,000	\$0	\$20,000,000	\$0	\$0	\$0	\$0



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Davis County Projects															
DAVIS	13824	STIP	S-R199(193)	OTHER	West Davis Corridor PE from Antelope DR to I-15 West Davis Corridor PE from Antelope DR to I-15/US-89/Legacy Parkway	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000	New Capacity	\$0	\$10,000,000	\$0
		Will Not Adv													
		ST_TIF													
DAVIS	14042	Scoping	F-LC1(65)		1500 South Phase 3; 1350 West to 1100 West 1500 South Phase 3; 1350 West to 1100 West	\$1,117,675	\$0	\$0	\$0	\$0	\$2,953,600	Reconstruct & Widening	\$2,753,641	\$0	\$199,959
		To Be Adv Dt:	12/29/17												
		STP_URB_O/L				\$20,000	\$0	\$0	\$0	\$0	\$20,000		\$18,000	\$0	\$2,000
		R/H_HZ_ELM90													
		Total				\$1,137,675	\$0	\$0	\$0	\$0	\$2,973,600		\$2,771,641	\$0	\$201,959
DAVIS	14043	STIP	F-LC1(63)		Bluff Road; 550 West (on Gentile) to 1000 West Bluff Road; 550 West (on Gentile) to 1000 West	\$10,726	\$0	\$954,628	\$0	\$0	\$2,252,495	Reconstruct & Widening	\$3,000,001	\$0	\$217,848
		To Be Adv Dt:													
		STP_URB_O/L													
DAVIS	14044	STIP	F-LC1(64)		Layton FrontRunner Station Parking Layton FrontRunner Station Parking	\$10,726	\$0	\$1,072,616	\$0	\$0	\$2,145,232	UTA/Transit	\$2,000,000	\$0	\$145,232
		To Be Adv Dt:													
		STP_URB_O/L													
DAVIS	14052	STIP	F-LC1(66)		I-15 Corridor Responsive Ramp Metering Management I-15 Corridor Responsive Ramp Metering Management	\$0	\$0	\$0	\$172,008	\$0	\$332,900	Ramp Meters	\$310,363	\$22,537	\$0
		Will Not Adv													
		CMAQ_WFRC													
DAVIS	14053	STIP	F-LC1(67)		TOD Ped/ Bike Bridge; FrontRunner Sta. to Fremont Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center	\$0	\$10,726	\$0	\$257,428	\$1,501,662	\$1,769,816	Pedestrian/Bicycle Safety	\$1,649,999	\$0	\$119,817
		To Be Adv Dt:													
		CMAQ_WFRC													
DAVIS	14843	Funding	NEWPROJ(14843)	MULT	500 West; 2000 S. to SR-108; Extension, Clearfield 500 West; 2000 South to SR-108	\$0	\$0	\$0	\$0	\$4,668,700	\$4,668,700	New Capacity	\$4,352,629	\$0	\$316,071
		To Be Adv Dt:													
		STP_URB_O/L													
DAVIS	14844	Funding	NEWPROJ(14844)	OTHER	Gordon Ave.; 1600 E. to US-89, PE & ROW, Layton Gordon Ave.; 1600 E. to US-89	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	PE	\$3,263,050	\$0	\$236,950
		To Be Adv Dt:													
		STP_URB_O/L													
DAVIS	14849	Funding	NEWPROJ(14849)	OTHER	2000 West & 1300 North Intersection, Clinton 2000 West & 1300 North, Clinton	\$0	\$0	\$0	\$0	\$590,600	\$590,600	Intersection Modification	\$550,616	\$39,984	\$0
		To Be Adv Dt:													
		CMAQ_WFRC													



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Region	PIN	Status	Fund	Project No.	Prior	Rt. Beg Len	2017	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
Davis County Projects																
DAVIS	14851	Funding	NEWPROJ(14851)	227			\$0	\$147,733	\$0	\$0	\$0	Pedestrian/Bike facility	\$147,733	\$137,732	\$0	\$10,002
		To Be Adv Dt:														
		TAP_URB_WFRC														
		NEW														
DAVIS	14854	Funding	NEWPROJ(14854)	MULT			\$0	\$111,100	\$0	\$0	\$0	Pedestrian/Bike facility	\$111,100	\$103,579	\$0	\$7,521
		To Be Adv Dt:														
		TAP_URB_WFRC														
		NEW														
DAVIS	14855	Funding	NEWPROJ(14855)	OTHER			\$0	\$450,000	\$0	\$0	\$0	Pedestrian/Bike facility	\$450,000	\$419,535	\$0	\$30,465
		To Be Adv Dt:														
		TAP_URB_WFRC														
		NEW														



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	PIN Description / Project Location	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
Morgan County Projects															
MORGAN	4950	Active	BRO-LC29(7)	MULT		Stoddard Lane over Weber River					Off-System Bridge				
		To Be Adv Dc:	07/13/16			Stoddard Lane over Weber River						\$1,552,603	\$1,447,492	\$0	\$105,111
		STP_BR			\$1,420,000		\$0	\$0	\$0	\$0		\$167,397	\$133,918	\$0	\$33,479
		BR_OFF			\$0		\$0	\$0	\$0	\$0		\$1,720,000	\$1,581,409	\$0	\$138,591
		Total			\$1,420,000		\$0	\$0	\$0	\$0		\$1,720,000	\$1,581,409	\$0	\$138,591
MORGAN	12624	STIP	F-R199(194)	1980		Devil's Slide Bridge, Near Croydon, 029014D					Replacement and Rehabilitation - Structure				
		To Be Adv Dc:			\$0	Cnty:FA-1980; MP .00 - .14	\$0	\$0	\$2,000,000	\$0		\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_BRIDGE			\$0		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
MORGAN	13096	Scoping	F-R199(180)	1980		Devils Slide Bridge Feasibility Study					Other structure item repair				
		Will Not Adv			\$0	Cnty:FA-1980; MP .00 - .08	\$0	\$0	\$0	\$0		\$46,615	\$46,615	\$0	\$0
		STP_BRIDGE			\$0		\$0	\$0	\$0	\$0		\$46,615	\$46,615	\$0	\$0
		STP_FLX_ST			\$0		\$0	\$0	\$0	\$0		\$6,770	\$0	\$0	\$6,770
		LOCAL_GOVT			\$6,770		\$0	\$0	\$0	\$0		\$100,000	\$93,230	\$0	\$6,770
		Total			\$6,770		\$0	\$0	\$0	\$0		\$100,000	\$93,230	\$0	\$6,770
MORGAN	13886	STIP	F-LC29(10)			Morgan Valley Drive, Peterson to Porterville					Non-Urban				
		To Be Adv Dc:			\$0	Morgan Valley Drive, Peterson to Porterville	\$0	\$0	\$0	\$2,180,000		\$2,180,000	\$2,032,414	\$0	\$147,586
		STP_RURAL			\$0		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0



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Salt Lake County Projects														
SALT L	14776	Funding	NEWPROJ(14776)		2154	2	6400 West UT&SL Canal Bridge Replacement - 035025F Cnty:FA-2154; MP 2.31 - 2.31 & 6400 West 3975 South \$887,400	\$0	\$0	\$0	\$986,000	\$919,248	\$0	\$66,752
		STP_BR		\$0		\$98,600								
		NEW												
SALT L	3616	Active	SP-0182(1)0				Mountain View Corridor Preservation							
		Will Not Adv					Mountain View Corridor	\$0	\$0	\$0	\$61,424,000	\$0	\$61,424,000	\$0
		ST_CORR_PRES		\$0		\$61,424,000								
SALT L	3904	Active	SP-0071(14)4				700 East Corridor							
		Will Not Adv					Corridor Preservation / Adv. Acquisition	\$0	\$0	\$0	\$462,660	\$0	\$462,660	\$0
		ST_CORR_PRES		\$462,660		\$0								
SALT L	4308	Active	SP-9998(697)				Highland Drive Corridor							
		Will Not Adv					Draper/Sandy to Highland Drive	\$0	\$0	\$0	\$1,392,000	\$0	\$1,392,000	\$0
		ST_CORR_PRES		\$0		\$1,392,000								
SALT L	4310	Active	SP-0068(32)36				Redwood Road Corridor							
		Will Not Adv					Redwood Road Corridor	\$0	\$0	\$0	\$1,676	\$0	\$1,676	\$0
		ST_CORR_PRES		\$1,676		\$0								
SALT L	8166	Active	S-0154(59)3		154	12	BANGERTER HWY CORRIDOR PRESERVATION							
		Will Not Adv					SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION	\$0	\$0	\$0	\$4,835,600	\$0	\$4,835,600	\$0
		ST_CORR_PRES		\$0		\$4,835,600								
SALT L	8686	Scoping	S-R299(113)		190	1	WALKER DEVELOPMENT ON WASATCH BLVD							
		Will Not Adv					WALKER DEVELOPMENT ON WASATCH BLVD.	\$0	\$0	\$0	\$3,465,000	\$0	\$3,465,000	\$0
		ST_STLMNT		\$0		\$3,465,000								
SALT L	11203	Active	S-0068(95)41		68	41	1 SR-68; Bangertter Hwy to 12600 S							
		To Be Adv Dt: 12/21/16					SR-68; MP 40.82 - 42.31	\$0	\$0	\$0	\$32,947,550	\$0	\$32,947,550	\$0
		ST_TIF		\$4,052,450		\$8,404								
		ST_CONCEPT_D2		\$0		\$8,404								
		Total		\$4,052,450		\$32,955,954								
SALT L	12447	STIP	F-115-7(326)305		MULT		I-15; 1000 So. to 2100 So. Bridge Deck Overlays							
		Will Not Adv					I-15; MP 305.09 - 307.01 & I-15; MP 305.09 - 307.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		NHPP_BR		\$0		\$0								



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Salt Lake County Projects																
SALT L	12560	Active	F-0209(31)7		209	7	1	I-15, 9000 South Interchange SR-209; MP 6.80 - 8.00	\$0	\$0	\$0	Choke Point	\$4,672,000	\$4,400,090	\$271,910	\$0
		To Be Adv Dt:	03/09/17		\$567,200	\$4,104,800										
		NHPP_IM														
SALT L	12561	Scoping	F-0089(375)364		89	364	1	US-89, 11400 South to 10600 South US-89; MP 363.77 - 364.79	\$0	\$0	\$0	Choke Point	\$10,000,000	\$9,323,000	\$677,000	\$0
		To Be Adv Dt:	09/08/17		\$550,000	\$9,450,000										
		NHPP_NHS														
SALT L	12563	STIP	F-0171(46)3		171	3		SR-171 (3500 South) & 5600 West Intersection SR-171; MP 3.36 - 3.69	\$0	\$0	\$0	Choke Point	\$6,132,000	\$5,716,864	\$415,136	\$0
		To Be Adv Dt:			\$0	\$6,132,000										
		NHPP_NHS														
SALT L	12565	Scoping	F-0111(27)10		111	10		SR-111, SR-201 to 2700 South SR-111; MP 10.12 - 10.60	\$0	\$0	\$0	Choke Point	\$6,698,000	\$6,244,545	\$453,455	\$0
		To Be Adv Dt:	02/23/17		\$500,000	\$6,198,000										
		STP_FLX_ST														
SALT L	13149	Scoping	S-0085(9)		OTHER			MVC; 4100 South to SR-201 New Mountain View Corridor Alignment	\$76,109,000	\$203,891,000	\$0	New Capacity	\$500,000,000	\$0	\$500,000,000	\$0
		To Be Adv Dt:	01/31/18		\$2,000,000	\$33,000,000										
		ST_TIF														
SALT L	13323	STIP	F-180-3(186)102		MULT			I-80; Blackrock Structure Replacement, C-438 I-80; MP 101.61 - 102.09 & I-80; MP 101.61 - 102.09	\$0	\$0	\$13,400,000	Replacement and Rehabilitation - Structure	\$13,400,000	\$12,492,820	\$907,180	\$0
		To Be Adv Dt:			\$0	\$0										
		NHPP_BR														
SALT L	13585	Scoping	F-0151(77)2		151	2	2	SR-151; 10600 S.; Redwood Road to Gateway SR-151; MP 2.00 - 3.94	\$0	\$0	\$0	Choke Point	\$15,000,000	\$13,984,500	\$1,015,500	\$0
		To Be Adv Dt:	12/12/16		\$1,570,000	\$13,430,000										
		NHPP_NHS														
SALT L	13602	Scoping	F-ST99(331)		317	1		Use of VSL in Construction Zones SR-317; MP .54 - .54	\$0	\$0	\$0	Safety	\$968,888	\$775,110	\$193,778	\$0
		Will Not Adv			\$968,888	\$0										
		FA_MISC														
SALT L	13657	Scoping	S-0173(29)4					SR-173; 5400 So to 4800 W, Detention Basin Repair SR-173; 5400 So to 4800 W, Detention Basin Repair	\$0	\$0	\$0	ROW	\$100,000	\$0	\$100,000	\$0
		Will Not Adv			\$0	\$100,000										
		ST_SB215														



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Salt Lake County Projects														
SALT L	13963	Active	S-R299(210)	MULT		Environmental for 4 locations on Bangerter SR-154; MP 7.79 - 8.89 & SR-175; MP .00 - .41 & SR-154; MP 10.92 - 11.90 & SR-154; MP 13.69 - 14.14 & SR-154; MP 15.71 - 16.19	\$0	\$0	\$0	\$0	\$2,632,100	\$0	\$2,632,100	\$0
		Will Not Adv												
		ST_TIF					\$2,632,100	\$0	\$0	\$0	\$2,632,100	\$0	\$2,632,100	\$0
SALT L	14412	STIP	S-0209(35)10	209	10	2 SR-209; 90th S. - Redwood Rd. to I-15	\$0	\$0	\$0	\$34,000,000	\$34,000,000	\$0	\$34,000,000	\$0
		To Be Adv Dt:												
		ST_TIF					\$0	\$0	\$0	\$0	\$34,000,000	\$0	\$34,000,000	\$0
SALT L	14413	STIP	S-0172(32)7	172	7	1 SR-172; 5600 W. Railroad Crossing	\$0	\$0	\$0	\$26,000,000	\$26,000,000	\$0	\$26,000,000	\$0
		To Be Adv Dt:												
		ST_TIF					\$0	\$0	\$0	\$0	\$26,000,000	\$0	\$26,000,000	\$0
SALT L	14431	Scoping	F-0210(25)2	MULT		SR-210 @ Wasatch Dr.	\$0	\$0	\$0	\$0	\$10,000,000	\$9,323,000	\$677,000	\$0
		To Be Adv Dt:												
		STP_FLX_ST					\$100,000	\$0	\$0	\$0	\$0	\$9,323,000	\$677,000	\$0
SALT L	14785	Advertised	S-0154(82)16	154	16	Bangerter Hwy. @ 5400 S. Aqueduct Relocation	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		Adv Dt:												
		ST_TIF					\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$0
SALT L	14795	STIP	F-R299(227)			Region 2 Bicycling Education Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,904
		Will Not Adv												
		L_PASS_MATCH					\$0	\$0	\$0	\$0	\$1,904	\$0	\$0	\$0
		TAP_URB_WFRC					\$0	\$0	\$0	\$0	\$26,221	\$26,221	\$0	\$0
		Total					\$0	\$0	\$0	\$0	\$28,125	\$26,221	\$0	\$1,904
SALT L	14969	Active	F-ST99(408)			FY 2017 WFRC CPG Planning - SL, WV, OIL Areas	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Will Not Adv												
		FTA_5303					\$0	\$0	\$0	\$0	\$636,023	\$636,023	\$0	\$0
		L_PASS_MATCH					\$0	\$0	\$0	\$0	\$254,144	\$0	\$0	\$254,144
		STP_URB_SL					\$585,000	\$0	\$0	\$0	\$585,000	\$585,000	\$0	\$0
		STP_URB_OIL					\$315,000	\$0	\$0	\$0	\$315,000	\$315,000	\$0	\$0
		PL_WFRC					\$1,963,812	\$0	\$0	\$0	\$1,963,812	\$1,963,812	\$0	\$0
		Total					\$2,863,812	\$0	\$0	\$0	\$3,753,979	\$3,499,835	\$0	\$254,144
SALT L	13578	Funding	NEWPROJ(13578)	209	8	1 SR-209; 90th S- State St. to 700 E.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		To Be Adv Dt:												
		STP_FLX_ST					\$0	\$0	\$0	\$0	\$13,800,000	\$12,865,740	\$934,260	\$0

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Salt Lake County Projects																
NEW	SALT L	13800	Funding	NEWPROJ(13800)	266	2	SR-266; Jordan River Bridge Rehab, F-115				Replacement and Rehabilitation - Structure					
				To Be Adv Dt:												
				NHPP_BR	\$0	\$0	\$720,000	\$0	\$0	\$720,000	\$671,256	\$48,744	\$0			
NEW	SALT L	14355	Funding	NEWPROJ(14355)	2172	7	4100 South over I-215 Bridge Rehab, C-629				Major Rehabilitation - Structure					
				To Be Adv Dt:												
				STP_BRIDGE	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0			
NEW	SALT L	14398	Funding	NEWPROJ(14398)	2234	1	FA-2234; Magna Bridge Replacements, 035031F 035033F				Replacement and Rehabilitation - Structure					
				To Be Adv Dt:												
				STP_BRIDGE	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000	\$1,631,525	\$118,475	\$0			
NEW	SALT L	3523	Active	MP-STP-0182(2)0E	MULT		Enviro - I-80 TO UT. CO. / Mtn View Corridor				Environmental					
				Will Not Adv												
				ST_TIF	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0			
				ST_GF_CHN	\$0	\$5,500,000	\$0	\$0	\$0	\$5,500,000	\$0	\$5,500,000	\$0			
				ST_CONST	\$0	\$3,450,243	\$0	\$0	\$0	\$3,450,243	\$0	\$3,450,243	\$0			
				ST_QTR_QTR	\$0	\$3,849,757	\$0	\$0	\$0	\$3,849,757	\$0	\$3,849,757	\$0			
				EQ_BONUS(MG)	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000	\$0	\$0			
				STP_URB_P/O	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0			
				STP_URB_SL	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$0	\$0			
				Total	\$7,450,000	\$12,800,000	\$0	\$0	\$0	\$20,250,000	\$7,200,000	\$13,050,000	\$0			
NEW	SALT L	7650	Scoping	F-0172(18)	172	1	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)				AIR QUALITY - BRT IMPLEMENTATION					
				Will Not Adv												
				CMAQ_WFRC	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232			
				STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Total	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232						
NEW	SALT L	7703	Active	MP-0182(6)	MULT		MVC; Salt Lake County PM				NEW CONSTRUCTION					
				Will Not Adv												
				ST_CONST	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0			
				L_BETTERMENT	\$38,333,979	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,979	\$0			
				ST_GF_CHN	\$128,755,865	\$0	\$0	\$0	\$128,755,865	\$0	\$0	\$128,755,865	\$0			
				ST_GF_TIF	\$0	\$7,500,000	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$0			
				ST_BONDS_MVC	\$55,800,000	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$0			
				ST_CHF_TIF	\$187,298,537	\$6,546,662	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$0			
				ST_TIF	\$0	\$7,940,779	\$0	\$0	\$0	\$7,940,779	\$0	\$7,940,779	\$0			
LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
Total	\$410,188,381	\$22,487,441	\$0	\$0	\$0	\$432,675,822	\$0	\$394,341,843	\$38,333,979							



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Salt Lake County Projects

SALT L	7947	Active	F-R299(102)	OTHER		1 Salt Lake Area Traffic Adaptive Control System					TRAFFIC ADAPIVE CONTROL SYSTEM				
		Will Not Adv				TRAFFIC ADAPIVE CONTROL SYSTEM	\$0	\$0	\$0			\$2,981,068	\$2,779,250	\$214,535	-\$18,576
		CMAQ_WFRC			\$6,068										

SALT L	8108	Undr Const	F-LC35(201)	2102		1 5900 SOUTH; STATE STREET TO 700 WEST					RECONSTRUCTION & MINOR DRAINAGE IMPROVEMENTS				
		Adv Dt: 01/16/16				Cnty:FA-2102; MP .00 - 1.12									
		R/H_HZ_ELM90			\$0		\$0	\$0	\$0			\$100,000	\$90,000	\$0	\$10,000
		ST_SIGNALS			\$15,000		\$0	\$0	\$0			\$15,000	\$0	\$15,000	\$0
		R/H_HAZ_ELIM			\$0		\$0	\$0	\$0			\$0	\$0	\$0	\$0
		LOCAL_GOV			\$227,722		\$0	\$0	\$0			\$227,722	\$0	\$0	\$227,722
		L_BETTERMENT			\$2,088,250		\$0	\$0	\$0			\$2,088,250	\$0	\$0	\$2,088,250
		STP_URB_SL			\$4,975,866		\$0	\$0	\$0			\$4,975,866	\$4,639,000	\$0	\$336,866
		Total			\$2,330,972		\$0	\$0	\$0			\$7,406,838	\$4,729,000	\$15,000	\$2,662,838

SALT L	8110	Active	F-LC35(202)	OTHER		1 FORT UNION BLVD & HIGHLAND DRIVE INTERSECTION					INTERSECTION IMPROVEMENT				
		To Be Adv Dt: 12/16/16				FORT UNION BLVD & HIGHLAND DRIVE INTERSECTION									
		STP_URB_SL@1			\$591,315		\$0	\$0	\$0			\$591,315	\$591,315	\$0	\$0
		STP_URB_SL			\$3,112,671		\$0	\$0	\$0			\$3,905,057	\$3,640,685	\$0	\$264,372
		LOCAL_INKIND			\$0		\$0	\$0	\$0			\$42,939	\$0	\$0	\$42,939
		Total			\$3,703,986		\$0	\$0	\$0			\$4,539,311	\$4,232,000	\$0	\$307,311

SALT L	8114	Undr Const	F-0195(5)0	2186	4	2 2300 EAST; I-80 TO 3900 SOUTH, PHASE I, SL Co.					RECONSTRUCT & WIDEN INCLUDING SAFETY IMPROVEMENTS				
		Adv Dt: 09/26/15				Cnty:FA-2186; MP 3.68 - 5.35									
		STP_URB_SL			\$10,538,448		\$0	\$0	\$0			\$10,538,498	\$9,825,041	\$0	\$713,456
		LOCAL_GOV			\$0		\$0	\$0	\$0			\$1,003,765	\$0	\$0	\$1,003,765
		Total			\$10,538,448		\$0	\$0	\$0			\$11,542,263	\$9,825,041	\$0	\$1,717,221

SALT L	8314	Active	S-0085(5)0	MULT		SR-85, MVC; 5400 South to 4100 South					New Capacity				
		Will Not Adv				SR-85; MP 17.44 - 18.66 & MVC; 5400 South to 4100 South									
		ST_CHF_TIF			\$0		\$0	\$0	\$0			\$100,000	\$0	\$100,000	\$0
		ST_TIF_SB229			\$0		\$0	\$0	\$0			\$0	\$0	\$0	\$0
		ST_TIF			\$97,106,952		\$0	\$0	\$0			\$143,196,554	\$0	\$143,196,554	\$0
		Total			\$97,106,952		\$0	\$0	\$0			\$143,296,554	\$0	\$143,296,554	\$0

SALT L	8599	Scoping	NEWPROJECT-0027(0)	OTHER		TRANSIT ORIENTED DEVELOPMENT @ 1000 SO. TRAX STA.					Replace Surface Parking with Parking Structure				
		Will Not Adv				TRANSIT ORIENTED DEVELOPMENT (TOD) @ 1000 SOUTH TRAX STA.									
		STP_URB_SL			\$0		\$1,072,616	\$1,072,616	\$0			\$2,145,232	\$2,000,000	\$0	\$145,232

SALT L	8565	Scoping	F-2082(1)11	OTHER		1 HIGHLAND DRIVE @ I-215; I-215 WB ON-RAMP					CONSTRUCT RIGHT TURN LANE				
		Will Not Adv				HIGHLAND DRIVE @ I-215; I-215 WB ON-RAMP TO LA CRESTA									
		STP_URB_SL			\$0		\$0	\$0	\$0			\$1,781,615	\$1,661,000	\$0	\$120,615



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Fund			Prior												
Salt Lake County Projects															
SALT L	10011	Active	F-2044(10)0	OTHER	1	13800 South; Bangenter Hwy to 300 East Other: 138TH SO; BANENTER TO SRD EAST to :.50 for: .50	\$0	\$0	\$0	\$0	Intersection Improvements	\$50,497	\$0	\$0	\$50,497
		To Be Adv Dt: 03/16/16				\$29,541	\$20,956	\$0	\$0	\$0		\$180,000	\$167,814	\$0	\$12,186
		LOCAL GOVT				\$121,190	\$84,217	\$0	\$0	\$0		\$205,407	\$0	\$0	\$205,407
		STP_URB_SL				\$1,678,140	\$1,845,921	\$0	\$0	\$0		\$3,524,061	\$3,524,061	\$0	\$0
		LOCAL_INKIND				\$2,008,871	\$1,951,094	\$0	\$0	\$0		\$3,959,965	\$3,691,875	\$0	\$268,090
		STP_URB_SL@1													
		Total													
SALT L	10012	Active	F-R299(142)	2104	1	2 7000 South - SR-154 (Bangenter) to SR-68 (Redwood) Cnty:FA-2104; MP 1.24 - 3.19	\$0	\$0	\$0	\$0	Study	\$196,289	\$183,000	\$0	\$13,289
		Will Not Adv				\$196,289	\$0	\$0	\$0	\$0		\$196,289	\$183,000	\$0	\$13,289
		STP_URB_SL													
SALT L	10603	Undr Const	S-0154(70)1	OTHER		Bangenter Hwy. & 600 W. Design SR-154; 600 W.	\$0	\$0	\$0	\$0	New Interchange on Existing Freeway	\$45,900,000	\$0	\$45,900,000	\$0
		Adv Dt: 12/10/15				\$7,946,723	\$37,953,277	\$0	\$0	\$0		\$2,135,326	\$0	\$2,135,326	\$0
		ST_TIF				\$0	\$2,135,326	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_GF_HB242				\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_TIF_SB229				\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		Total				\$7,946,723	\$40,088,603	\$0	\$0	\$0		\$48,035,326	\$0	\$48,035,326	\$0
SALT L	10890	Active	F-0186(2)0	MULT		I-80; 1700 East to East Canyon Bridge Rehab QUARRY OVERPASS; MP .03 - .03 & I-215 BELT ROUTE; MP .08 - .08 & FROM I-80N TO I-215P; MP .18 - .18 & FROM SR-186 TO I-215; MP .11 - .11 & FROM SR-186 TO I-215; MP .34 - .34 & FROM SR-186 TO I-215; MP .53 - .53 & I-80; MP 127.06 - 127.06 & Cnty:FA-22	\$0	\$0	\$0	\$0	Replacement and Rehabilitation - Structure	\$8,000,000	\$7,458,400	\$541,600	\$0
		To Be Adv Dt: 08/08/16				\$0	\$0	\$0	\$0	\$0		\$2,400,000	\$0	\$2,400,000	\$0
		NHPP_BR				\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_BRIDGE				\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		Total				\$0	\$0	\$0	\$0	\$0		\$10,400,000	\$7,458,400	\$2,941,600	\$0
SALT L	10891	Awarded	F-0270(4)1	MULT		SR-270; 9th South Connector Bridge Rehabilitation TO SR-270 WEST TEMPLE; MP .56 - 1.00 & FROM SR-270 WEST TEMPLE; MP .15 - .52	\$0	\$0	\$0	\$0	Replacement and Rehabilitation - Structure	\$100,000	\$0	\$100,000	\$0
		Adv Dt: 06/25/16				\$0	\$100,000	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_CONT_R2				\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_BRIDGE				\$900,000	\$0	\$0	\$0	\$0		\$900,000	\$0	\$900,000	\$0
		NHPP_BR				\$4,058,101	\$11,899	\$0	\$0	\$0		\$4,070,000	\$3,794,461	\$275,539	\$0
		STP_BR				\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		Total				\$4,958,101	\$111,899	\$0	\$0	\$0		\$5,070,000	\$3,794,461	\$1,275,539	\$0
SALT L	11082	Scoping	F-0068(73)52	68	52	1 Redwood Road; 4100 South to 4700 South SR-68; MP 52.31 - 53.31	\$0	\$0	\$0	\$0	Intersection Improvements	\$7,287,727	\$7,205,492	\$0	\$523,235
		To Be Adv Dt: 03/23/17				\$10,000	\$3,427,537	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		STP_URB_SL													
SALT L	11083	STIP	F-2076(1)			1300 East; 1300 South to 2100 South 1300 East; 1300 South to 2100 South	\$0	\$0	\$0	\$0	Reconstruct no widening	\$6,866,709	\$6,401,833	\$0	\$464,876
		To Be Adv Dt:				\$0	\$441,739	\$0	\$0	\$0		\$2,145,232	\$0	\$0	\$0
		STP_URB_SL					\$4,279,738	\$0	\$0	\$0		\$6,866,709	\$6,401,833	\$0	\$464,876



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Salt Lake County Projects														
SALT L	11084	Proposed	F-LC35(214)											
		To Be Adv Dt:												
SALT L	11085	Scoping	F-2240(2)0	\$10,000	22.40	\$0	\$0	\$2,537,506	\$0	\$5,363,081	\$7,910,587	\$7,375,040	\$0	\$535,547
		To Be Adv Dt:	04/04/19											
			STP_URB_SL											
SALT L	11093	STIP	F-LC35(216)											
		To Be Adv Dt:												
			CMAQ_WFRC											
SALT L	11094	Scoping	F-LC35(217)											
		To Be Adv Dt:	03/03/17											
			CMAQ_PM2.5	\$150,000	\$332,677	\$0	\$0	\$0	\$0	\$0	\$482,677	\$450,000	\$0	\$32,677
			CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total	\$150,000	\$332,677	\$0	\$0	\$0	\$0	\$0	\$482,677	\$450,000	\$0	\$32,677
SALT L	11095	Scoping	F-LC35(218)											
		To Be Adv Dt:	04/27/17											
			CMAQ_WFRC	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$0	\$677
			CMAQ_PM2.5	\$0	\$258,154	\$536,308	\$0	\$0	\$0	\$0	\$794,462	\$740,677	\$0	\$53,785
			Total	\$10,000	\$258,154	\$536,308	\$0	\$0	\$0	\$0	\$804,462	\$750,000	\$0	\$54,462
SALT L	11096	STIP	F-R299(162)											
		To Be Adv Dt:												
			CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			CMAQ_PM2.5	\$0	\$991,097	\$0	\$0	\$0	\$0	\$0	\$991,097	\$924,000	\$67,097	\$0
			Total	\$0	\$991,097	\$0	\$0	\$0	\$0	\$0	\$991,097	\$924,000	\$67,097	\$0
SALT L	11097	Scoping	F-LC35(219)											
		To Be Adv Dt:	02/07/17											
			CMAQ_PM2.5	\$0	\$311,785	\$0	\$0	\$0	\$0	\$0	\$311,785	\$290,677	\$0	\$21,108
			CMAQ_WFRC	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$0	\$677
			Total	\$10,000	\$311,785	\$0	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
SALT L	11098	Advertised	F-LC35(220)											
		Adv Dt:	07/09/16											
			STP_URB_SL	\$665,562	\$47,728	\$0	\$0	\$0	\$0	\$0	\$713,290	\$665,000	\$0	\$48,290



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Salt Lake County Projects															
SALT L	11963	Active	F-ST99(290)								Annual Work Program				
		Will Not Adv													
		FTA_5303		\$1,312,106	\$0	\$0	\$0	\$0	\$0	\$0	\$1,312,106	\$1,312,106	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$519,473	\$0	\$0	\$0	\$0	\$0	\$519,473	\$0	\$0	\$0	\$519,473
		PL_WFRFC		\$4,341,692	\$0	\$0	\$0	\$0	\$0	\$0	\$4,341,692	\$4,341,692	\$0	\$0	\$0
		STP_URB_SL		\$744,000	\$0	\$0	\$0	\$0	\$0	\$0	\$744,000	\$744,000	\$0	\$0	\$0
		STP_URB_OIL		\$795,657	\$0	\$0	\$0	\$0	\$0	\$0	\$795,657	\$795,657	\$0	\$0	\$0
		Total		\$7,193,455	\$519,473	\$0	\$0	\$0	\$0	\$0	\$7,712,929	\$7,193,455	\$0	\$0	\$519,473
SALT L	11984	STIP	F-LC35(239)								UTA/Transit				
		Will Not Adv													
		STP_URB_SL		\$0	\$0	\$3,217,848	\$0	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$0	\$217,848
SALT L	11985	Active	F-LC35(240)								Local/MPPO/Other Agency Pass-Through				
		Will Not Adv													
		STP_URB_SL@1		\$660,000	\$400,000	\$400,000	\$0	\$0	\$0	\$400,000	\$2,260,000	\$2,260,000	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$76,973	\$29,046	\$29,046	\$0	\$0	\$29,046	\$164,112	\$0	\$0	\$0	\$164,112
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$660,000	\$476,973	\$429,046	\$0	\$429,046	\$0	\$429,046	\$2,424,112	\$2,260,000	\$0	\$0	\$164,112
SALT L	11986	Scoping	F-LC35(241)								New Construction				
		To Be Adv Dc: 02/27/17													
		STP_URB_SL		\$450,000	\$4,666,378	\$0	\$0	\$0	\$0	\$0	\$5,116,378	\$4,769,999	\$0	\$0	\$346,379
SALT L	11987	Scoping	F-LC35(242)								Reconstruct widening				
		To Be Adv Dc: 12/21/18													
		STP_URB_SL		\$0	\$3,062,319	\$0	\$0	\$0	\$0	\$0	\$4,290,464	\$4,000,000	\$0	\$0	\$290,464
SALT L	11998	Awarded	F-LC35(245)								Intersection Modification				
		Adv Dt: 05/28/16													
		CMAQ_PM2.5		\$375,414	\$1	\$0	\$0	\$0	\$0	\$0	\$375,415	\$349,999	\$25,416	\$0	\$0
		CMAQ_WFRFC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$375,414	\$1	\$0	\$0	\$0	\$0	\$0	\$375,415	\$349,999	\$25,416	\$0	\$0
SALT L	11999	Proposed	F-LC(246)								UTA/Transit				
		Will Not Adv													
		Black Line TRAX Service; SL Central Station to U													
		Black Line TRAX Service; SL Central Station to University of Utah													
SALT L	12000	STIP	F-LC35(247)								Intersection Modification				
		Will Not Adv													
		CMAQ_WFRFC		\$0	\$10,726	\$1,072,616	\$0	\$0	\$0	\$0	\$2,847,796	\$2,655,000	\$0	\$0	\$192,796



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Salt Lake County Projects															
SALT L	12001	Undr Const	F-LC35(232)		2044	7	1300 East Buttercup Pedestrian Bridge				School Zone Safety				
		Adv Dt:	03/26/16				Cnty:FA-2044; MP 6.60 - 6.69 & 1300 East Buttercup Pedestrian Bridge								
		CMAQ_PIM2.5		\$2,699,762	\$53,970		\$0	\$0	\$0	\$0	\$2,753,732	\$2,567,304	\$0	\$0	\$186,428
		CMAQ_WFRC		\$332,276	\$0		\$0	\$0	\$0	\$0	\$332,276	\$309,781	\$0	\$0	\$22,495
		Total		\$3,032,038	\$53,970		\$0	\$0	\$0	\$0	\$3,086,008	\$2,877,085	\$0	\$0	\$208,923
SALT L	12566	Scoping	S-0154(12)11		154	11	4 Interchanges on Bangarter Highway				New Capacity				
		To Be Adv Dt:	08/04/16				SR-154; MP 11.00 - 11.75								
		ST_TIF		\$3,076,900	\$25,036,000		\$76,475,000	\$41,000,000	\$0	\$55,480,000	\$201,067,900	\$0	\$0	\$201,067,900	\$0
SALT L	12587	Scoping	S-115-7(324)297		15	297	2 I-15; SB 12300 South to SR-201				Widen Existing Facility				
		To Be Adv Dt:	03/16/15				I-15; MP 297.28 - 299.05								
		ST_TIF		\$58,685	\$22,000,000		\$106,120,000	\$41,021,315	\$0	\$0	\$169,200,000	\$0	\$0	\$169,200,000	\$0
		ST_TIF_SB229		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$58,685	\$22,000,000		\$106,120,000	\$41,021,315	\$0	\$0	\$169,200,000	\$0	\$0	\$169,200,000	\$0
SALT L	13112	STIP	F-LC35(249)				Porter Rockwell Blvd (4th Seg); East Jordan Canal				New Capacity				
		To Be Adv Dt:					Porter Rockwell Blvd (4th Seg); East Jordan Canal								
		STP_URB_SL		\$0	\$0		\$2,154,232	\$4,320,468	\$0	\$0	\$6,474,700	\$6,036,363	\$0	\$0	\$438,337
SALT L	13113	STIP	F-LC35(250)				11800 South; Mountain View Corridor to 5600 West				New Capacity				
		To Be Adv Dt:					11800 South; Mountain View Corridor to 5600 West								
		STP_URB_SL		\$0	\$0		\$268,154	\$1,072,616	\$0	\$804,462	\$2,145,232	\$2,000,000	\$0	\$0	\$145,232
SALT L	13114	STIP	F-0089(392)0				9270 South & State Street; 150 East to State St.				Intersection Improvements				
		To Be Adv Dt:					9270 South & State Street; 150 East to State St.								
		STP_URB_SL		\$0	\$10,726		\$429,046	\$1,608,924	\$0	\$1,387,704	\$3,436,400	\$3,203,756	\$0	\$0	\$232,644
SALT L	13116	Scoping	F-LC35(252)				3200 West; 10431 South to 10600 South				Reconstruct widening				
		To Be Adv Dt:	11/29/16				3200 West; 10431 South to 10600 South								
		STP_URB_SL		\$0	\$1,072,616		\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$0	\$72,616
SALT L	13117	Scoping	F-LC35(253)				4100 South; Bangarter Highway to 4400 West				Reconstruct widening				
		To Be Adv Dt:	12/09/19				4100 South; Bangarter Highway to 4400 West								
		STP_URB_SL		\$0	\$10,726		\$519,517	\$1,072,616	\$0	\$2,681,541	\$4,284,400	\$3,994,346	\$0	\$0	\$290,054
SALT L	13125	STIP	F-LC35(254)				Sugarhouse Streetcar Double Track; 500 Eto 600 E				UTA/Transit				
		To Be Adv Dt:					Sugarhouse Streetcar Double Track; 500 Eto 600 E								
		CMAQ_WFRC		\$0	\$0		\$0	\$536,308	\$0	\$429,046	\$965,354	\$900,000	\$0	\$0	\$65,354

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Salt Lake County Projects															
SALT L	13126	STIP	F-LC35(255)								UTA/Transit				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$536,308	\$0	\$0	\$0	\$1,248,392	Hillsborough Pond Park & Ride; Wasatch Blvd. Hillsborough Pond Park & Ride; Wasatch Blvd.	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13127	STIP	F-LC35(256)								UTA/Transit				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$536,308	\$0	\$0	\$0	\$482,677	Depot District Service Center (DDSC): 669 W 200 So	\$1,018,985	\$950,000	\$0	\$68,985
		FTASEC		\$0	\$7,593,289	\$4,053,241	\$0	\$0	\$0	\$8,187,547	Depot District Service Center (DDSC): 669 W 200 So	\$23,782,680	\$19,026,144	\$0	\$0
		FTA		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500,000	\$10,000,000	\$0	\$0	
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750,000	\$3,496,125	\$0	\$0	
		Total		\$0	\$7,593,289	\$4,589,549	\$0	\$0	\$0	\$8,670,224	\$41,051,665	\$33,472,269	\$0	\$7,510,411	\$68,985
SALT L	13128	STIP	F-LC35(257)								Traveler Information				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$374,389	\$0	\$0	\$0	\$332,511	Park & Ride Smart Boards, Cottonwood Cnys Park & Ride Smart Boards, Cottonwood Cnys	\$706,900	\$659,043	\$0	\$47,857
SALT L	13129	STIP	F-LC35(258)								Traveler Information				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$925,800	\$0	\$0	\$0	\$0	10400 South & Bangerter Hwy; VMS North & South 10400 South & Bangerter Hwy; VMS North & South	\$925,800	\$863,123	\$0	\$0
SALT L	13130	STIP	F-LC35(259)								Transportation Alternatives				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$669,700	14600 South; Pony Express Rd to UPRR Bridge 14600 South; Pony Express Rd to UPRR Bridge	\$669,700	\$624,361	\$0	\$45,339
SALT L	13131	STIP	F-LC35(260)								Traveler Information				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$462,900	\$0	\$0	\$0	\$0	Foothill VMS; Southbound Foothill VMS; Southbound	\$462,900	\$431,562	\$0	\$31,338
SALT L	13134	Awarded	F-LC35(261)								Transportation Alternatives				
		Adv Dt:													
		TAP_URB_WFRC		\$75,423	\$1,877	\$0	\$0	\$0	\$0	\$0	Dry Creek Trail; 10200 South to 10000 South Dry Creek Trail; 10200 South to 10000 South	\$77,300	\$72,067	\$0	\$5,233
		LOCAL_GOV		\$72,700	\$0	\$0	\$0	\$0	\$0	\$0		\$72,700	\$0	\$0	\$72,700
		Total		\$148,123	\$1,877	\$0	\$0	\$0	\$0	\$0	\$150,000	\$72,067	\$0	\$0	\$77,933
SALT L	13136	Scoping	F-LC35(263)								Trails				
		To Be Adv Dct:													
		TAP_URB_WFRC		\$10,000	\$258,154	\$0	\$0	\$0	\$0	\$0	Parley's Trail - 2300 East Tunnel Crossing Parley's Trail - 2300 East Tunnel Crossing	\$268,154	\$250,000	\$0	\$18,154



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				Prior												
Salt Lake County Projects																
SALT L	13137	Active	F-LC35(264)		Pedestrian Crossing on Fort Union	\$122,681	\$0	\$0	\$0	\$0	Pedestrian/Bicycle Safety	\$206,800	\$192,800	\$0	\$14,000	
				To Be Adv Dt: 08/10/16												
				TAP_URB_WFRC												
SALT L	13138	Active	F-LC35(265)		Salt Lake City; North Temple Street & Bike Plan						Planning	\$9,777	\$0	\$0	\$9,777	
				Will Not Adv												
				LOCAL_GOV												
				TAP_URB_WFRC												
				Total												
SALT L	13631	STIP	F-LC35(266)		Salt Lake City - Bike Share Expansion	\$0	\$0	\$268,154	\$0	\$347,527	Trails	\$615,681	\$573,999	\$0	\$41,682	
				Will Not Adv												
				CMAQ_WFRC												
SALT L	13962	Active	F-2238(1)0	2238	7200 W. 3900 S. Bridge	\$0	\$0	\$0	\$0	\$0	New Bridge/Bridge Replacement	\$108,200	\$100,875	\$0	\$7,325	
				To Be Adv Dt: 08/02/16												
				STP_BRIDGE												
				STP_URB_SL												
				Total												
SALT L	14033	STIP	F-LC35(271)		4100 South; 4400 West to 4800 West	\$0	\$0	\$0	\$0	\$3,217,848	Reconstruct & Widening	\$3,217,848	\$3,000,000	\$0	\$217,848	
				To Be Adv Dt:												
				STP_URB_SL												
SALT L	14034	STIP	F-LC35(272)		500 West; 3300 South to 3900 South	\$0	\$10,726	\$0	\$257,428	\$5,094,926	Reconstruct & Widening	\$5,363,080	\$4,999,999	\$0	\$363,081	
				To Be Adv Dt:												
				STP_URB_SL												
SALT L	14035	STIP	F-LC35(273)		Highland Drive EIS	\$0	\$0	\$0	\$321,785	\$4,290,464	Concept Development	\$4,612,249	\$4,300,000	\$0	\$312,249	
				To Be Adv Dt:												
				STP_URB_SL												
SALT L	14036	STIP	F-LC35(274)		Salt Lake County Area Signal Detection Upgrade	\$0	\$10,505	\$0	\$1,072,616	\$2,574,279	Detection	\$3,657,400	\$3,409,794	\$0	\$247,606	
				To Be Adv Dt:												
				STP_URB_SL												
SALT L	14039	STIP	F-LC35(276)		1300 West; 6600 South to 9400 South	\$0	\$10,726	\$0	\$257,428	\$6,167,542	Reconstruct & Widening	\$6,435,696	\$5,999,999	\$0	\$435,697	
				To Be Adv Dt:												
				STP_URB_SL												



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Salt Lake County Projects															
SALT L	14040	STIP	F-LC35(277)			\$0	\$10,726	\$0	\$352,258	\$1,072,616	Reconstruct & Widening	\$1,435,600	\$1,338,410	\$0	\$97,190
		To Be Adv Dct:													
		STIP_URB_SL													
SALT L	14041	Scoping	F-LC35(278)			\$10,726	\$0	\$250,641	\$0	\$2,145,232	Reconstruct no widening	\$2,406,599	\$2,243,672	\$0	\$162,927
		To Be Adv Dct:													
		STIP_URB_SL													
		EM_HPP_1702				\$389,634	\$0	\$0	\$0	\$0		\$639,634	\$511,707	\$0	\$127,927
		Total				\$400,360	\$0	\$250,641	\$0	\$2,145,232		\$3,046,233	\$2,755,379	\$0	\$290,854
SALT L	14046	STIP	F-LC35(279)			\$0	\$0	\$0	\$268,154	\$2,735,171	UTA/Transit	\$3,003,325	\$2,800,000	\$0	\$203,325
		To Be Adv Dct:													
		CMAQ_WFRC													
SALT L	14047	STIP	F-LC35(280)			\$0	\$0	\$0	\$268,154	\$804,462	UTA/Transit	\$1,072,616	\$1,000,000	\$0	\$72,616
		To Be Adv Dct:													
		CMAQ_WFRC													
SALT L	14048	STIP	F-LC35(281)			\$0	\$0	\$0	\$0	\$569,200	Traffic Signal Coordination	\$569,200	\$530,665	\$38,535	\$0
		To Be Adv Dct:													
		CMAQ_WFRC													
SALT L	14049	Scoping	F-LC35(282)			\$0	\$0	\$268,154	\$268,154	\$836,692	UTA/Transit	\$1,373,000	\$1,280,048	\$0	\$92,952
		To Be Adv Dct:													
		CMAQ_WFRC													
SALT L	14050	STIP	F-LC35(283)			\$0	\$0	\$0	\$0	\$1,072,800	ITS Communications	\$1,072,800	\$1,000,171	\$72,629	\$0
		To Be Adv Dct:													
		CMAQ_WFRC													
SALT L	14051	STIP	F-LC35(284)		2030	10	\$0	\$0	\$257,428	\$1,608,924	Transportation Alternatives	\$1,877,078	\$1,750,000	\$0	\$127,078
		To Be Adv Dct:													
		CMAQ_WFRC													
SALT L	14054	Scoping	F-LC35(285)			\$347,528	\$0	\$0	\$0	\$0	Pedestrian/Bicycle Safety	\$347,528	\$324,000	\$0	\$23,528
		To Be Adv Dct:													
		TAP_URB_WFRC													

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Salt Lake County Projects															
SALT L	14055	Active	F-LC35(286)								Pedestrian/Bicycle Safety				
		Will Not Adv													
		TAP_UR_WFRC1	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0
		TAP_URB_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$25,416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,416	\$0	\$0	\$0	\$25,416
		Total	\$375,416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$375,416	\$350,000	\$0	\$0	\$25,416
SALT L	14828	Funding	NEWPROJ(14828)		2266						Highland Dr. Corridor Feasibility Study				
		To Be Adv Dt:									Cnty:FA-2266; MP .00 - 1.39				
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,443	\$12,443	\$0	\$0	\$0	\$12,443
NEW		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,357	\$171,357	\$159,756	\$0	\$0	\$11,601
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,800	\$183,800	\$159,756	\$0	\$0	\$24,044
SALT L	14829	Funding	NEWPROJ(14829)		68	52					Redwood Rd. Mobility/Access Management				
		To Be Adv Dt:									SR-68; MP 51.81 - 52.32				
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,298,835	\$4,298,835	\$4,007,804	\$0	\$0	\$291,031
NEW		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,165	\$400,165	\$0	\$0	\$0	\$400,165
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,699,000	\$4,699,000	\$4,007,804	\$0	\$0	\$691,196
SALT L	14830	Funding	NEWPROJ(14830)		2036						7800 S. Widening				
		To Be Adv Dt:									Cnty:FA-2036; MP .00 - 1.05				
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,158,600	\$3,158,600	\$0	\$0	\$0	\$3,158,600
NEW		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$2,237,520	\$0	\$0	\$162,480
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,558,600	\$5,558,600	\$2,237,520	\$0	\$0	\$3,321,080
SALT L	14831	Funding	NEWPROJ(14831)		2172	4					4100 South Reconstruction 4800 W to 5400 W				
		To Be Adv Dt:									Cnty:FA-2172; MP 3.76 - 4.51				
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,325,263	\$1,325,263	\$0	\$0	\$0	\$1,325,263
NEW		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,233,337	\$4,233,337	\$3,946,740	\$286,597	\$0	\$0
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,558,600	\$5,558,600	\$3,946,740	\$286,597	\$0	\$1,325,263
SALT L	14832	Funding	NEWPROJ(14832)		2085						2200 W.; 10400 S to 11400 S. Reconstruct				
		To Be Adv Dt:									Cnty:FA-2085; MP .00 - 1.25				
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,862,441	\$2,862,441	\$2,668,654	\$0	\$0	\$193,787
NEW		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207,859	\$207,859	\$0	\$0	\$0	\$207,859
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,070,300	\$3,070,300	\$2,668,654	\$0	\$0	\$401,646
SALT L	14923	Funding	NEWPROJ(14923)		2102	3					Vine Str; 1300 E to Van Winkle - Recon & Widen				
		To Be Adv Dt:									Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway				
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000	\$4,195,350	\$0	\$0	\$304,650
NEW		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,141,700	\$1,141,700	\$0	\$0	\$0	\$1,141,700
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,641,700	\$5,641,700	\$4,195,350	\$0	\$0	\$1,446,350



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Salt Lake County Projects																
SALT L	14932	Funding	NEWPROJ(14932)		2364	1	300 North Pedestrian/ Bicyclist Safety Overpass Cnty:FA-2364; MP .60 - .60 and 300 North over the Union Pacific and Commuter Rail Railroad Tracks (West of 500 W and East of 490 W)									
		To Be Adv Dc:														
		STP_URB_SL		\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000		\$2,500,000	\$2,330,750	\$169,250	\$0		
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$2,592,223	\$2,592,223		\$2,592,223	\$0	\$0	\$2,592,223		
		Total		\$0	\$0	\$0	\$0	\$5,092,223	\$5,092,223		\$5,092,223	\$2,330,750	\$169,250	\$2,592,223		
SALT L	14937	Funding	NEWPROJ(14937)	MULT			Herriman Parkway Extension; 6400 W to 6800 W Cnty:FA-2159; MP 3.07 - 3.07 & Herriman Parkway Extension; 6400 West to 6800 West									
		To Be Adv Dc:														
		STP_URB_SL		\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000		\$2,000,000	\$1,864,600	\$0	\$135,400		
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$3,364,600	\$3,364,600		\$3,364,600	\$0	\$0	\$3,364,600		
		Total		\$0	\$0	\$0	\$0	\$5,364,600	\$5,364,600		\$5,364,600	\$1,864,600	\$0	\$3,500,000		
SALT L	14938	Funding	NEWPROJ(14938)	282	1	University of Utah Intermodal Center SR-282; MP .80 - .80 and South Campus near the Central Campus TRAX Station										
		To Be Adv Dc:														
		UTA_FUNDS		\$0	\$0	\$0	\$0	\$2,573,900	\$2,573,900		\$2,573,900	\$0	\$0	\$2,573,900		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000		\$1,500,000	\$1,398,450	\$0	\$101,550		
		Total		\$0	\$0	\$0	\$0	\$4,073,900	\$4,073,900		\$4,073,900	\$1,398,450	\$0	\$2,675,450		
SALT L	14939	Funding	NEWPROJ(14939)	OTHER			SLC Bonneville Trail; Connor Str to Wasatch Dr Bonneville Golf Course between Connor Street and Wasatch Drive									
		To Be Adv Dc:														
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$447,000	\$447,000		\$447,000	\$416,738	\$0	\$30,262		
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$32,700	\$32,700		\$32,700	\$0	\$0	\$32,700		
		Total		\$0	\$0	\$0	\$0	\$479,700	\$479,700		\$479,700	\$416,738	\$0	\$62,962		
SALT L	14940	Funding	NEWPROJ(14940)	2035	6	1 Riverton - 13400 So Bike Lanes; 2700 W to 3200 W Cnty:FA-2035; MP 6.00 - 6.51										
		To Be Adv Dc:														
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$210,900	\$210,900		\$210,900	\$0	\$0	\$210,900		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$280,000	\$280,000		\$280,000	\$261,044	\$0	\$18,956		
		Total		\$0	\$0	\$0	\$0	\$490,900	\$490,900		\$490,900	\$261,044	\$0	\$229,856		
SALT L	14941	Funding	NEWPROJ(14941)	209	11	Sandy - 450 W / 9000 So U-Turn; 8775 So to 8871 So SR-209; MP 11.42 - 11.42										
		To Be Adv Dc:														
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$93,873	\$93,873		\$93,873	\$0	\$0	\$93,873		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,292,727	\$1,292,727		\$1,292,727	\$1,205,209	\$0	\$87,518		
		Total		\$0	\$0	\$0	\$0	\$1,386,600	\$1,386,600		\$1,386,600	\$1,205,209	\$0	\$181,391		
SALT L	14942	Funding	NEWPROJ(14942)	71	10	6 SR-71 (700 E/ 900 E); Van Winkle to 90th South SR-71; MP 10:19 - 15:72										
		To Be Adv Dc:														
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$2,110,100	\$2,110,100		\$2,110,100	\$0	\$0	\$2,110,100		
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000		\$1,400,000	\$1,305,220	\$0	\$94,780		
		Total		\$0	\$0	\$0	\$0	\$3,510,100	\$3,510,100		\$3,510,100	\$1,305,220	\$0	\$2,204,880		
SALT L	14943	Funding	NEWPROJ(14943)	MULT			Herriman - 13400 S, 5600 W & Herriman Pkwy Bike Ln Cnty:FA-2159; MP 3.07 - 4.27 & Cnty:FA-2153; MP 1.44 - 5.87 & Cnty:FA-2035; MP 2.00 - 4.00									
		To Be Adv Dc:														
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$50,000	\$50,000		\$50,000	\$50,000	\$0	\$0		
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$50,000	\$50,000		\$50,000	\$0	\$0	\$50,000		
		Total		\$0	\$0	\$0	\$0	\$100,000	\$100,000		\$100,000	\$50,000	\$0	\$50,000		

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Salt Lake County Projects																		
SALT L	14944	Funding	NEWPROJ(14944)		210	4	Grit Mill & Climbing Master Plan; LCC Park & Ride SR-210; MP 4.47 - 4.47											
		To Be Adv Dct:									Transportation Alternatives							
		TAP_URB_WFRC				\$0	\$387,927	\$0	\$0	\$0	\$387,927	\$387,927	\$0	\$0	\$0			
NEW		LOCAL_GOV				\$0	\$434,081	\$0	\$0	\$0	\$434,081	\$0	\$0	\$0	\$434,081			
		Total				\$0	\$822,008	\$0	\$0	\$0	\$822,008	\$387,927	\$0	\$0	\$434,081			
SALT L	14945	Funding	NEWPROJ(14945)		MULT		Midas Creek Trail; Mountain View to 4000 W Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West											
		To Be Adv Dct:									Transportation Alternatives							
		TAP_URB_WFRC				\$0	\$182,285	\$0	\$0	\$0	\$182,285	\$182,285	\$0	\$0	\$0			
NEW		LOCAL_GOV				\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0	\$30,000			
		Total				\$0	\$212,285	\$0	\$0	\$0	\$212,285	\$182,285	\$0	\$0	\$30,000			
SALT L	14946	Funding	NEWPROJ(14946)		MULT		Corner Canyon Creek/ East Jordan Canal Trail Smith Fields Park to Willow Creek Trail & Stokes Ave											
		To Be Adv Dct:									Transportation Alternatives							
		TAP_URB_WFRC				\$0	\$587,815	\$0	\$0	\$0	\$587,815	\$587,815	\$0	\$0	\$0			
NEW		LOCAL_GOV				\$0	\$42,685	\$0	\$0	\$0	\$42,685	\$0	\$0	\$0	\$42,685			
		Total				\$0	\$630,500	\$0	\$0	\$0	\$630,500	\$587,815	\$0	\$0	\$42,685			
SALT L	14947	Funding	NEWPROJ(14947)		2105	1	7800 So Jordan River Pedestrian Bridge at 1100 W Cnty:FA-2105; MP .93 - .93											
		To Be Adv Dct:									Pedestrian/Bicycle Safety							
		LOCAL_GOV				\$0	\$23,539	\$0	\$0	\$0	\$23,539	\$0	\$0	\$0	\$23,539			
NEW		TAP_URB_WFRC				\$0	\$324,161	\$0	\$0	\$0	\$324,161	\$324,161	\$0	\$0	\$0			
		Total				\$0	\$347,700	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$0	\$23,539			
SALT L	14948	Funding	NEWPROJ(14948)		171	15	SL Co Sidewalk - 3300 So; 3018 E to 3040 E SR-171; MP 14.98 - 15.02											
		To Be Adv Dct:									Pedestrian/Bicycle Safety							
		LOCAL_GOV				\$0	\$12,200	\$0	\$0	\$0	\$12,200	\$0	\$0	\$0	\$12,200			
NEW		TAP_URB_WFRC				\$0	\$186,000	\$0	\$0	\$0	\$186,000	\$186,000	\$0	\$0	\$0			
		Total				\$0	\$198,200	\$0	\$0	\$0	\$198,200	\$186,000	\$0	\$0	\$12,200			
SALT L	14949	Funding	NEWPROJ(14949)		OTHER		Taylorsville Regional Trail; 5140 So to 5400 So East-west route across I-215, the City desires to modify the underpass at 5400 S.											
		To Be Adv Dct:									Transportation Alternatives							
		TAP_URB_WFRC				\$0	\$268,502	\$0	\$0	\$0	\$268,502	\$268,502	\$0	\$0	\$0			
NEW		LOCAL_GOV				\$0	\$41,998	\$0	\$0	\$0	\$41,998	\$0	\$0	\$0	\$41,998			
		Total				\$0	\$310,500	\$0	\$0	\$0	\$310,500	\$268,502	\$0	\$0	\$41,998			
SALT L	14950	Funding	NEWPROJ(14950)		MULT		Daybreak Parkway & Lake Run Intersection Crossing Cnty:FA-2060; MP 3.32 - 3.32 & Cnty:FA-2060; MP 3.32 - 3.32											
		To Be Adv Dct:									Pedestrian/Bicycle Safety							
		TAP_URB_WFRC				\$0	\$251,162	\$0	\$0	\$0	\$251,162	\$251,162	\$0	\$0	\$0			
NEW		LOCAL_GOV				\$0	\$18,238	\$0	\$0	\$0	\$18,238	\$0	\$0	\$0	\$18,238			
		Total				\$0	\$269,400	\$0	\$0	\$0	\$269,400	\$251,162	\$0	\$0	\$18,238			
SALT L	14951	Funding	NEWPROJ(14951)		2148	5	1 SLC TRAX Crosswalks; 900 S & 200 W, 200 S & 600 W Cnty:FA-2148; MP 5.46 - 6.82											
		To Be Adv Dct:									Transportation Alternatives							
		TAP_URB_WFRC				\$0	\$186,460	\$0	\$0	\$0	\$186,460	\$186,460	\$0	\$0	\$0			
NEW		LOCAL_GOV				\$0	\$13,540	\$0	\$0	\$0	\$13,540	\$0	\$0	\$0	\$13,540			
		Total				\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$186,460	\$0	\$0	\$13,540			



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Salt Lake County Projects																				
SALT L	14952	Funding	NEWPROJ(14952)	OTHER			Beck Street Protected Bicycle Facility Design													
		To Be Adv Dc:					Beck Street bicycle lanes in SLC between Chicago St and the existing shared use path on the frontage road													
		TAP_URB_WFRC			\$0	\$0	\$0	\$0	\$0	\$0	\$51,649	\$51,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,497
		LOCAL_GOV'T			\$0	\$0	\$0	\$0	\$0	\$0	\$3,751	\$3,751	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,751
		NEW			\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$55,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,248
		Total			\$0	\$0	\$0	\$0	\$0	\$0	\$55,400	\$55,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,248

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	2017	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other	
Fund			Prior			2017	2018	2019	2020							
Statewide County Projects																
STATEW	4040	Active	TPF-TPF5(064)	OTHER	1 Pooled Fund Study, Western Alliance QTC						POOLED FUND STUDY, WESTERN ALLIANCE QTC					
		Will Not Adv														
		OTHER	\$149,600	\$225,122	\$0	\$0	\$0	\$0	\$0	\$0	\$374,722	\$0	\$0	\$374,722	\$0	
		STP_FLX_100%	\$15,028	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,028	\$15,028	\$0	\$0	\$0	\$0
		SPR_R	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		FA_MISC_100%	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000	\$0	\$0	\$0	\$0
		SPR_P_100%	\$23,109	\$5,792	\$0	\$0	\$0	\$0	\$0	\$0	\$28,902	\$28,902	\$0	\$0	\$0	\$0
		SPR_R_100%	\$238,657	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,657	\$240,657	\$0	\$0	\$0	\$0
		Total	\$456,395	\$232,914	\$0	\$0	\$0	\$0	\$0	\$0	\$689,309	\$314,587	\$0	\$0	\$374,722	\$0
STATEW	4675	Active	STP-9999(387)	OTHER	UDOT Wetland Mitigation Sites Federal Projects						Monitor and Maintain Federal Mitigation Sites					
		Will Not Adv														
		STP_FLX_ST	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$111,876	\$0	\$8,124	\$0	\$0
STATEW	4677	Active	SP-9999(743)	OTHER	UDOT Wetland Mitigation Sites State Funded Project						Wetland Mitigation					
		Will Not Adv														
		ST_CONST	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000	\$0	\$0
		ST_APPROP	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000	\$0	\$0
		Total	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000	\$0	\$0
STATEW	5451	Active	SP-R299(13)	Various Locations Statewide	Various Locations Statewide						Paying for Pre-Approved ROW appraisals for Commission MTGs					
		Will Not Adv														
		ST_CORR_PRES	\$1,298,109	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,298,109	\$0	\$0	\$1,298,109	\$0	\$0
STATEW	6503	Active	F-SPR-2(207)	OTHER	TRANSPORTATION MANAGEMENT CENTER						TRANSPORTATION MANAGEMENT CENTER					
		Will Not Adv														
		SPR_P	\$4,431	\$45,569	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$0
		ST_ATMS	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$0
		Total	\$4,431	\$70,569	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$50,000	\$0	\$25,000	\$0	\$0
STATEW	8402	Active	S-ST99(89)	OTHER	1 STATEWIDE UTILITY PROCESS CONTRACT						STATEWIDE UTILITY PROCESS CONTRACT					
		Will Not Adv														
		ST_CONT_PG	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0
		ST_CONT_R2	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0
		ST_CONT_R3	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0
		ST_CONT_R1	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0
		ST_CONT_R4	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0
		Total	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0
STATEW	9933	Active	F-TPF5(244)	OTHER	Pooled Fund Project - TPF5(244) Shaking Table Test						Research					
		Will Not Adv														
		SPR_R	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$0	\$0	\$0
		SPR_R_100%	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0	\$0	\$0
		Total	\$115,000	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$115,001	\$115,001	\$0	\$0	\$0	\$0



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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	2017	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
Fund			Prior												
Statewide County Projects															
STATEW	10903	Scoping	F-TPF-5(264)		Passive Force-Displacement for Skewed Abutments						Research				
		Will Not Adv			Passive Force-Displacement Relationships for Skewed Abutments										
		SPR_R_100%	\$275,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$375,000	\$375,000	\$0	\$0	\$0
		EIM_2012_IBRD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
		Total	\$300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
STATEW	11075	Active	F-TPF-5(272)		Evaluation of Lateral Pile Resistance						Research				
		Will Not Adv			Evaluation of Lateral Pile Resistance Near MSE Walls at a Dedicated Wall Site										
		SPR_P_100%	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$0
		SPR_R_100%	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332,000	\$332,000	\$0	\$0	\$0
		HSIP_100%	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$0
		Total	\$352,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$352,000	\$352,000	\$0	\$0	\$0
STATEW	12990	Active	F-ST99(289)		Statewide / Rural Transit Planning						UTA/Transit				
		Will Not Adv			Various Locations in State of Utah										
		FTA_5304_80%	\$743,961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$743,961	\$743,961	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$185,990	\$0	\$0	\$0	\$0	\$0	\$0	\$185,990	\$0	\$0	\$0	\$185,990
		Total	\$743,961	\$185,990	\$0	\$0	\$0	\$0	\$0	\$0	\$929,951	\$743,961	\$0	\$0	\$185,990
STATEW	12991	Active	F-ST99(291)		Highway Use Tax Evasion Project FY 2014-FY2017						Annual Work Program				
		Will Not Adv			Higway Use Tax Evasion Project										
		ST_CONT_PG	\$153,527	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153,527	\$0	\$153,527	\$0	\$0
		STP_FLX_ST	\$299,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,000	\$299,000	\$0	\$0	\$0
		Total	\$452,527	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$452,527	\$299,000	\$153,527	\$0	\$0
STATEW	13060	Active	F-ST99(306)		Utility Data Storage & Retrieval System						Data System Development/Enhancement				
		Will Not Adv			Implementation of a Utility Data Storage & Retrieval System.										
		ST_CONST	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0	\$0
		FA_MISC_100%	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
		Total	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0	\$0
STATEW	13218	Active	S-ST99(313)		Decision Lens						Planning				
		Will Not Adv			Statewide - Study, Not Mappable.										
		ST_CONT_PG	\$0	\$219,178	\$0	\$0	\$0	\$0	\$0	\$0	\$219,178	\$0	\$219,178	\$0	\$0
STATEW	13269	Active	F-TPF-5(312)		TPF-5(312) Western Maintenance Partnership Meetings with Western Maintenance Partnership (WMP)						Research				
		Will Not Adv													
		SPR_R	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONST	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0	\$0
		SPR_R_100%	\$90,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,149	\$90,149	\$0	\$0	\$0
		OTHER	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
		Total	\$105,149	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$120,149	\$90,149	\$15,000	\$15,000	\$15,000



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	2017	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
Statewide County Projects															
STATEW	13281	Active	F-ST99(320)				SHRP 2 Safety Data Research Statewide			Research					
		Will Not Adv		\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
		FA_SHRP2													
STATEW	13695	Active	F-ST99(333)				Fiscal Year 2016 LTAP Program			Annual Work Program					
Adv.Const		Will Not Adv		\$300,000	\$0	\$0	Fiscal Year 2016 LTAP Program				\$300,000	\$150,000	\$150,000	\$0	\$0
		FA_LTAP													
STATEW	13702	Active	F-ST99(335)				FY 2016 Research Work Program Statewide			Annual Work Program					
		Will Not Adv		\$1,685,550	\$0	\$0					\$1,685,550	\$1,348,440	\$337,110	\$0	\$0
		SPR_R		\$90,000	\$0	\$0					\$90,000	\$83,907	\$6,093	\$0	\$0
		HSIP		\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0
		SPR_R_100%		\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0
		ST_APPROP		\$780,000	\$0	\$0					\$780,000	\$0	\$780,000	\$0	\$0
		Total		\$1,775,550	\$780,000	\$0	\$0	\$0	\$0	\$0	\$2,555,550	\$1,432,347	\$1,123,203	\$0	\$0
STATEW	13894	Active	F-ST99(343)				FY 2016 Statewide Planning Work Program			Annual Work Program					
Adv.Const		Will Not Adv		\$21,600	\$0	\$0	FY 2016 Statewide Planning Work Program				\$21,600	\$0	\$21,600	\$0	\$0
		ST_SPOT_SFTY		\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0
		CMAQ_PM2.5		\$75,000	\$0	\$0					\$75,000	\$69,923	\$5,078	\$0	\$0
		SPR_P		\$6,520,506	\$0	\$0					\$6,520,506	\$5,216,405	\$1,304,101	\$0	\$0
		CMAQ_MAG		\$0	\$48,000	\$0					\$48,000	\$44,750	\$3,250	\$0	\$0
		Total		\$6,542,106	\$123,000	\$0	\$0	\$0	\$0	\$0	\$6,665,106	\$5,331,078	\$1,334,028	\$0	\$0
STATEW	14019	Active	F-ST99(354)				e-Construction and 3D Engineered Models Workshop			Education					
		Will Not Adv		\$140,000	\$0	\$0	e-Construction Workshop				\$140,000	\$140,000	\$0	\$0	\$0
		FA_MISC_100%													
STATEW	14238	Active	F-ST99(372)				2017 LTAP Program			Annual Work Program					
		Will Not Adv		\$300,000	\$0	\$0	2017 LTAP Program				\$300,000	\$150,000	\$150,000	\$0	\$0
		FA_LTAP													
STATEW	14333	STIP	F-ST99(385)				Statewide Bicycling Education Program non-construction project			School Zone Safety					
		Will Not Adv		\$0	\$34,961	\$0					\$34,961	\$34,961	\$0	\$0	\$0
		TAP_FLEX		\$0	\$2,539	\$0					\$2,539	\$0	\$0	\$0	\$2,539
		L_PASS_MATCH		\$0	\$37,500	\$0					\$37,500	\$34,961	\$0	\$0	\$2,539
		Total		\$0	\$37,500	\$0	\$0	\$0	\$0	\$0	\$37,500	\$34,961	\$0	\$0	\$2,539
STATEW	14378	Scoping	F-ST99(379)				Develop Long Range Plan Framework Using SHRP2 C01			Planning					
		To Be Adv Dt: 01/28/16		\$300,000	\$0	\$0	Develop Long Range Plan Framework Using SHRP2 C01				\$300,000	\$300,000	\$0	\$0	\$0
		FA_SHRP2													



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
Statewide County Projects														
STATEW	14395	Active	S-ST99(380)	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
			To Be Adv Dt: 03/07/16											
			ST_CONST											
			Property Inventory											
			Study to find and document all of the properties owned by UDOT											
			Develop Documents											
STATEW	14428	Active	F-ST99(382)	\$275,705	\$0	\$0	\$0	\$0	\$0	\$0	\$275,705	\$0	\$0	\$0
		Will Not Adv												
			SHRP 2 Safety Data Research, Phase II											
			SHRP 2 Safety Data Research, Phase II											
			FA_SHRP2											
			ST_CONST		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
			ST_SPOT_SFTY		\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$0
			Total	\$275,705	\$50,000	\$0	\$0	\$0	\$0	\$0	\$325,705	\$275,705	\$50,000	\$0
STATEW	14647	Scoping	S-ST99(394)	\$100,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		Will Not Adv												
			Statewide Storm Drain System and Outfall Mapping											
			Statewide Storm Drain System and Outfall Mapping											
			ST_CONST											
			Enviro. Mitigation/Storm Water Pollution/ etc											
STATEW	15004	STIP	F-TPF-5(349)	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		Will Not Adv												
			2017 Pooled Fund Study, Western Alliance QTC											
			Pooled Fund Study, Western Alliance QTC											
			OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
			SPR_R_100%		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$0	\$0
			Total	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$15,000	\$0	\$15,000
STATEW	15017	Scoping	F-TPF-5(350)	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0
		Will Not Adv												
			TPF-5(350) Development of NGL											
			Research											
			ST_CONST											
			Research											
STATEW	15032	Active	S-ST99(417)	\$0	\$82,500	\$0	\$0	\$0	\$0	\$0	\$577,500	\$0	\$577,500	\$0
		Will Not Adv												
			Wet Weather Monitoring											
			Statewide ; Wet Water Sampling Project											
			ST_CONST											
			ST_CODE_ONE											
			Drainage - Maint											
			Staffing Support											
STATEW	12668	Active	F-ST99(262)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Will Not Adv												
			GIS / Enterprise Data Management Support											
			Statewide; Staffing Support											
			SEC164_HSHIP											
			SPR_P		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0
			HSIP		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
			ST_CONST		\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$0
			Total	\$275,000	\$110,000	\$0	\$0	\$0	\$0	\$0	\$385,000	\$246,460	\$138,540	\$0



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Region	PIN	Status	Project No.	Prior	Rt. Beg Len	PIN Description / Project Location	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
Tooele County Projects														
TOOELE	11856	STIP	F-0138(12)18		138	18	SR-138 & Village Road Improvements, Tooele County			Small Urban				
		Will Not Adv					SR-138; MP 18.13 - 18.25							
		STP_SU_JHC		\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0
		LOCAL_GOV		\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$420,000
		Total		\$0	\$0	\$0	\$1,420,000	\$0	\$0	\$0	\$1,420,000	\$1,000,000	\$0	\$420,000
TOOELE	11204	Undr Const	F-0036(137)52		36	52	4 SR-36; 3 Oclock Drive to 2000 N			Major Rehabilitation - Roadway				
		Adv Dt:	03/28/15				SR-36; MP 52.46 - 56.78							
		ST_CONCPT_D2		\$0	\$14,765	\$0	\$0	\$0	\$0	\$0	\$14,765	\$0	\$14,765	\$0
		NHPP_NHS		\$25,453,002	\$0	\$0	\$0	\$0	\$0	\$25,453,002	\$23,729,834	\$1,723,168	\$0	\$0
		Total		\$25,453,002	\$14,765	\$0	\$0	\$0	\$0	\$25,467,767	\$23,729,834	\$1,737,933	\$0	\$0
TOOELE	12987	Scoping	F-R299(196)		2644	2	Active Warnings on Faust Rd			Railway-Highway Grade Crossing				
		To Be Adv Dt:	05/04/17				Cnty:FA-2644; MP 2.07 - 2.07							
		R/H_HAZ_ELIM		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		R/H_HZ_ELM90		\$75,000	\$525,000	\$0	\$0	\$0	\$0	\$0	\$540,000	\$60,000	\$0	\$0
		Total		\$75,000	\$525,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$540,000	\$60,000	\$0
TOOELE	13794	STIP	S-180-2(68)66		36	66	1 I-80; WB Ramp to SR-36			Replacement and Rehabilitation - Structure				
		To Be Adv Dt:					SR-36; MP 65.64 - 66.41							
		ST_BRIDGE		\$0	\$0	\$0	\$6,900,000	\$0	\$0	\$0	\$6,900,000	\$0	\$6,900,000	\$0
		NHPP_BR		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$6,900,000	\$0	\$0	\$0	\$6,900,000	\$0	\$6,900,000	\$0
TOOELE	13887	STIP	F-R299(207)				Mormon Trail Road, Phase II			Non-Urban				
		To Be Adv Dt:					Mormon Trail Road, Phase II							
		STP_RURAL		\$0	\$0	\$0	\$0	\$0	\$3,020,000	\$0	\$2,815,546	\$0	\$0	\$204,454
TOOELE	13891	Scoping	F-R299(204)				Midvalley Highway ROW			ROW				
		Will Not Adv					The new midvalley highway as identified in the environmental document							
		EM_HPP_1702		\$191,909	\$1,727,176	\$0	\$0	\$0	\$0	\$0	\$1,919,085	\$1,535,268	\$0	\$383,817
TOOELE	15005	STIP	F-R299(236)		OTHER		Foothill Dr-Canyon Rd Active Warning Devices			Railway-Highway Grade Crossing				
		Will Not Adv					Spot location of crossing on Foothill Dr							
		R/H_DEVIC90		\$0	\$10,000	\$0	\$390,000	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0
TOOELE	12926	Scoping	F-R299(193)				Tooele Co. 1 Call - 1 Click Center & Outreach Prgm			UTA/Transit				
		Will Not Adv					Tooele County - One Call - One Click Center & Veterans Outreach Program							
		LOCAL_GOV		\$0	\$50,537	\$0	\$0	\$0	\$0	\$0	\$50,537	\$0	\$0	\$50,537
		FA_MISC		\$0	\$177,230	\$0	\$0	\$0	\$0	\$0	\$177,230	\$177,230	\$0	\$0
		FA_MISC_100%		\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0
		Total		\$0	\$277,767	\$0	\$0	\$0	\$0	\$0	\$277,767	\$227,230	\$0	\$50,537



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epm345_stip_report (Rev 1066)

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

Region	PIN	Status	Project No.	Prior	Rt. Beg Len	2017	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
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Tooele County Projects

TOOELE	14589	Active	F-LC45(14)								Dial-A-Ride Service in Tooele Valley				
		Will Not Adv									Tooele County				
		CMAQ_TOOELE		\$210,082	\$0	\$0	\$0	\$0	\$0	\$0		\$210,082	\$195,859	\$0	\$14,223
											Local/MPO/Other Agency Pass-Through				



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Various County Projects															
VARIOUS	14775	Funding	NEWPROJ(14775)		3270						Non-Urban				
		<i>To Be Adv Dt:</i>									Cnty:FA-3270; MP .00 - 5.80 & Fish Lake Cutoff Road 7 Miles West of Loa MP 0.0 to MP 5.77				
		STP_RURAL		\$0	\$0	\$0	\$201,900	\$0	\$201,900	\$1,817,100		\$2,019,000	\$1,882,314	\$0	\$136,686
		NEW													
VARIOUS	1793	Undr Const	SP-0067(1)0		67						MIS, EIS, GEO TECH & CONSTRUCTION				
		Adv Dt:	05/10/03								SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00				
		ST_CHF		\$392,013,085	\$0	\$0	\$0	\$0	\$0	\$0		\$392,013,085	\$0	\$392,013,085	\$0
VARIOUS	4278	Active	SP-0089(98)334		89	398					Purchase Parcels in advance of project activity				
		<i>Will Not Adv</i>									US-89; MP 397.55 - 408.38				
		ST_CONT_R1		\$0	\$1,000	\$0	\$0	\$0	\$0	\$0		\$1,000	\$0	\$1,000	\$0
		ST_CORR_PRES		\$0	\$9,517,163	\$0	\$0	\$0	\$0	\$0		\$9,517,163	\$0	\$9,517,163	\$0
		Total		\$0	\$9,518,163	\$0	\$0	\$0	\$0	\$0		\$9,518,163	\$0	\$9,518,163	\$0
VARIOUS	8624	STIP	F-R499(221)		MULT						Region 4 Chip Seals Various Locations				
		<i>To Be Adv Dt:</i>	01/18/18								SR-119; MP .00 - 4.55 & SR-118; MP 6.82 - 10.04 & US-6; MP 89.40 - 107.05				
		STP_RURAL		\$0	\$0	\$0	\$2,145,232	\$0	\$0	\$0		\$2,145,232	\$2,000,000	\$145,232	\$0
VARIOUS	8662	Active	F-ST99(100)		15	350					RESEARCH & EVALUATE LONG-TERM TRUCK PARKING ALONG I-15				
		<i>Will Not Adv</i>									TRUCK PARKING GRANT PROGRAM IN UTAH				
		FA_MISC_100%		\$545,000	\$0	\$0	\$0	\$0	\$0	\$0		\$545,000	\$545,000	\$0	\$0
VARIOUS	10020	Active	F-R299(198)		15	264					Planning				
		<i>Will Not Adv</i>									I-15; MP 264.00 - 325.00				
		UTA_FUNDS		\$190,560	\$9,440	\$0	\$0	\$0	\$0	\$0		\$200,000	\$0	\$0	\$200,000
		FA_SHRP2		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_TIF		\$537,357	\$111,933	\$0	\$0	\$0	\$0	\$0		\$649,290	\$0	\$649,290	\$0
		PL_MAG		\$30,000	\$0	\$0	\$0	\$0	\$0	\$0		\$30,000	\$30,000	\$0	\$0
		PL_WFRC		\$100,000	\$0	\$0	\$0	\$0	\$0	\$0		\$100,000	\$100,000	\$0	\$0
		LOCAL_INKIND		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0		\$25,000	\$0	\$0	\$25,000
		TIGER_VI		\$820,000	\$0	\$0	\$0	\$0	\$0	\$0		\$820,000	\$820,000	\$0	\$0
		Total		\$1,677,917	\$146,373	\$0	\$0	\$0	\$0	\$0		\$1,824,290	\$950,000	\$649,290	\$225,000
VARIOUS	10306	Active	F-ST99(159)		OTHER						Scenic Byways				
		<i>Will Not Adv</i>									1 Scenic Byway Livability Plan Development				
		EM_2011_PLHD		\$334,000	\$0	\$0	\$0	\$0	\$0	\$0		\$334,000	\$334,000	\$0	\$0



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Various County Projects																
VARIOU	10491	Undr Const	S-115-8(151)349		15	350	12	I-15, 2700 N (Farr West) to 1100 S (Brigham City)				New Construction				
		Adv Dt:	11/28/15					I-15; MP 349.74 - 362.02								
		ST_TIF	\$32,480,111			\$19,267,931		\$0	\$0	\$0	\$0	\$51,748,041	\$0	\$0	\$51,748,041	\$0
		ST_TIF_SB229	\$0			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONCEPT_D1	\$0			\$56,441		\$0	\$0	\$0	\$0	\$56,441	\$0	\$0	\$56,441	\$0
		Total	\$32,480,111			\$19,324,371		\$0	\$0	\$0	\$0	\$51,804,482	\$0	\$0	\$51,804,482	\$0
VARIOU	10935	Undr Const	S-ST99(192)		15	280	12	I-15; SR-73 to 12300 South Widening				Widen Existing Facility				
		Adv Dt:	02/28/14					I-15; MP 279.80 - 291.50								
		L_BETTERMENT	\$737,358			\$0		\$0	\$0	\$0	\$0	\$737,358	\$0	\$0	\$737,358	\$0
		ST_CHE_TIF	\$373,073			\$0		\$0	\$0	\$0	\$0	\$373,073	\$0	\$0	\$373,073	\$0
		ST_GF_HB173	\$147,740			\$0		\$0	\$0	\$0	\$0	\$147,740	\$0	\$0	\$147,740	\$0
		ST_GF_HB185	\$0			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF	\$163,287,555			\$53,165,832		\$0	\$0	\$0	\$0	\$216,453,387	\$0	\$0	\$216,453,387	\$0
		ST_GF_TIF	\$3,034,728			\$0		\$0	\$0	\$0	\$0	\$3,034,728	\$0	\$0	\$3,034,728	\$0
		ST_GF_CHN	\$457,916			\$0		\$0	\$0	\$0	\$0	\$457,916	\$0	\$0	\$457,916	\$0
		ST_TIF_SB229	\$305,024			\$0		\$0	\$0	\$0	\$0	\$305,024	\$0	\$0	\$305,024	\$0
		Total	\$168,343,395			\$53,165,832		\$0	\$0	\$0	\$0	\$221,509,227	\$0	\$0	\$220,771,869	\$737,358
VARIOU	11225	Active	S-115-7(312)312		MULT			I-15; Program Management, S. Davis Co. OP Upgrades				PE				
		Will Not Adv						I-15; MP 312.32 - 340.94 & I-15; MP 312.32 - 340.94								
		ST_CONT_R1	\$0			\$25,000		\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0
		ST_TIF_SB229	\$0			\$6,300,000		\$0	\$0	\$0	\$0	\$6,300,000	\$0	\$0	\$6,300,000	\$0
		Total	\$0			\$6,325,000		\$0	\$0	\$0	\$0	\$6,325,000	\$0	\$0	\$6,325,000	\$0
VARIOU	11433	Scoping	F-0191(123)113		191	113	12	US-191; South Moab to Blue Hill				Choke Point				
		To Be Adv Dt:	04/12/17					US-191; MP 112.50 - 124.00								
		STP_FLX_ST	\$300,000			\$3,700,000		\$0	\$0	\$0	\$0	\$4,000,000	\$3,729,200	\$0	\$270,800	\$0
		NHPP_NHS	\$0			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$300,000			\$3,700,000		\$0	\$0	\$0	\$0	\$4,000,000	\$3,729,200	\$0	\$270,800	\$0
VARIOU	11619	Scoping	F-R499(201)					Ferry Boat Discretionary Funds				Local/MPO/Other Agency Pass-Through				
		Will Not Adv						Ferry Boat Discretionary Funds								
		FA_MISC	\$49,278			\$209		\$0	\$0	\$0	\$0	\$49,487	\$39,589	\$0	\$9,897	\$0
		EM_2014_FBD	\$48,861			\$0		\$0	\$0	\$0	\$0	\$48,861	\$39,089	\$0	\$9,772	\$0
		Total	\$98,139			\$209		\$0	\$0	\$0	\$0	\$98,348	\$78,678	\$0	\$19,670	\$0
VARIOU	12084	Active	S-ST99(213)					WINTER ROADWAY CLOSURES STUDY				Planning				
		Will Not Adv						WINTER ROADWAY CLOSURES STUDY								
		ST_HB377TF	\$0			\$200,000		\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$0
VARIOU	12436	Scoping	F-TPF-5(296)					SPT Perf-Based Assessment of Liquefaction TPF-5296				Research				
		To Be Adv Dt:	03/12/15					Statewide study								
		SPR_R_100%	\$167,500			\$0		\$0	\$0	\$0	\$0	\$167,500	\$167,500	\$0	\$0	\$0



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Various County Projects															
VARIOUS	12930	Active	S-ST99(281)			\$50,000	\$0	\$0	\$0		Asset Management Review RFQ	\$0	\$0	\$50,000	\$0
		Will Not Adv									Study of UDOT's Transportation Asset Management Plan - No Locations Defined	\$50,000	\$0		
		ST_CONT_PG		\$0											
VARIOUS	13003	Active	F-ST99(292)			\$0	\$0	\$0	\$0		INVEST, FHWA'S SUSTAINABILITY SELF-EVALUATION TOOL	\$0	\$0	\$0	\$0
		Will Not Adv									Various Locations	\$29,950	\$14,975	\$14,975	\$0
		FA_MISC_50%		\$29,950	\$0	\$0	\$0	\$0	\$0		Annual Work Program	\$10,000	\$0	\$10,000	\$0
		ST_CONST		\$10,000	\$0	\$0	\$0	\$0	\$0			\$14,975	\$0	\$14,975	\$0
		Total		\$39,950	\$0	\$0	\$0	\$0	\$0			\$39,950	\$14,975	\$24,975	\$0
VARIOUS	13004	Active	F-ST99(295)			\$0	\$0	\$0	\$0		Tax Commission Joint Operations Center	\$0	\$0	\$0	\$0
		Will Not Adv									Various Locations	\$100,000	\$100,000	\$0	\$0
		FA_MISC_100%		\$100,000	\$0	\$0	\$0	\$0	\$0		Annual Work Program	\$100,000	\$0	\$0	\$0
VARIOUS	13051	STIP	S-R199(177)		108	4	9				SR-108; Corridor Preservation	\$0	\$0	\$0	\$0
		Will Not Adv									SR-108; MP 4.01 - 12.92	\$220,150	\$0	\$220,150	\$0
		ST_CORR_PRES		\$220,150	\$0	\$0	\$0	\$0	\$0		Corridor Preservation	\$220,150	\$0	\$220,150	\$0
VARIOUS	13055	Undr Const	S-R199(179)		30	95	8				SR-30; Passing Lanes (Box Elder/Cache Counties)	\$0	\$0	\$0	\$0
		Adv Dt:	03/26/16								SR-30; MP 94.95 - 102.54	\$1,577,248	\$0	\$3,495,484	\$0
		ST_TIF		\$1,918,236	\$0	\$0	\$0	\$0	\$0		Choke Point	\$0	\$0	\$3,495,484	\$0
		ST_TIF_SB229		\$0	\$0	\$0	\$0	\$0	\$0			\$0	\$0	\$0	\$0
		Total		\$1,918,236	\$1,577,248	\$0	\$0	\$0	\$0			\$1,577,248	\$0	\$3,495,484	\$0
VARIOUS	13224	Scoping	S-R199(185)		30	91	18				SR-30; Environmental Document, I-15 to SR-252	\$0	\$0	\$0	\$0
		Will Not Adv									SR-30; MP 90.62 - 108.66	\$2,000,000	\$0	\$2,000,000	\$0
		ST_TIF		\$0	\$2,000,000	\$0	\$0	\$0	\$0		Document EA/EIS	\$0	\$0	\$2,000,000	\$0
VARIOUS	13271	Active	S-R299(199)			\$500,000					I-15 Managed Freeways Study	\$0	\$0	\$500,000	\$0
		Will Not Adv									I-15 Managed Freeways Study	\$0	\$0	\$500,000	\$0
		ST_TIF		\$0	\$500,000	\$0	\$0	\$0	\$0		Traffic	\$0	\$0	\$500,000	\$0
VARIOUS	13276	Active	F-R299(200)		15	264	61				SHRP2 CO3/C11; Economic Impact Analysis	\$150,000	\$0	\$150,000	\$0
		To Be Adv Dt:	10/13/16								I-15; MP 264.00 - 325.00	\$0	\$0	\$150,000	\$0
		FA_SHRP2		\$150,000	\$0	\$0	\$0	\$0	\$0		Planning	\$0	\$0	\$150,000	\$0
VARIOUS	13821	Scoping	S-0089(406)398		89	398	9				US-89; Farmington to I-84	\$0	\$0	\$0	\$0
		To Be Adv Dt:	06/04/20								US-89; MP 398.00 - 406.64 & US-89; I-84 to Antelope Drive, I-84 to Harrison	\$2,000,000	\$0	\$2,000,000	\$0
		ST_TIF		\$0	\$2,000,000	\$15,000,000	\$15,000,000	\$0	\$0		Widen Existing Facility	\$0	\$0	\$260,000,000	\$0



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Various County Projects															
VARIOUS	13831	Scoping	F-R299(229)	15	282	25 Integrated Corridor Management Study Devel. Plan I-15; MP 282.00 - 307.00					Planning				
		Will Not Adv													
		LOCAL_GOV		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0
		ST_MATCH		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0
		FA_MISC		\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
		Total		\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$200,000	\$25,000	\$25,000	\$0
VARIOUS	13845	Active	F-ST99(341)			National Summer Transportation Institute Program					Annual Work Program				
		Will Not Adv				No mappable location at University of Utah									
		NSTI		\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$0	\$0	\$0
VARIOUS	13912	Active	F-ST99(347)			2016 Statewide Pavement Condition Data Collection					Develop Documents				
		Will Not Adv				Data is collected at various locations in the State, these locations are not known at this time and can change throughout the duration of the contract.									
		HSIP		\$430,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000	\$400,889	\$29,111	\$0	\$0
		SPR_P		\$1,035,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,035,000	\$828,000	\$207,000	\$0	\$0
		ST_SPOT_SFTY		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$1,465,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,465,000	\$1,228,889	\$236,111	\$0	\$0
VARIOUS	13918	Active	F-ST99(350)			2016 State Training Budget					Education				
		Will Not Adv				FY 2016 State Training Budget									
		ST_CONST		\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0
		STP_FLX_100%		\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$500,000	\$160,000	\$0	\$0	\$0	\$0	\$0	\$660,000	\$500,000	\$160,000	\$0	\$0
VARIOUS	13919	Active	S-ST99(351)			Surplus Property Documentation					ROW				
		Will Not Adv				Surplus Property Documentation									
		ST_SRPLS_DOC		\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$0
VARIOUS	14038	Active	F-ST99(356)			SHRP2 User Incentive Implementation Assistance					Education				
		Will Not Adv				SHRP2 Implementation									
		FA_SHRP2		\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
VARIOUS	14098	Active	F-ST99(366)			SHRP2 Implementation Assistance Funds R01A					Education				
		Will Not Adv				Development of 3D storage and retrieval data models									
		FA_SHRP2		\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$340,000	\$0	\$0	\$0
VARIOUS	14111	Scoping	S-ST99(368)			COMMUNITY IMPACT BOARD APPLICATION REVIEW					Permanent Community Impact Board				
		Will Not Adv				Research in application review									
		ST_MATCH		\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$0

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Various County Projects															
VARIOUS	14114	Scoping	F-ST99(369)			Document Decisions & Processes with 3D Model					Research				
		Will Not Adv				Develop a baseline guidance document No real physical location									
		FA_STIC_2015		\$100,000	\$0		\$0	\$0	\$0	\$0		\$100,000	\$100,000	\$0	\$0
		ST_CONST		\$0	\$25,000		\$0	\$0	\$0	\$0		\$25,000	\$0	\$25,000	\$0
		Total		\$100,000	\$25,000		\$0	\$0	\$0	\$0		\$125,000	\$100,000	\$25,000	\$0
VARIOUS	14237	Active	F-ST99(374)			SHRP2 Implementation Assistance Application for 3D					Data System Development/Enhancement				
		Will Not Adv				SHRP2									
		FA_SHRP2		\$100,000	\$0		\$0	\$0	\$0	\$0		\$100,000	\$100,000	\$0	\$0
VARIOUS	14239	Active	F-TPF-5(338)			CPT Perf-Based Assessment of Liquefaction TPF-5338					Research				
		Will Not Adv				Research Study									
		SPR_R_100%		\$88,000	\$76,000		\$0	\$0	\$0	\$0		\$164,000	\$164,000	\$0	\$0
VARIOUS	14722	STIP	S-0006(194)261		6	261	1	US-6; Extend WB Passing Lane; MP 261.2 to MP 262.0			Passing Lane				
		To Be Adv Dt:						US-6; MP 261.20 - 262.00							
		NHFP		\$0	\$0		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$450,000		\$0	\$0	\$0	\$0		\$1,800,000	\$0	\$1,800,000	\$0
		Total		\$0	\$450,000		\$0	\$0	\$0	\$0		\$1,800,000	\$0	\$1,800,000	\$0
VARIOUS	14798	Active	F-ST99(400)			2017 National Summer Transportation Institute Prog					Education				
		Will Not Adv				No mappable location at University of Utah									
		NSTI		\$20,000	\$0		\$0	\$0	\$0	\$0		\$20,000	\$20,000	\$0	\$0
VARIOUS	14903	Active	F-ST99(406)			FY15 AID Demonstration					Data System Development/Enhancement				
		Will Not Adv				Various - Implementation and Development of New Technology									
		FA_MISC		\$782,786	\$0		\$0	\$0	\$0	\$0		\$782,786	\$626,229	\$156,557	\$0
VARIOUS	14911	Scoping	F-R499(285)			SR-276; Ferry Ramp Extensions & Engine Replacement					Spot improvement				
		To Be Adv Dt: 05/31/17				Cnty:FA-2464; MP .00 - .00 & Cnty:FA-1878; MP 5.01 - 5.40 & Cnty:FA-1878; MP 5.40 - 5.40 & Cnty:FA-2464; MP .00 - .31									
		EM_2010_FBD		\$0	\$426		\$0	\$0	\$0	\$0		\$426	\$341	\$85	\$0
		STP_ENH_ST		\$0	\$300,000		\$0	\$0	\$0	\$0		\$3,300,000	\$2,640,000	\$660,000	\$0
		Total		\$0	\$300,426		\$0	\$0	\$0	\$0		\$3,300,426	\$2,640,341	\$660,085	\$0
VARIOUS	14912	Scoping	F-R499(286)			US-6 & US-191; Helper to Blanding, ATMS and ITS					ATMS				
		To Be Adv Dt: 03/31/17				US-191; MP 47.00 - 157.00 & US-6; MP 232.00 - 300.36									
		STP_FLX_ST		\$100,000	\$400,000		\$0	\$0	\$0	\$0		\$500,000	\$466,150	\$33,850	\$0



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review
epm345_stip_report (Rev 1066)
STIP 2017-2022
Report Run on: Aug 09, 2016, 02:14 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
Fund			Prior	2017		2018	2019	2020						
Various County Projects														
VARIOU	14958	Active	F-ST99(407)		FY2017 Research Work Program					Annual Work Program				
		Will Not Adv			Annual Work Program									
		ST_APPROP	\$809,800	\$0	\$0	\$0	\$0	\$0	\$0	\$809,800	\$0	\$0	\$809,800	\$0
		SPR_R	\$1,339,000	\$623,645	\$0	\$0	\$0	\$0	\$0	\$1,962,645	\$1,570,116	\$0	\$392,529	\$0
		Total	\$2,148,800	\$623,645	\$0	\$0	\$0	\$0	\$0	\$2,772,445	\$1,570,116	\$0	\$1,202,329	\$0
VARIOU	14965	Active	F-ST99(410)		FY 2017 Statewide Planning Work Program					Annual Work Program				
		Will Not Adv			FY 2017 Statewide Planning Work Program									
		CMAQ_PM2.5	\$0	\$19,000	\$0	\$0	\$0	\$0	\$0	\$19,000	\$17,714	\$0	\$1,286	\$0
		SPR_P	\$6,129,041	\$1,081,547	\$0	\$0	\$0	\$0	\$0	\$7,210,588	\$5,768,470	\$0	\$1,442,118	\$0
		CMAQ_CACHE	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$13,985	\$0	\$1,016	\$0
		Total	\$6,144,041	\$1,100,547	\$0	\$0	\$0	\$0	\$0	\$7,244,588	\$5,800,169	\$0	\$1,444,419	\$0
VARIOU	14970	Active	F-ST99(413)		2017 State Training Budget					Education				
		Will Not Adv			2017 State Training Budget									
		STP_FLX_ST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONST	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$160,000	\$0
		STP_FLX_100%	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0
		Total	\$500,000	\$160,000	\$0	\$0	\$0	\$0	\$0	\$660,000	\$500,000	\$0	\$160,000	\$0
VARIOU	14264	Funding	NEWPROJ(14264)		I-84; Over Weber River and UPRR Bridge Repl, C-476					Replacement and Rehabilitation - Structure				
		To Be Adv Dt:			I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18									
		NHPP_BR	\$0	\$0	\$0	\$0	\$16,800,000	\$0	\$0	\$16,800,000	\$15,662,640	\$0	\$1,137,360	\$0
		NEW												
VARIOU	7704	Active	S-0085(110)		MVC; UTILITIES TRANSMISSION LOCATION					UTILITY TRANSMISSION LOCATION				
		Will Not Adv			MVC; UTILITIES TRANSMISSION LOCATION (SR-201 TO 4700 SOUTH)									
		ST_CHF_TIF	\$0	\$60,745,000	\$0	\$0	\$0	\$0	\$0	\$60,745,000	\$0	\$0	\$60,745,000	\$0
		ST_GF_CHN	\$0	\$31,952,390	\$0	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$0	\$31,952,390	\$0
		Total	\$0	\$92,697,390	\$0	\$0	\$0	\$0	\$0	\$92,697,390	\$0	\$0	\$92,697,390	\$0
VARIOU	8312	Active	S-0085(410)		MVC; AQ MONITOR AND FILTERS					MVC; AQ MONITOR AND FILTERS				
		Will Not Adv			MVC; AQ MONITOR AND FILTERS									
		ST_CHF_TIF	\$0	\$4,100,000	\$0	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$0	\$4,100,000	\$0
VARIOU	10018	STIP	F-ST99(162)		Travelwise					ATMS				
		To Be Adv Dt:			Other: STATEWIDE TRAVEL PROGRAM									
		CMAQ_WFRC	\$0	\$574,922	\$145,876	\$0	\$0	\$0	\$0	\$720,798	\$672,000	\$0	\$48,798	\$0
		CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0	\$574,922	\$145,876	\$0	\$0	\$0	\$0	\$720,798	\$672,000	\$0	\$48,798	\$0

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Various County Projects																
VARIOUS	13006	STIP	F-ST99(293)					UTA 1 Call - 1 Click & Outreach Program				UTA/Transit				
		To Be Adv Dt:						Utah Transit Authority (UTA) One Call - One Click Center & Veterans								
		FA_MISC_100%			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
		FA_MISC			\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
		UTA_FUNDS			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$100,000
		Total			\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$450,000	\$0	\$0	\$100,000
VARIOUS	13822	STIP	S-115-7(328)332					I-15; Hill Field Road to Davis/Weber County Line				Widen Existing Facility				
		To Be Adv Dt:						I-15; MP 331.60 - 340.35 & I-15; Hill Field Road to Davis/Weber County Line to I-84								
		ST_TIF			\$0	\$0	\$0	\$0	\$0	\$0	\$150,000,000	\$150,000,000	\$150,000,000	\$0	\$150,000,000	\$0

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Fund													Total	Fed Aid		
Weber County Projects																
WEBER	10708	Undr Const	F-0089(326)408		89	408	1	US-89; SR-203 Intersection Improvements						Choke Point		
		Adv Dt:	03/14/15					US-89; MP 407.79 - 408.64								
		NHS	\$197,900					\$0	\$0	\$0	\$0	\$0	\$197,900	\$184,502	\$13,398	\$0
		EQ_BONUS(MG)	\$200,000					\$0	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
		L_BETTERMENT	\$12,222					\$135,771	\$0	\$0	\$0	\$0	\$147,993	\$0	\$0	\$147,993
		LOCAL_GOV	\$1,000,000					\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
		NHPP_NHS	\$4,602,100					\$0	\$0	\$0	\$0	\$0	\$4,602,100	\$4,290,538	\$311,562	\$0
		ST_SIGNALS	\$0					\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		Total	\$6,012,222					\$435,771	\$0	\$0	\$0	\$0	\$6,447,993	\$4,661,500	\$638,500	\$1,147,993
Trails																
WEBER	12166	Scoping	F-LC57(30)					OTHER								
		To Be Adv Dt:	04/26/16					River Parkway Trail; D&RGW Rail to 1800 So, Weber								
		STP_FLX_ST	\$0					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV	\$0					\$107,975	\$0	\$0	\$0	\$0	\$107,975	\$0	\$0	\$107,975
		STP_TAP_ST	\$0					\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0
		CMAQ_WFRC	\$23,308					\$112,702	\$0	\$0	\$0	\$0	\$136,009	\$136,009	\$0	\$0
		TAP_URB_WFRC	\$0					\$160,892	\$0	\$0	\$0	\$0	\$160,892	\$150,000	\$10,892	\$0
		Total	\$23,308					\$981,569	\$0	\$0	\$0	\$0	\$1,004,876	\$886,009	\$0	\$118,867
Replacement and Rehabilitation - Structure																
WEBER	12446	Scoping	F-0039(32)9		39	9	5	SR-39; Ogden to Pineview Reservoir Bridge Rehab								
		To Be Adv Dt:	10/31/17					SR-39; MP 8.89 - 13.42								
		STP_BR	\$0					\$130,000	\$0	\$0	\$0	\$0	\$130,000	\$121,199	\$29,111	\$0
		ST_BRIDGE	\$0					\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
		NHPP_BR	\$300,000					\$0	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		Total	\$300,000					\$1,530,000	\$0	\$0	\$0	\$0	\$1,830,000	\$400,889	\$1,449,421	\$0
Intersection Modification																
WEBER	12508	Scoping	F-0134(2)11					MULT								
		To Be Adv Dt:	11/30/16					SR-134; I-15 interchange modifications								
		STP_FLX_ST	\$525,000					\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,195,350	\$304,650	\$0
Planning																
WEBER	12964	Scoping	S-0039(3)9		39	9	5	SR-39; Ogden Canyon Transportation Use Study								
		Will Not Adv						SR-39; MP 8.62 - 13.79								
		ST_TIF_HB377	\$0					\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_PVMT	\$0					\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0
		Total	\$0					\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
Widen Existing Facility																
WEBER	13037	Advertised	F-0037(12)10		37	10	3	SR-37; 5100 West to SR-108								
		Adv Dt:	07/16/16					SR-37; MP 9.51 - 12.35								
		STP_URB_OIL	\$3,808,860					\$0	\$0	\$0	\$0	\$0	\$3,808,860	\$3,551,000	\$257,860	\$0
		ST_TIF	\$1,374,508					\$13,625,492	\$0	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
		ST_CONT_R1	\$230,226					\$0	\$0	\$0	\$0	\$0	\$230,226	\$0	\$230,226	\$0
		L_CORR-WEBER	\$10,663					\$0	\$0	\$0	\$0	\$0	\$10,663	\$0	\$10,663	\$0
		ST_TIF_SB229	\$0					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT	\$371,500					\$0	\$0	\$0	\$0	\$0	\$371,500	\$0	\$371,500	\$0
		LOCAL_GOV	\$2,678,732					\$4,121,268	\$0	\$0	\$0	\$0	\$6,800,000	\$0	\$6,800,000	\$0
		Total	\$8,474,489					\$17,746,759	\$0	\$0	\$0	\$0	\$26,221,249	\$3,551,000	\$15,488,086	\$7,182,163



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Fund					2017	2018	2019	2020		Total	Fed Aid			
Weber County Projects														
WEBER	13615	STIP	S-0067(25)0	OTHER		SR-67; Corridor Preservation, Weber County Future SR-67 Corridor in Weber County	\$0	\$0	\$0	\$0	\$155,661	\$0	\$155,661	\$0
		To Be Adv Dt:												
		ST_CORR_PRES			\$0	\$155,661								
WEBER	14407	Scoping	F-0039(35)	MULT		SR-39; Dual Lefts at Washington Blvd. US-89; MP 415.33 - 415.53 & SR-39; MP 6.30 - 6.50	\$250,000	\$0	\$0	\$0	\$2,330,750	\$2,330,750	\$169,250	\$0
		To Be Adv Dt:	09/27/17											
		STP_FLX_ST			\$250,000	\$0	\$0	\$0						
WEBER	14408	STIP	F-0235(20)3	235	3	SR-235; Intersection Improvements at 2700 North SR-235; MP 2.99 - 3.20	\$100,000	\$1,550,000	\$0	\$0	\$1,864,600	\$1,864,600	\$135,400	\$0
		To Be Adv Dt:												
		STP_FLX_ST			\$0	\$100,000	\$1,550,000	\$0						
WEBER	14263	Funding	NEWPROJ(14263)	53	1	SR-53; 24th Street Viaduct Rehab, Ogden, C-655 SR-53; MP .87 - 1.66	\$0	\$0	\$14,148,000	\$0	\$14,148,000	\$0	\$14,148,000	\$0
		To Be Adv Dt:												
		ST_BRIDGE			\$0	\$0	\$0	\$14,148,000	\$0	\$0	\$14,148,000	\$0	\$14,148,000	\$0
		STP_BRIDGE			\$0	\$0	\$0	\$12,152,000	\$11,329,310	\$0	\$11,329,310	\$0	\$822,690	\$0
		Total			\$0	\$0	\$0	\$26,300,000	\$11,329,310	\$0	\$11,329,310	\$14,970,690	\$14,970,690	\$0
WEBER	14348	Funding	NEWPROJ(14348)	MULT		I-84; Uintah Interchange Deck Replacement, F-93 I-84; MP 87.38 - 88.25 & I-84; MP 87.37 - 88.23	\$0	\$0	\$0	\$0	\$2,050,000	\$1,911,215	\$138,785	\$0
		To Be Adv Dt:												
		STP_BRIDGE			\$0	\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$1,911,215	\$138,785	\$0
		Will Not Adv												
WEBER	6568	Scoping	F-LC57(18)	MULT		SKYLINE DRIVE IN PLEASANT VIEW SKYLINE DRIVE IN PLEASANT VIEW	\$10,000	\$0	\$0	\$0	\$3,682,827	\$3,433,500	\$0	\$249,327
		Will Not Adv												
		STP_URB_O/L			\$10,000	\$0	\$0	\$0	\$0	\$0	\$3,682,827	\$3,433,500	\$0	\$249,327
WEBER	8141	Scoping	S-R199(199)	3354	1	40TH STREET; WASHINGTON BLVD TO GRAMERCY AVE 40TH STREET; WASHINGTON BLVD TO GRAMERCY AVENUE	\$43	\$637,457	\$0	\$0	\$637,500	\$0	\$637,500	\$0
		Will Not Adv												
		LOCAL_GOV			\$43	\$637,457	\$0	\$0	\$0	\$0	\$637,500	\$0	\$637,500	\$0
		ST_TIF_SB229			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH			\$0	\$6,374,999	\$0	\$0	\$0	\$0	\$6,374,999	\$0	\$6,374,999	\$0
		Total			\$43	\$7,012,456	\$0	\$0	\$0	\$0	\$7,012,499	\$0	\$6,374,999	\$637,500
WEBER	10014	Active	S-LC57(21)	3438	1	Harrison Blvd. (South): 7th Street to 2nd Street Other: HARRISON BLVD. 7TH TO 2ND ST to :.50 for :.50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Will Not Adv												
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$7,807	\$374,693	\$0	\$0	\$0	\$0	\$382,500	\$0	\$382,500	\$0
		ST_TIF_EXCH			\$0	\$3,825,000	\$0	\$0	\$0	\$0	\$3,825,000	\$0	\$3,825,000	\$0
		Total			\$7,807	\$4,199,693	\$0	\$0	\$0	\$0	\$4,207,500	\$0	\$3,825,000	\$382,500



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Weber County Projects

WEBER	10016	STIP	F-LC57(22)		37	11	1	SR-37 (4000 South); 3500 West to 3900 West State Route: SR-37 from: 11.00 to: 11.50 for: .50	\$0	\$0	\$0	Reconstruct widening	\$0	\$0		-\$257,860	\$257,860
		Will Not Adv															
		STP_URB_O/L		\$0													

WEBER	11091	Scoping	F-R199(133)					Washington Blvd & Larsen Lane Washington Blvd. & Larsen Lane	\$0	\$0	\$0	Intersection Improvements	\$0	\$0		\$2,908	\$0
		To Be Adv Dt:															
		ST_CONCEPT_D1		\$2,603				\$0	\$0	\$0	\$0		\$2,908	\$0		\$2,908	\$0
		ST_CONT_PG		\$1,906				\$0	\$0	\$0	\$0		\$10,726	\$0		\$10,726	\$0
		STP_URB_O/L		\$0				\$0	\$0	\$562,051	\$0		\$562,051	\$524,000		\$0	\$38,051
		Total		\$4,508				\$0	\$0	\$562,051	\$0		\$575,685	\$524,000		\$13,634	\$38,051

WEBER	11993	Scoping	F-LC57(26)					Larsen Lane: N. Harrisville Rd to Washington Blvd Larsen Lane; North Harrisville Road to Washington Blvd	\$0	\$0	\$0	Reconstruct widening	\$0	\$0		\$1,962	\$0
		To Be Adv Dt: 10/05/17															
		ST_CONCEPT_D1		\$1,962				\$0	\$0	\$0	\$0		\$1,962	\$0		\$1,962	\$0
		STP_URB_O/L		\$0				\$10,726	\$0	\$0	\$3,196,399		\$3,207,125	\$2,990,003		\$0	\$217,122
		ST_CONT_PG		\$0				\$0	\$0	\$0	\$0		\$10,726	\$0		\$10,726	\$0
		Total		\$1,962				\$10,726	\$0	\$0	\$3,196,399		\$3,219,813	\$2,990,003		\$12,688	\$217,122

WEBER	11995	Scoping	S-LC57(27)					Harrison Blvd./ 2nd Street/ Sheridan Drive Harrison Blvd./ 2nd Street/ Sheridan Drive	\$0	\$0	\$0	Intersection Modification	\$0	\$0		\$212,500	\$0
		Will Not Adv															
		LOCAL_GOV		\$0				\$0	\$0	\$0	\$0		\$212,500	\$0		\$0	\$212,500
		STP_URB_O/L		\$0				\$0	\$0	\$0	\$0		\$0	\$0		\$0	\$0
		ST_TIF_EXCH		\$0				\$0	\$0	\$0	\$0		\$2,125,000	\$0		\$2,125,000	\$0
		Total		\$0				\$0	\$0	\$0	\$0		\$2,337,500	\$0		\$2,125,000	\$212,500

WEBER	12003	STIP	F-LC57(28)					638 North to 2200 North (Lund Lane) Frontage Road Bike Lanes; 638 North to 2200 North (Lund Lane)	\$0	\$0	\$0	Pedestrian/Bicycle Safety	\$0	\$0		\$1,040,437	\$969,999
		To Be Adv Dt:															
		CMAQ_WFRC		\$0				\$761,557	\$0	\$0	\$0		\$1,040,437	\$969,999		\$0	\$70,438

WEBER	13123	STIP	F-LC57(31)					Midland Drive (SR-108) 4800 South to 4275 South Midland Drive (SR-108) 4800 South to 4275 South	\$0	\$0	\$0	Widen Existing Facility	\$0	\$0		\$3,432,371	\$3,199,999
		Will Not Adv															
		STP_URB_O/L		\$0				\$0	\$0	\$750,831	\$0		\$3,432,371	\$3,199,999		\$0	\$232,372

WEBER	13124	STIP	F-LC57(32)					4700 West; 4000 South to 4600 South Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South	\$0	\$0	\$0	Reconstruct widening	\$0	\$0		\$2,681,540	\$2,500,000
		To Be Adv Dt: 11/06/18															
		STP_URB_O/L		\$0				\$0	\$0	\$536,308	\$0		\$2,681,540	\$2,500,000		\$0	\$181,540

WEBER	13132	STIP	F-0097(9)					SR-97 (5600 South); Hill AFB to 2050 West SR-97 (5600 South); Hill AFB to 2050 West	\$0	\$0	\$0	Operations/Maintenance	\$0	\$0		\$804,462	\$750,000
		To Be Adv Dt:															
		CMAQ_WFRC		\$0				\$0	\$0	\$804,462	\$0		\$804,462	\$750,000		\$54,462	\$0



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Weber County Projects															
WEBER	13139	STIP	F-LC57(33)								Trails				
		To Be Adv Dct:													
		TAP_URB_WFRC		\$0	\$160,892	\$0	\$0	\$0	\$0	\$0		\$160,892	\$150,000	\$0	\$10,892
WEBER	14045	STIP	F-LC57(34)								Reconstruct & Widening				
		To Be Adv Dct:													
		STP_URB_OIL		\$0	\$0	\$10,726	\$0	\$311,059	\$0	\$2,593,416		\$2,915,201	\$2,717,842	\$0	\$197,359
WEBER	14057	Scoping	F-LC57(35)								Pedestrian/Bicycle Safety				
		To Be Adv Dct:													
		TAP_URB_WFRC		\$37,327	\$335,943	\$0	\$0	\$0	\$0	\$0		\$373,270	\$348,000	\$0	\$25,270
WEBER	14840	Funding	NEWPROJ(14840)		MULT						Reconstruct & Widening				
		To Be Adv Dct:													
		STP_URB_OIL		\$0	\$0	\$0	\$0	\$0	\$0	\$6,477,200		\$6,477,200	\$6,038,694	\$0	\$438,506
WEBER	14842	Funding	NEWPROJ(14842)		OTHER						Widen Existing Facility				
		To Be Adv Dct:													
		STP_URB_OIL		\$0	\$0	\$0	\$0	\$0	\$0	\$5,370,300		\$5,370,300	\$5,006,731	\$0	\$363,569
WEBER	14845	Funding	NEWPROJ(14845)		OTHER						ATMS				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$525,000		\$525,000	\$489,458	\$35,543	\$0
WEBER	14846	Funding	NEWPROJ(14846)		OTHER						UTA/Transit				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$3,116,900		\$3,116,900	\$2,905,886	\$0	\$211,014
WEBER	14847	Funding	NEWPROJ(14847)		OTHER						Transportation Alternatives				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$484,686		\$484,686	\$451,873	\$32,813	\$0
WEBER	14850	Funding	NEWPROJ(14850)		MULT						Intersection Modification				
		To Be Adv Dct:													
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$618,000		\$618,000	\$576,161	\$0	\$41,839



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review

epm345_stip_report (Rev 1066)

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Report Run on: Aug 09, 2016, 02:14 P.M.

Region	PIN	Status	Project No.	Rt. Beg Len	2017	2018	2019	2020	CD	Concept Description	Total	Fed Aid	State	Other
			Prior	PIN Description / Project Location										
Weber County Projects														
WEBER	14852	Funding	NEWPROJ(14852)	OTHER		Jefferson Ave, Madison to 4400 S., SR2S, So. Ogden Jefferson Ave, 4400 S. to 4500 S., Jefferson Ave. to Madison.	\$0	\$0	\$0		\$343,800	\$320,525	\$0	\$23,275
		To Be Adv Dc:												
		TAP_URB_WFRC		\$0	\$343,800	\$0	\$0	\$0	\$0	Pedestrian/Bike facility	\$343,800	\$320,525	\$0	\$23,275
		NEW												
WEBER	14853	Funding	NEWPROJ(14853)	OTHER		Bicycle and Ped Safety Enhancements, Riverdale Riverdale Various Locations	\$0	\$0	\$0		\$69,200	\$64,515	\$0	\$4,685
		To Be Adv Dc:												
		TAP_URB_WFRC		\$0	\$69,200	\$0	\$0	\$0	\$0	Pedestrian/Bike facility	\$69,200	\$64,515	\$0	\$4,685
		NEW												
WEBER	14856	Funding	NEWPROJ(14856)	OTHER		Tri City Alt. Trans. Planning, S. Weber Co. Area Within the Cities of Riverdale, South Ogden, & Washington Terrace	\$0	\$0	\$0		\$96,535	\$90,000	\$0	\$6,535
		To Be Adv Dc:												
		TAP_URB_WFRC		\$0	\$96,535	\$0	\$0	\$0	\$0	Pedestrian/Bike facility	\$96,535	\$90,000	\$0	\$6,535
		NEW												



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review
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STIP 2017-2022

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Region PIN	Fund	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
County Programs												
1	8752	REGION 1 - Region 1 CONCEPT MASTER PIN	\$0	\$324,955	\$0	\$0	\$0	\$0	\$324,955	\$324,955	\$324,955	\$0
		ST_CONCEPT_D1	\$0	\$324,955	\$0	\$0	\$0	\$0	\$324,955	\$324,955	\$324,955	\$0
2	8754	REGION 2 - Region 2 CONCEPT MASTER PIN	-\$15,526	\$536,990	\$0	\$0	\$0	\$0	\$521,464	\$536,990	\$521,464	\$0
		ST_CONCEPT_D2	-\$15,526	\$536,990	\$0	\$0	\$0	\$0	\$521,464	\$536,990	\$521,464	\$0
3	8756	REGION 3 - Region 3 CONCEPT MASTER PIN	\$0	\$400,832	\$0	\$0	\$0	\$0	\$400,832	\$400,832	\$400,832	\$0
		ST_CONCEPT_D3	\$0	\$400,832	\$0	\$0	\$0	\$0	\$400,832	\$400,832	\$400,832	\$0
4	8758	REGION 4 - Region 4 CONCEPT MASTER PIN	\$0	\$427,280	\$0	\$0	\$0	\$0	\$427,280	\$427,280	\$427,280	\$0
		ST_CONCEPT_D4	\$0	\$427,280	\$0	\$0	\$0	\$0	\$427,280	\$427,280	\$427,280	\$0
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0
		ST_SAFETY_ED	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0
		Total	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0
S	9299	UNKNOWN FOUNDATIONS PROGRAM	\$586,500	\$0	\$0	\$0	\$0	\$0	\$586,500	\$469,200	\$117,300	\$0
		BR_ON/OFF	\$586,500	\$0	\$0	\$0	\$0	\$0	\$586,500	\$469,200	\$117,300	\$0
		ST_BRIDGE	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$1,200,000	\$0
		Total	\$586,500	\$1,200,000	\$0	\$0	\$0	\$0	\$1,786,500	\$469,200	\$1,317,300	\$0
S	9369	BRIDGE INSPECTION PROGRAM	\$79,000	\$0	\$0	\$0	\$0	\$0	\$79,000	\$73,652	\$5,348	\$0
		STP_FLX_ST	\$79,000	\$0	\$0	\$0	\$0	\$0	\$79,000	\$73,652	\$5,348	\$0
		STP_BR	\$0	\$896,000	\$448,000	\$448,000	\$0	\$0	\$1,792,000	\$1,670,682	\$121,318	\$0
		BR_ON/OFF	\$4,676,698	\$0	\$0	\$0	\$0	\$0	\$4,676,698	\$3,741,358	\$935,340	\$0
		STP_BRIDGE	\$428,302	\$448,000	\$448,000	\$448,000	\$0	\$896,000	\$2,668,302	\$2,487,658	\$180,644	\$0
		NHPP_BR	\$3,216,000	\$1,248,000	\$1,200,000	\$1,200,000	\$0	\$2,400,000	\$9,264,000	\$8,636,827	\$627,173	\$0
		Total	\$8,400,000	\$2,592,000	\$2,096,000	\$2,096,000	\$0	\$3,296,000	\$18,480,000	\$16,610,177	\$1,869,823	\$0
S	9615	LOAD RATING PROGRAM	\$7,250,000	\$0	\$0	\$0	\$0	\$0	\$7,250,000	\$5,800,000	\$1,450,000	\$0
		BR_ON/OFF	\$7,250,000	\$0	\$0	\$0	\$0	\$0	\$7,250,000	\$5,800,000	\$1,450,000	\$0
		NHPP_BR	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$37,292	\$2,708	\$0
		BR_OFF	\$3,750,000	\$0	\$0	\$0	\$0	\$0	\$3,750,000	\$3,000,000	\$750,000	\$0
		Total	\$11,040,000	\$0	\$0	\$0	\$0	\$0	\$11,040,000	\$8,837,292	\$2,202,708	\$0
S	9616	BRIDGE SCOUR INSPECTION PROGRAM	\$0	\$147,982	\$0	\$0	\$0	\$0	\$147,982	\$147,982	\$29,596	\$0
		BR_ON/OFF	\$0	\$147,982	\$0	\$0	\$0	\$0	\$147,982	\$147,982	\$29,596	\$0
		ST_BRIDGE	\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$56,129	\$56,129	\$0
		Total	\$0	\$204,111	\$0	\$0	\$0	\$0	\$204,111	\$204,111	\$85,726	\$0
S	9862	2012 STATEWIDE BRIDGE PRESERVATION PROGRAM	\$330,466	\$282,482	\$0	\$0	\$0	\$0	\$612,948	\$0	\$612,948	\$0
		ST_BRIDGE	\$330,466	\$282,482	\$0	\$0	\$0	\$0	\$612,948	\$0	\$612,948	\$0
		Total	\$330,466	\$282,482	\$0	\$0	\$0	\$0	\$612,948	\$0	\$612,948	\$0

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Region	PIN	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
County Programs												
S	10031	2014 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM										
		IM	\$1,197,567	\$1	\$0	\$0	\$0	\$0	\$1,197,568	\$1,127,870	\$69,698	\$0
		NHS	\$2,881,920	\$53,123	\$0	\$0	\$0	\$0	\$2,935,043	\$2,736,341	\$198,702	\$0
		NHPP_NHS	\$18,618,787	\$1,624,987	\$0	\$0	\$0	\$0	\$20,243,775	\$18,873,271	\$1,370,504	\$0
		STP_FLX_ST	\$1,000,524	\$354,123	\$0	\$0	\$0	\$0	\$1,354,647	\$1,262,937	\$91,710	\$0
		ST_PVMT	\$0	\$1,377,523	\$0	\$0	\$0	\$0	\$1,377,523	\$1,377,523	\$0	\$0
		ST_CONCEPT_D3	\$3,747	\$0	\$0	\$0	\$0	\$0	\$3,747	\$0	\$3,747	\$0
		EQ_BONUS(MG)	\$6,616,963	\$0	\$0	\$0	\$0	\$0	\$6,616,963	\$6,168,994	\$447,968	\$0
		L_BETTERMENT	\$76,558	\$128,818	\$0	\$0	\$0	\$0	\$205,377	\$0	\$0	\$0
		NHPP_IM	\$7,302,432	\$457,188	\$0	\$0	\$0	\$0	\$7,759,620	\$7,308,010	\$451,610	\$0
		ST_INELIGIBL	\$0	\$142	\$0	\$0	\$0	\$0	\$142	\$142	\$0	\$0
		Total	\$37,698,498	\$3,995,906	\$0	\$0	\$0	\$0	\$41,694,403	\$38,855,088	\$4,011,604	\$205,377
S	10032	2014 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM										
		L_BETTERMENT	\$93,949	\$325	\$0	\$0	\$0	\$0	\$94,274	\$0	\$0	\$94,274
		EQ_BONUS(MG)	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$9,323	\$677	\$0
		NHS	\$1,384,336	\$128,154	\$0	\$0	\$0	\$0	\$1,512,490	\$1,410,094	\$102,396	\$0
		STP_FLX_ST	\$820,446	\$661,446	\$0	\$0	\$0	\$0	\$1,481,892	\$1,381,568	\$100,324	\$0
		NHPP_IM	\$0	\$4,713	\$0	\$0	\$0	\$0	\$4,713	\$4,439	\$274	\$0
		ST_SAFE_SIDE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_GF_TIF	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		IM	\$0	\$109,750	\$0	\$0	\$0	\$0	\$109,750	\$103,362	\$6,387	\$0
		ST_INELIGIBL	\$0	\$663	\$0	\$0	\$0	\$0	\$663	\$663	\$0	\$0
		NHPP_NHS	\$4,507,101	\$303,034	\$0	\$0	\$0	\$0	\$4,810,135	\$4,484,489	\$325,646	\$0
		ST_HWY_TRNSF	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
		HSIP	\$572,000	\$0	\$0	\$0	\$0	\$0	\$572,000	\$533,276	\$38,724	\$0
		NHPP_BR	\$0	\$143,024	\$0	\$0	\$0	\$0	\$143,024	\$143,024	\$0	\$0
		STP_RURAL	\$0	\$279,051	\$0	\$0	\$0	\$0	\$279,051	\$260,159	\$18,892	\$0
		ST_PVMT	\$2,750,000	\$24,243	\$0	\$0	\$0	\$0	\$2,774,243	\$0	\$2,774,243	\$0
		Total	\$11,187,832	\$1,654,403	\$0	\$0	\$0	\$0	\$12,842,235	\$8,330,397	\$4,427,910	\$94,274
S	10948	STATEWIDE SIGNALS MAINTENANCE & OPERATION										
		ST_SIGNAL_M&O	\$10,376,313	\$4,950,522	\$0	\$0	\$0	\$0	\$15,326,835	\$0	\$15,326,835	\$0
		SPR_P	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$10,376,313	\$4,950,522	\$0	\$0	\$0	\$0	\$15,326,835	\$0	\$15,326,835	\$0
S	11214	2013 BRIDGE PRESERVATION PROGRAM										
		ST_BRIDGE	\$0	\$839,239	\$0	\$0	\$0	\$0	\$839,239	\$0	\$839,239	\$0
		ST_CONCEPT_D4	\$0	\$19,980	\$0	\$0	\$0	\$0	\$19,980	\$0	\$19,980	\$0
		ST_GF_BRIDGE	\$562,591	\$55,433	\$0	\$0	\$0	\$0	\$618,023	\$0	\$618,023	\$0
		Total	\$562,591	\$914,652	\$0	\$0	\$0	\$0	\$1,477,243	\$0	\$1,477,243	\$0

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Region PIN Fund Program Description Prior

2017 2018 2019 2020 CD Total Fed Aid State Other

County Programs

S	11731	2015 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
		SEC164_HSIP	\$608,945	\$0	\$0	\$0	\$0	\$608,945	\$567,719	\$41,226	\$0
		IM	\$311,820	\$0	\$0	\$0	\$0	\$341,820	\$321,926	\$19,894	\$0
		ST_BRIDGE	\$0	\$0	\$0	\$0	\$0	\$260,000	\$0	\$260,000	\$0
		ST_CONCEPT_D3	\$3,213	\$0	\$0	\$0	\$0	\$3,213	\$0	\$3,213	\$0
		NHPP_IM	\$5,007,983	\$0	\$0	\$0	\$0	\$5,439,575	\$5,122,992	\$316,583	\$0
		NHPP_NHS	\$9,306,292	\$0	\$0	\$0	\$0	\$9,503,074	\$8,859,716	\$643,358	\$0
		HSIP	\$820,055	\$0	\$0	\$0	\$0	\$1,046,263	\$975,431	\$70,832	\$0
		L_BETTERMENT	\$320	\$0	\$0	\$0	\$0	\$615,811	\$0	\$0	\$615,811
		ST_CONT_PG	\$304	\$0	\$0	\$0	\$0	\$304	\$0	\$304	\$0
		EQ_BONUS(MG)	\$10,645,589	\$0	\$0	\$0	\$0	\$10,645,589	\$9,924,882	\$720,706	\$0
		ST_PVMT	\$0	\$0	\$0	\$0	\$0	\$65,500	\$0	\$65,500	\$0
		NHS	\$3,512,321	\$0	\$0	\$0	\$0	\$3,512,321	\$3,274,537	\$237,784	\$0
		STP_FLX_ST	\$31,376,173	\$0	\$0	\$0	\$0	\$33,605,208	\$31,330,135	\$2,275,073	\$0
		ST_SPOT_SFTY	\$349,000	\$0	\$0	\$0	\$0	\$349,000	\$0	\$349,000	\$0
		Total	\$61,942,015	\$4,054,609	\$0	\$0	\$0	\$65,996,623	\$60,377,339	\$5,003,473	\$615,811

S	11798	2014 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
		ST_BRIDGE	\$0	\$0	\$0	\$0	\$0	\$779,273	\$0	\$779,273	\$0
		NHPP_NHS	\$0	\$0	\$0	\$0	\$0	\$11,751	\$11,751	\$796	\$0
		Total	\$0	\$0	\$0	\$0	\$0	\$791,024	\$11,751	\$780,068	\$0

S	11903	STATEWIDE CULVERT PROGRAM	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
		EQ_BONUS(MG)	\$396,228	\$0	\$0	\$0	\$0	\$396,228	\$369,404	\$26,825	\$0
		STP_FLX_ST	\$2,832,357	\$0	\$0	\$0	\$0	\$5,581,710	\$5,203,828	\$377,882	\$0
		Total	\$3,228,586	\$0	\$0	\$0	\$0	\$5,977,938	\$5,573,232	\$404,706	\$0

S	11904	STATEWIDE SIGN PROGRAM	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
		STP_FLX_ST	\$979,222	\$1,000,000	\$0	\$0	\$0	\$4,020,778	\$3,748,571	\$272,207	\$0
		HSIP	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		Total	\$1,979,222	\$2,041,556	\$0	\$0	\$0	\$5,020,778	\$4,680,871	\$339,907	\$0

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Region	PIN	Fund	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
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County Programs

S	12132		2015 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM										
		STP_FLX_ST	\$13,604,835	\$72,790	\$0	\$0	\$0	\$0	\$0	\$13,677,625	\$12,751,650	\$925,975	\$0
		EQ_BONUS(MG)	\$997,360	\$0	\$0	\$0	\$0	\$0	\$0	\$997,360	\$929,839	\$67,521	\$0
		STP_RURAL	\$1,436,631	\$31,665	\$0	\$0	\$0	\$0	\$0	\$1,468,296	\$1,368,892	\$99,404	\$0
		HSIP	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,263,050	\$229,171	\$7,779
		ST_CONCEPT_D1	\$0	\$9,511	\$0	\$0	\$0	\$0	\$0	\$9,511	\$0	\$9,511	\$0
		ST_BRIDGE	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT	\$55,941	\$2,171,771	\$0	\$0	\$0	\$0	\$0	\$2,227,712	\$0	\$2,227,712	\$0
		IM	\$1,867,429	\$75,000	\$0	\$0	\$0	\$0	\$0	\$1,942,429	\$1,829,380	\$113,049	\$0
		NHPP_NHS	\$8,526,262	\$1,307,364	\$0	\$0	\$0	\$0	\$0	\$9,833,626	\$9,167,890	\$665,736	\$0
		NHS	\$677,362	\$0	\$0	\$0	\$0	\$0	\$0	\$677,362	\$631,505	\$45,857	\$0
		NHPP_IM	\$9,088,517	\$1	\$0	\$0	\$0	\$0	\$0	\$9,088,519	\$8,559,567	\$528,952	\$0
		Total	\$36,254,336	\$7,268,104	\$0	\$0	\$0	\$0	\$0	\$43,522,440	\$38,501,772	\$5,012,668	\$7,779

S	12133		2016 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM										
		ST_PVMT	\$197,395	\$696,340	\$0	\$0	\$0	\$0	\$0	\$893,735	\$0	\$893,735	\$0
		NHPP_BR	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$74,584	\$5,416	\$0
		IM	\$205,000	\$0	\$0	\$0	\$0	\$0	\$0	\$205,000	\$193,069	\$11,931	\$0
		STP_FLX_ST	\$12,643,039	\$2,814,175	\$0	\$0	\$0	\$0	\$0	\$15,457,214	\$14,410,761	\$1,046,453	\$0
		NHS	\$378,622	\$19,503	\$0	\$0	\$0	\$0	\$0	\$398,125	\$371,172	\$26,953	\$0
		NHPP_IM	\$2,795,000	\$3,900,976	\$0	\$0	\$0	\$0	\$0	\$6,695,976	\$6,306,270	\$389,706	\$0
		NHPP_NHS	\$1,463,560	\$5,845,195	\$0	\$0	\$0	\$0	\$0	\$7,308,755	\$6,813,952	\$494,803	\$0
		Total	\$17,762,616	\$13,276,189	\$0	\$0	\$0	\$0	\$0	\$31,038,805	\$28,169,808	\$2,868,997	\$0

S	12134		2017 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM										
		ST_BRIDGE	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000	\$0	\$850,000	\$0
		ST_PVMT	\$0	\$317,132	\$0	\$0	\$0	\$0	\$0	\$317,132	\$0	\$317,132	\$0
		ST_CONCEPT_D3	\$7,458	\$0	\$0	\$0	\$0	\$0	\$0	\$7,458	\$0	\$7,458	\$0
		NHPP_IM	\$75,000	\$3,225,000	\$0	\$0	\$0	\$0	\$0	\$3,300,000	\$3,107,940	\$192,060	\$0
		STP_FLX_ST	\$1,016,000	\$27,896,093	\$0	\$0	\$0	\$0	\$0	\$28,912,093	\$26,954,744	\$1,957,349	\$0
		NHPP_NHS	\$280,300	\$4,656,592	\$0	\$0	\$0	\$0	\$0	\$4,936,892	\$4,602,664	\$334,228	\$0
		HSIP	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$32,706	\$1,144
		EQ_BONUS(MG)	\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$69,923	\$60,078	\$0
		Total	\$1,508,758	\$37,444,817	\$0	\$0	\$0	\$0	\$0	\$38,963,575	\$35,201,421	\$3,751,010	\$1,144

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Region	PIN	Program Description	Fund	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
County Programs													
S	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_CONCEPT_D1		\$81,559	\$0	\$0	\$0	\$0	\$0	\$81,559	\$0	\$81,559	\$0
		HSIP		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$32,952	\$898
		STP_FLX_ST		\$66,096,383	\$11,397,626	\$0	\$0	\$0	\$0	\$77,494,009	\$72,247,664	\$5,246,344	\$0
		NHPP_IM		\$29,579,451	\$3,067,541	\$0	\$0	\$0	\$0	\$32,646,992	\$30,746,937	\$1,900,055	\$0
		EQ_BONUS(MG)		\$235,000	\$0	\$0	\$0	\$0	\$0	\$235,000	\$219,091	\$15,910	\$0
		NHS		\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000	\$130,522	\$9,478	\$0
		STP_RURAL		\$2,496,745	\$7,778	\$0	\$0	\$0	\$0	\$2,504,523	\$2,334,967	\$169,556	\$0
		ST_PVMT		\$194,954	\$4,651,475	\$0	\$0	\$0	\$0	\$4,846,429	\$0	\$4,846,429	\$0
		NHPP_NHS		\$10,344,353	\$5,532,407	\$0	\$0	\$0	\$0	\$15,876,760	\$14,801,903	\$1,074,857	\$0
		Total		\$109,168,445	\$25,156,827	\$0	\$0	\$0	\$0	\$134,325,272	\$120,947,234	\$13,377,140	\$898
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_PVMT		\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0	\$800,000	\$0
		EQ_BONUS(MG)		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$93,230	\$206,770	\$0
		ST_PVMT_LV2		\$0	\$2,350,000	\$0	\$0	\$0	\$0	\$2,350,000	\$0	\$2,350,000	\$0
		ST_CONCEPT_D1		\$18,210	\$0	\$0	\$0	\$0	\$0	\$18,210	\$0	\$18,210	\$0
		ST_CONCEPT_D3		\$10,988	\$0	\$0	\$0	\$0	\$0	\$10,988	\$0	\$10,988	\$0
		NHPP_IM		\$1,247,876	\$36,802,124	\$0	\$0	\$0	\$0	\$38,050,000	\$35,835,490	\$2,214,510	\$0
		STP_FLX_ST		\$1,803,432	\$98,053,567	\$0	\$0	\$0	\$0	\$99,856,999	\$93,096,680	\$6,760,319	\$0
		NHPP_NHS		\$100,000	\$4,313,221	\$0	\$0	\$0	\$0	\$4,413,221	\$4,114,446	\$298,775	\$0
		Total		\$4,280,507	\$141,518,911	\$0	\$0	\$0	\$0	\$145,799,418	\$133,139,846	\$12,659,572	\$0
S	12137	2015 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		BR_ON/OFF		\$3,845,000	\$0	\$0	\$0	\$0	\$0	\$3,845,000	\$3,076,000	\$769,000	\$0
		NHPP_BR		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		ST_BRIDGE		\$180,235	\$6,328,881	\$0	\$0	\$0	\$0	\$6,509,116	\$0	\$6,509,116	\$0
		Total		\$4,325,235	\$6,328,881	\$0	\$0	\$0	\$0	\$10,654,116	\$3,355,690	\$7,298,426	\$0
S	12138	2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		NHPP_BR		\$4,447,555	\$1,370,445	\$0	\$0	\$0	\$0	\$5,818,000	\$5,424,121	\$393,879	\$0
		ST_BRIDGE		\$1,254,260	\$3,080,740	\$0	\$0	\$0	\$0	\$4,335,000	\$0	\$4,335,000	\$0
		ST_GF_BRIDGE		\$491,977	\$0	\$0	\$0	\$0	\$0	\$491,977	\$0	\$491,977	\$0
		STP_FLX_ST		\$3,414,721	\$585,279	\$0	\$0	\$0	\$0	\$4,000,000	\$3,729,200	\$270,800	\$0
		STP_BRIDGE		\$1,588,696	\$769,504	\$0	\$0	\$0	\$0	\$2,358,200	\$2,198,550	\$159,650	\$0
		Total		\$11,197,208	\$5,805,969	\$0	\$0	\$0	\$0	\$17,003,177	\$11,351,871	\$5,651,306	\$0
S	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$6,470,000	\$0	\$0	\$0	\$0	\$6,470,000	\$6,470,000	\$0	\$0
		NHPP_BR		\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$23,695	\$0
		Total		\$0	\$6,820,000	\$0	\$0	\$0	\$0	\$6,820,000	\$6,820,000	\$6,493,695	\$0

Region	PIN	Program Description	Fund	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
S	12781	UNOBLIGATED TIF/CHNF FUNDS PROGRAM											
		ST_TIF_EXCH	\$0	\$306,804	\$0	\$0	\$0	\$0	\$0	\$306,804	\$306,804	\$306,804	\$0
		ST_CHF_TIF	\$0	\$8,813,600	\$0	\$0	\$0	\$0	\$0	\$8,813,600	\$0	\$8,813,600	\$0
		ST_TIF_HB377	\$0	\$54,241	\$0	\$0	\$0	\$0	\$0	\$54,241	\$0	\$54,241	\$0
		ST_GF_HCP	\$0	\$841,135	\$0	\$0	\$0	\$0	\$0	\$841,135	\$0	\$841,135	\$0
		ST_SB215	\$0	\$5,957,544	\$0	\$0	\$0	\$0	\$0	\$5,957,544	\$5,957,544	\$5,957,544	\$0
		ST_TIF_SB229	\$0	\$4,572,676	\$800,000	\$0	\$0	\$0	\$272,355	\$5,645,031	\$0	\$5,645,031	\$0
		ST_GF_HB185	\$0	\$32,808	\$0	\$0	\$0	\$0	\$0	\$32,808	\$0	\$32,808	\$0
		ST_GF_TIF	\$0	\$70,630	\$0	\$0	\$0	\$0	\$0	\$70,630	\$0	\$70,630	\$0
		ST_QTR_QTR	\$0	\$188,438	\$0	\$0	\$0	\$0	\$0	\$188,438	\$188,438	\$188,438	\$0
		ST_TIF	\$0	\$37,072,375	\$32,800,000	\$0	\$0	\$0	\$0	\$69,872,375	\$0	\$69,872,375	\$0
		ST_GF_CHN	\$0	\$600,574	\$0	\$0	\$0	\$0	\$0	\$600,574	\$0	\$600,574	\$0
		ST_GF_HB173	\$0	\$3,228,947	\$0	\$0	\$0	\$0	\$0	\$3,228,947	\$0	\$3,228,947	\$0
		ST_HB377TF	\$0	\$319,627	\$0	\$0	\$0	\$0	\$0	\$319,627	\$319,627	\$319,627	\$0
		Total	\$0	\$62,059,399	\$33,600,000	\$0	\$0	\$0	\$272,355	\$95,931,754	\$6,772,412	\$95,931,754	\$0

S	12956	2018 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM											
		STP_FLX_ST	\$0	\$0	\$10,500,000	\$0	\$0	\$0	\$0	\$10,500,000	\$10,500,000	\$0	\$0
		NHPP_NHS	\$0	\$0	\$32,500,000	\$0	\$0	\$0	\$0	\$32,500,000	\$32,500,000	\$0	\$0
		NHPP_IM	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000	\$0	\$0
		ST_PVMT	\$0	\$0	\$5,220,000	\$0	\$0	\$0	\$0	\$5,220,000	\$5,220,000	\$5,220,000	\$0
		Total	\$0	\$0	\$68,220,000	\$0	\$0	\$0	\$0	\$68,220,000	\$68,220,000	\$5,220,000	\$0

S	12957	2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		STP_FLX_ST	\$0	\$0	\$26,500,000	\$0	\$0	\$0	\$0	\$26,500,000	\$26,500,000	\$0	\$0
		ST_PVMT	\$0	\$0	\$11,190,000	\$0	\$0	\$0	\$0	\$11,190,000	\$11,190,000	\$11,190,000	\$0
		NHPP_IM	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000	\$0	\$0
		NHPP_NHS	\$0	\$0	\$32,300,000	\$0	\$0	\$0	\$0	\$32,300,000	\$32,300,000	\$0	\$0
		Total	\$0	\$0	\$89,990,000	\$0	\$0	\$0	\$0	\$89,990,000	\$89,990,000	\$11,190,000	\$0

S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		ST_BRIDGE	\$0	\$0	\$7,670,000	\$0	\$0	\$0	\$0	\$7,670,000	\$7,670,000	\$7,670,000	\$0

S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		ST_CONT_R3	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		L_PASS_MATCH	\$0	\$687,000	\$0	\$0	\$0	\$0	\$0	\$687,000	\$0	\$0	\$687,000
		LOCAL_GOV	\$0	\$147,968	\$0	\$0	\$0	\$0	\$0	\$147,968	\$0	\$0	\$147,968
		ST_PVMT	\$0	\$2,700,444	\$0	\$0	\$0	\$0	\$0	\$2,700,444	\$0	\$2,700,444	\$0
		ST_CONT_R1	\$0	\$18,829	\$0	\$0	\$0	\$0	\$0	\$18,829	\$0	\$18,829	\$0
		HSIP	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$372,920	\$26,167	\$913
		Total	\$0	\$4,004,240	\$0	\$0	\$0	\$0	\$0	\$4,004,240	\$372,920	\$2,795,440	\$835,880

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Region	PIN	Fund	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
County Programs													
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		HSIP	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$3,729,200	\$261,647	\$9,153
		ST_PVMT	\$100,000	\$4,100,000	\$0	\$0	\$0	\$0	\$0	\$4,200,000	\$0	\$4,200,000	\$0
		ST_SPOT_SFTY	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_CONCPT_D3	\$29,564	-\$20,027	\$0	\$0	\$0	\$0	\$0	\$9,538	\$0	\$9,538	\$0
		STP_RURAL	\$0	\$918,074	\$0	\$0	\$0	\$0	\$0	\$918,074	\$855,921	\$0	\$62,154
		NHPP_NHS	\$620,000	\$4,233,101	\$0	\$0	\$0	\$0	\$0	\$4,853,101	\$4,524,546	\$328,555	\$0
		STP_FLX_ST	\$22,930,063	\$13,334,303	\$0	\$0	\$0	\$0	\$0	\$36,264,366	\$33,809,269	\$2,455,098	\$0
		NHPP_IM	\$9,524,938	\$5,554,861	\$0	\$0	\$0	\$0	\$0	\$15,079,799	\$14,202,155	\$877,644	\$0
		Total	\$35,304,565	\$30,120,313	\$0	\$0	\$0	\$0	\$0	\$65,424,879	\$57,121,091	\$8,232,481	\$71,307
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		NHPP_NHS	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
S	13718	2018 ASSET MANAGEMENT PROGRAM											
		NHPP_NHS	\$0	\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
S	13766	2016 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM											
		ST_PVMT	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$1	\$0
S	13767	2017 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM											
		ST_PVMT_LV2	\$0	\$2,050,000	\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0
		Total	\$0	\$2,050,000	\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0
S	13768	2018 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM											
		ST_PVMT_LV2	\$0	\$0	\$9,600,000	\$0	\$0	\$0	\$0	\$9,600,000	\$9,600,000	\$9,600,000	\$0
		Total	\$0	\$0	\$9,600,000	\$0	\$0	\$0	\$0	\$9,600,000	\$9,600,000	\$9,600,000	\$0
S	13769	2016 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		STP_FLX_ST	\$560,000	\$5,790,000	\$0	\$0	\$0	\$0	\$0	\$6,350,000	\$5,920,105	\$429,895	\$0
		STP_RURAL	\$2,139,137	\$6,095	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$145,232	\$0
		ST_PVMT	\$6,756,377	\$7,847,480	\$0	\$0	\$0	\$0	\$0	\$14,603,857	\$0	\$14,603,857	\$0
		Total	\$9,455,513	\$13,643,576	\$0	\$0	\$0	\$0	\$0	\$23,099,089	\$7,920,105	\$15,178,984	\$0
S	13770	2017 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		STP_FLX_ST	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_RURAL	\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$145,232	\$0
		HSIP	\$500,000	\$4,763	\$0	\$0	\$0	\$0	\$0	\$504,763	\$470,590	\$32,907	\$1,265
		ST_PVMT	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_PVMT_LV2	\$0	\$24,962,936	\$10,100,000	\$0	\$0	\$0	\$0	\$35,062,936	\$0	\$35,062,936	\$0
		Total	\$650,000	\$29,112,931	\$10,100,000	\$0	\$0	\$0	\$0	\$39,862,931	\$4,330,284	\$35,531,381	\$1,265

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Region	PIN	Program Description	Fund	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
County Programs													
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM	ST_PVMT_LV2	\$0	\$3,400,000	\$30,400,000	\$0	\$0	\$0	\$33,800,000	\$0	\$33,800,000	\$0
		Total		\$0	\$3,400,000	\$30,400,000	\$0	\$0	\$0	\$33,800,000	\$0	\$33,800,000	\$0
S	13952	2019 PAVEMENT PRESERVATION (ORANGE BOOK) PROGRAM	STP_FLX_ST	\$0	\$0	\$0	\$51,643,971	\$0	\$0	\$51,643,971	\$48,147,674	\$3,496,297	\$0
		NHPP_NHS	\$0	\$0	\$0	\$0	\$59,180,002	\$0	\$0	\$59,180,002	\$55,173,516	\$4,006,486	\$0
		Total		\$0	\$0	\$0	\$110,823,973	\$0	\$0	\$110,823,973	\$103,321,190	\$7,502,783	\$0
S	13953	2019 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM	NHPP_NHS	\$0	\$0	\$0	\$84,788,180	\$0	\$0	\$84,788,180	\$84,788,180	\$5,740,160	\$0
		STP_FLX_ST	\$0	\$0	\$0	\$0	\$73,991,183	\$0	\$0	\$73,991,183	\$68,981,980	\$5,009,203	\$0
		Total		\$0	\$0	\$0	\$158,779,363	\$0	\$0	\$158,779,363	\$153,770,160	\$10,749,363	\$0
S	14313	2019 LOW VOLUME PRESERVATION (ORANGE BOOK) PROGRAM	ST_PVMT_LV2	\$0	\$0	\$0	\$9,600,000	\$0	\$0	\$9,600,000	\$9,600,000	\$9,600,000	\$0
		Total		\$0	\$0	\$0	\$9,600,000	\$0	\$0	\$9,600,000	\$9,600,000	\$9,600,000	\$0
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM	ST_PVMT_LV2	\$0	\$0	\$0	\$30,400,000	\$0	\$0	\$30,400,000	\$30,400,000	\$30,400,000	\$0
		Total		\$0	\$0	\$0	\$30,400,000	\$0	\$0	\$30,400,000	\$30,400,000	\$30,400,000	\$0
S	14315	2019 BRIDGE PREVENTATIVE MAINTENANCE PROGRAM											
S	14317	2019 ASSET MANAGEMENT PROGRAM	ST_PVMT	\$0	\$0	\$0	\$1	\$0	\$0	\$1	\$1	\$1	\$0
S	14349	2017 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0
S	14350	2018 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0
S	14351	2019 BRIDGE MAINTENANCE PROGRAM	ST_BRIDGE	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0



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Region	PIN	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
Region County Programs												
1	8418	REGION ONE PROGRAM DE-OBLIGATION FUND										
		NHPP_NHS	\$0	\$265,942	\$0	\$0	\$0	\$0	\$265,942	\$247,938	\$18,004	\$0
		STP_FLX_ST	\$0	\$72,000	\$0	\$0	\$0	\$0	\$72,000	\$67,126	\$4,874	\$0
		Total	\$0	\$337,942	\$0	\$0	\$0	\$0	\$337,942	\$315,063	\$22,879	\$0
1	5981	REGION ONE COMMUTER LINK PROGRAM										
		CMAQ_WFRC	\$580,000	\$4,998,527	\$1,179,978	\$1,179,978	\$0	\$1,179,678	\$9,118,161	\$8,500,861	\$617,299	\$0
		ST_ATMS	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		Total	\$580,000	\$5,028,527	\$1,179,978	\$1,179,978	\$0	\$1,179,678	\$9,148,161	\$8,500,861	\$647,299	\$0
2	8419	REGION TWO PROGRAM DE-OBLIGATION FUND										
		STP_FLX_ST	\$0	\$1,464,637	\$0	\$0	\$0	\$0	\$1,464,637	\$1,365,481	\$99,156	\$0
		NHPP_NHS	\$0	\$35,739	\$0	\$0	\$0	\$0	\$35,739	\$33,319	\$2,420	\$0
		Total	\$0	\$1,500,376	\$0	\$0	\$0	\$0	\$1,500,376	\$1,398,800	\$101,575	\$0
2	5996	ITS - REGION TWO COMMUTER LINK										
		ST_ATMS	\$0	\$15,832	\$0	\$0	\$0	\$0	\$15,832	\$15,832	\$0	\$0
		CMAQ_WFRC	\$5,063,427	\$6,070,416	\$1,438,378	\$0	\$429,045	\$0	\$13,001,266	\$12,121,080	\$864,787	\$15,398
		STP_FLX_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$5,063,427	\$6,086,248	\$1,438,378	\$0	\$429,045	\$0	\$13,017,098	\$12,136,912	\$880,620	\$15,398
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE										
		CMAQ_MAG	\$785,000	\$333,429	\$0	\$0	\$0	\$0	\$1,118,429	\$1,042,711	\$75,718	\$0
		ST_ATMS	\$0	\$247,000	\$0	\$0	\$0	\$0	\$247,000	\$0	\$247,000	\$0
		CMAQ_PM2.5	\$181,000	\$0	\$0	\$0	\$0	\$0	\$181,000	\$168,746	\$12,254	\$0
		ST_CONT_R3	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total	\$966,000	\$630,429	\$0	\$0	\$0	\$0	\$1,596,429	\$1,211,457	\$384,971	\$0
3	8420	REGION THREE PROGRAM DE-OBLIGATION FUND										
		NHPP_NHS	\$0	\$878,787	\$0	\$0	\$0	\$0	\$878,787	\$819,294	\$59,494	\$0
		STP_FLX_ST	\$0	\$148,460	\$0	\$0	\$0	\$0	\$148,460	\$138,409	\$10,051	\$0
		Total	\$0	\$1,027,247	\$0	\$0	\$0	\$0	\$1,027,247	\$957,703	\$69,545	\$0
4	8421	REGION FOUR PROGRAM DE-OBLIGATION FUND										
		STP_FLX_ST	\$0	\$137,705	\$0	\$0	\$0	\$0	\$137,705	\$128,382	\$9,323	\$0
		NHPP_NHS	\$0	\$1,155,990	\$0	\$0	\$0	\$0	\$1,155,990	\$1,077,730	\$78,261	\$0
		NHPP_IM	\$0	\$2,355,154	\$0	\$0	\$0	\$0	\$2,355,154	\$2,218,084	\$137,070	\$0
		Total	\$0	\$3,648,849	\$0	\$0	\$0	\$0	\$3,648,849	\$3,424,196	\$224,653	\$0



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Region	PIN	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
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Statewide County Programs

9	5954	STATEWIDE ITS EXPANSION PROGRAM										
		ST_CONT_R2	\$0	\$85,000	\$0	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$0
		CMAQ_WFRC	\$0	\$8,348	\$0	\$0	\$0	\$0	\$8,348	\$8,348	\$0	\$0
		ST_EXPRESS	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		OTHER	\$249,123	\$103,960	\$0	\$0	\$0	\$0	\$353,083	\$0	\$0	\$353,083
		ST_ATMS	\$9,062,969	\$8,242,790	\$0	\$0	\$0	\$0	\$17,305,759	\$0	\$17,305,759	\$0
		ST_CONT_R4	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total	\$9,327,092	\$8,460,098	\$0	\$0	\$0	\$0	\$17,787,190	\$8,348	\$17,425,759	\$353,083

B	6019	HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP)										
		STP_URB_PIO	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		SEC164_HSIP	\$12,988,378	\$102,733	\$0	\$0	\$0	\$0	\$13,091,111	\$12,204,843	\$841,663	\$44,606
		STP_FLX_ST	\$247,504	\$2,652,637	\$0	\$0	\$0	\$0	\$2,900,141	\$2,703,801	\$196,340	\$0
		ST_SIGNALS	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		CMAQ_TOOELE	\$0	\$110,669	\$0	\$0	\$0	\$0	\$110,669	\$110,669	\$0	\$0
		OTHER	\$26,000	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$0	\$26,000
		ST_CONCEPT_D	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$0	\$0
		CMAQ_MAG	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		CMAQ_PM2.5	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000	\$839,070	\$60,930	\$0
		ST_CONT_R1	\$0	\$24,000	\$0	\$0	\$0	\$0	\$24,000	\$0	\$24,000	\$0
		ST_SPOT_SFTY	\$0	\$246,514	\$0	\$0	\$0	\$0	\$246,514	\$0	\$246,514	\$0
		HSIP	\$54,197,599	\$22,909,467	\$20,785,000	\$0	\$0	\$20,785,000	\$139,462,065	\$130,020,484	\$9,112,098	\$329,484
		ST_INELIGIBL	\$0	\$10,530	\$0	\$0	\$0	\$0	\$10,530	\$0	\$10,530	\$0
		ST_CONT_R4	\$16,261	\$0	\$0	\$0	\$0	\$0	\$16,261	\$0	\$16,261	\$0
		Total	\$67,675,742	\$26,058,549	\$20,785,000	\$25,285,000	\$0	\$20,785,000	\$160,589,291	\$149,237,147	\$10,954,055	\$400,089

S	5928	2009 PAVEMENT PRESERVATION PROGRAM										
		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
		L_BETTERMENT	\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900	\$0	\$0	\$43,900
		Total	\$1,751,885	\$0	\$0	\$0	\$0	\$0	\$1,751,885	\$233,075	\$1,474,910	\$43,900

S	6025	NATIONAL RECREATIONAL TRAILS PROGRAM										
		NRT	\$0	\$3,669,215	\$0	\$0	\$0	\$0	\$3,669,215	\$3,669,215	\$0	\$0
		ST_MATCH	\$0	\$3,669,215	\$0	\$0	\$0	\$0	\$3,669,215	\$3,669,215	\$3,669,215	\$0
		Total	\$0	\$7,338,429	\$0	\$0	\$0	\$0	\$7,338,429	\$7,338,429	\$3,669,215	\$0



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UDOT electronic Program Management Statewide Transportation Improvement Program



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Statewide County Programs

S	6064	RAILROAD CROSSING PROGRAM											
		LOCAL_GOV	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
		R/H_DEVICES90	\$3,396,200	\$2,658,146	\$1,371,000	\$1,371,000	\$1,371,000	\$0	\$1,371,000	\$10,167,346	\$9,150,611	\$954,999	\$61,736
		ST_CLS_ADJ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		R/H_DEVICES	\$0	\$178,140	\$0	\$0	\$0	\$0	\$0	\$178,140	\$178,140	\$0	\$0
		R/H_HZ_ELM90	\$3,339,649	\$1,454,123	\$1,371,000	\$1,371,000	\$1,371,000	\$0	\$1,371,000	\$8,906,772	\$8,016,095	\$793,139	\$97,538
		Total	\$6,735,849	\$4,300,409	\$2,742,000	\$2,742,000	\$0	\$2,742,000	\$2,742,000	\$19,262,257	\$17,344,846	\$1,748,138	\$169,274

S	6026	HIGH RISK RURAL ROADS PROGRAM - (HRRR)											
		Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM											
		ST_LIGHTING	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		LOCAL_GOV	\$65,917	\$179,091	\$0	\$0	\$0	\$0	\$0	\$245,008	\$0	\$0	\$245,008
		ST_ADA_RAMPS	\$0	\$23,671	\$0	\$0	\$0	\$0	\$0	\$23,671	\$23,671	\$23,671	\$0
		ST_SAFE_SIDE	\$1,370,479	\$1,013,558	\$0	\$0	\$0	\$0	\$0	\$2,384,038	\$0	\$2,384,038	\$0
		ST_PVMT	\$0	\$115,500	\$0	\$0	\$0	\$0	\$0	\$115,500	\$0	\$115,500	\$0
		ST_CONT_R2	\$0	\$153,187	\$0	\$0	\$0	\$0	\$0	\$153,187	\$0	\$153,187	\$0
		ST_CONT_R3	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		Total	\$1,446,396	\$1,491,007	\$0	\$0	\$0	\$0	\$0	\$2,937,404	\$23,671	\$2,692,396	\$245,008

S	6061	STATEWIDE BARRIER TREATMENTS											
		ST_BARRIER	\$48,597	\$1,595,602	\$0	\$0	\$0	\$0	\$0	\$1,644,199	\$0	\$1,644,199	\$0
		Total	\$48,597	\$1,595,602	\$0	\$0	\$0	\$0	\$0	\$1,644,199	\$0	\$1,644,199	\$0

S	6364	STATEWIDE SIGN MODIFICATIONS & REPLACEMENT PROGRAM											
		ST_SIGNING	\$181,043	\$1,401,619	\$0	\$0	\$0	\$0	\$0	\$1,582,662	\$0	\$1,582,662	\$0
		Total	\$181,043	\$1,401,619	\$0	\$0	\$0	\$0	\$0	\$1,582,662	\$0	\$1,582,662	\$0

S	6129	STATEWIDE SMALL AREA LIGHTING											
		ST_LIGHTING	\$135,834	\$767,261	\$0	\$0	\$0	\$0	\$0	\$903,095	\$0	\$903,095	\$0
		Total	\$135,834	\$767,261	\$0	\$0	\$0	\$0	\$0	\$903,095	\$0	\$903,095	\$0



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Statewide County Programs													

S	5775		STATEWIDE SPOT SAFETY IMPROVEMENT PROGRAM										
		HSIP	\$2,910,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		L_CORR-WEBER	\$118,935	\$0	\$0	\$0	\$0	\$0	\$0	\$118,935	\$0	\$0	\$118,935
		ST_SPOT_MNT	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		NHPP_NHS	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		STP_FLX_ST	\$67,000	\$533,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PVMT	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
		ST_SIGNALS	\$111,605	\$5,371	\$0	\$0	\$0	\$0	\$0	\$116,977	\$0	\$116,977	\$0
		LOCAL_GOV	\$252,219	\$897,781	\$0	\$0	\$0	\$0	\$0	\$1,150,000	\$0	\$0	\$1,150,000
		SEC164_HSP	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_CONT_R1	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_SPOT_SFTY	\$2,671,847	\$3,156,447	\$0	\$0	\$0	\$0	\$0	\$5,828,294	\$0	\$5,828,294	\$0
		Total	\$7,481,607	\$4,982,599	\$0	\$0	\$0	\$0	\$0	\$12,464,206	\$3,263,050	\$7,932,221	\$1,268,935

S	5952		STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION										
		ST_SIGNALS	\$11,999,387	\$14,041,103	\$0	\$0	\$0	\$0	\$0	\$26,040,490	\$0	\$26,040,490	\$0
		ST_CONT_R4	\$6,566	\$8,754	\$0	\$0	\$0	\$0	\$0	\$15,321	\$0	\$15,321	\$0
		ST_CONT_R3	\$170,653	\$0	\$0	\$0	\$0	\$0	\$0	\$170,653	\$0	\$170,653	\$0
		ST_SPOT_SFTY	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		L_BETTERMENT	\$28,845	\$0	\$0	\$0	\$0	\$0	\$0	\$28,845	\$0	\$0	\$28,845
		ST_CONT_PG	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		LOCAL_GOV	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$180,000
		SEC164_HSP	\$336,600	\$0	\$0	\$0	\$0	\$0	\$0	\$336,600	\$313,812	\$22,788	\$0
		HSIP	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$110,400	\$102,926	\$7,474	\$0
		Total	\$12,982,452	\$14,049,857	\$0	\$0	\$0	\$0	\$0	\$27,032,309	\$416,738	\$26,406,726	\$208,845

S	5925		2007-2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM										
		ST_GF_OTHER	\$0	\$9,609	\$0	\$0	\$0	\$0	\$0	\$9,609	\$9,609	\$0	\$0
		ST_CORR_C EVP	\$0	\$350,068	\$0	\$0	\$0	\$0	\$0	\$350,068	\$0	\$350,068	\$0
		Total	\$0	\$359,677	\$0	\$0	\$0	\$0	\$0	\$359,677	\$9,609	\$359,677	\$0

S	5930		STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM										
		LOCAL_GOV	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
		ST_SPOT_MNT	\$105,672	\$1,962,575	\$0	\$0	\$0	\$0	\$0	\$2,068,247	\$0	\$2,068,247	\$0
		ST_CONT_R2	\$0	\$68,160	\$0	\$0	\$0	\$0	\$0	\$68,160	\$0	\$68,160	\$0
		Total	\$105,672	\$2,035,735	\$0	\$0	\$0	\$0	\$0	\$2,141,407	\$0	\$2,136,407	\$5,000

S	5962		TRANSPORTATION ENHANCEMENT PROGRAM FY 2008										
		STP_ENH_ST	\$0	\$74,280	\$0	\$0	\$0	\$0	\$0	\$74,280	\$74,280	\$0	\$0
		STP_ENH_EAC	\$0	\$537,962	\$0	\$0	\$0	\$0	\$0	\$537,962	\$537,962	\$0	\$107,592
		Total	\$0	\$612,242	\$0	\$0	\$0	\$0	\$0	\$612,242	\$612,242	\$0	\$107,592



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UDOT electronic Program Management Statewide Transportation Improvement Program



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Region	PIN	Program Description	Fund	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM											
		SR2S_PRGM	\$633,071	\$0	\$0	\$0	\$0	\$0	\$0	\$633,071	\$633,071	\$0	\$0
		TAP_URB_WFRC	\$0	\$26,221	\$0	\$0	\$0	\$0	\$0	\$26,221	\$26,221	\$1,775	\$0
		OTHER	\$8,500	\$16,882	\$0	\$0	\$0	\$0	\$0	\$25,382	\$0	\$0	\$25,382
		TAP_NU_JHC	\$25,000	\$183,000	\$0	\$0	\$0	\$0	\$0	\$208,000	\$193,918	\$14,082	\$0
		TAP_FLEX	\$358,000	\$916,655	\$0	\$0	\$0	\$0	\$0	\$1,274,655	\$1,188,361	\$27,096	\$59,198
		SR2S_INFR	\$75,000	\$41,845	\$0	\$0	\$0	\$0	\$0	\$116,845	\$116,845	\$0	\$0
		TAP_URB_MAG	\$0	\$8,740	\$0	\$0	\$0	\$0	\$0	\$8,740	\$8,740	\$592	\$0
		SR2S_OPT	\$509,944	\$0	\$0	\$0	\$0	\$0	\$0	\$509,944	\$509,944	\$0	\$0
		Total	\$1,609,515	\$1,193,343	\$0	\$0	\$0	\$0	\$0	\$2,802,858	\$2,677,100	\$43,545	\$84,580
S	6632	2011 STATEWIDE PAVEMENT PRESERVATION PROGRAM											
		ST_PVMT	\$0	\$365,763	\$0	\$0	\$0	\$0	\$0	\$365,763	\$0	\$365,763	\$0
		STP_FLX_ST	\$0	\$229,851	\$0	\$0	\$0	\$0	\$0	\$229,851	\$214,290	\$15,561	\$0
		Total	\$0	\$595,615	\$0	\$0	\$0	\$0	\$0	\$595,615	\$214,290	\$381,324	\$0
S	6432	STATEWIDE-TRANSPORTATION ENHANCEMENT PROGRAM FY 2010 & 201											
		STP_ENH_ST	\$0	\$21,403	\$0	\$0	\$0	\$0	\$0	\$21,403	\$21,403	\$0	\$4,281
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_ENH_EAC	\$0	\$23,307	\$0	\$0	\$0	\$0	\$0	\$23,307	\$23,307	\$0	\$4,661
		TAP_NU_JHC	\$0	\$86,088	\$0	\$0	\$0	\$0	\$0	\$86,088	\$86,088	\$5,828	\$0
		Total	\$0	\$130,798	\$0	\$0	\$0	\$0	\$0	\$130,798	\$130,798	\$8,828	\$8,942
S	6672	STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM											
		ST_HWY_TRNSF	\$192,203	\$1,027,564	\$0	\$0	\$0	\$0	\$0	\$1,219,767	\$0	\$1,219,767	\$0
		Total	\$192,203	\$1,027,564	\$0	\$0	\$0	\$0	\$0	\$1,219,767	\$0	\$1,219,767	\$0
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS											
		STP_BR	\$0	\$408,200	\$300,000	\$0	\$0	\$0	\$0	\$708,200	\$708,200	\$47,945	\$0
		ST_GF_BRIDGE	\$0	\$67,715	\$0	\$0	\$0	\$0	\$0	\$67,715	\$67,715	\$0	\$0
		NHPP_BR	\$0	\$513,038	\$0	\$0	\$0	\$0	\$0	\$513,038	\$513,038	\$34,733	\$0
		BR_ON/OFF	\$40,000	\$281,778	\$0	\$0	\$0	\$0	\$0	\$321,778	\$257,423	\$64,356	\$0
		BRD_F	\$0	\$51,204	\$0	\$0	\$0	\$0	\$0	\$51,204	\$51,204	\$0	\$0
		STP_BRIDGE	\$0	\$51,498	\$0	\$0	\$0	\$0	\$0	\$51,498	\$51,498	\$3,486	\$0
		ST_BRIDGE	\$0	\$3,597,586	\$2,650,000	\$0	\$0	\$0	\$0	\$6,247,586	\$0	\$6,247,586	\$0
		Total	\$40,000	\$4,971,019	\$2,950,000	\$0	\$0	\$0	\$0	\$7,961,019	\$1,649,077	\$6,465,820	\$0
S	6938	FY 2007 SCENIC BYWAYS PROGRAM AWARDS											
		L_PASS_MATCH	\$0	\$14,536	\$0	\$0	\$0	\$0	\$0	\$14,536	\$14,536	\$0	\$14,536
		BYWAYS	\$0	\$126,607	\$0	\$0	\$0	\$0	\$0	\$126,607	\$126,607	\$0	\$0
		Total	\$0	\$141,143	\$0	\$0	\$0	\$0	\$0	\$141,143	\$141,143	\$0	\$14,536



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Statewide County Programs													
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS	ST_INS-RECOV	\$0	\$882,941	\$0	\$0	\$0	\$0	\$882,941	\$0	\$882,941	\$0
		Total		\$0	\$882,941	\$0	\$0	\$0	\$0	\$882,941	\$0	\$882,941	\$0
S	7496	SCENIC BYWAYS PROGRAM AWARDS	ST_INELIGIBL	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$2,000	\$0
		BYWAYS		\$226,156	\$215,879	\$0	\$0	\$0	\$0	\$442,035	\$413,576	\$0	\$28,459
		L_PASS_MATCH		\$0	\$74,958	\$0	\$0	\$0	\$0	\$74,958	\$0	\$0	\$74,958
		Total		\$226,156	\$292,837	\$0	\$0	\$0	\$0	\$518,993	\$415,576	\$2,000	\$103,417
S	8073	STATEWIDE; FY 2012 PAVEMENT REHABILITATION PROGRAM	STP_RURAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		ST_INELIGIBL		\$0	\$588	\$0	\$0	\$0	\$0	\$588	\$588	\$588	\$0
		STP_FLX_ST		\$599,843	\$32,896	\$0	\$0	\$0	\$0	\$632,739	\$589,903	\$42,836	\$0
		STP_SU_JHC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		IM		\$930,001	\$46,734	\$0	\$0	\$0	\$0	\$976,734	\$919,888	\$56,846	\$0
		NHPP_IM		\$85,000	\$5,636	\$0	\$0	\$0	\$0	\$90,636	\$85,361	\$5,275	\$0
		Total		\$2,614,844	\$85,854	\$0	\$0	\$0	\$0	\$2,700,698	\$2,528,040	\$173,245	\$0
S	8074	STATEWIDE; FY 2012 & 2013 PAVEMENT REHABILITATION PROGRAM	NHPP_NHS	\$8,300	\$36,100	\$0	\$0	\$0	\$0	\$44,400	\$41,394	\$3,006	\$0
		IM		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		STP_FLX_ST		\$0	\$361,047	\$0	\$0	\$0	\$0	\$361,047	\$336,604	\$24,443	\$0
		STP_ENH_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$8,300	\$397,147	\$0	\$0	\$0	\$0	\$405,447	\$377,999	\$27,449	\$0
S	8071	STATEWIDE; FY 2012 PAVEMENT PRESERVATION PROGRAM	STP_FLX_ST	\$0	\$7,502	\$0	\$0	\$0	\$0	\$7,502	\$6,994	\$508	\$0
		Total		\$0	\$7,502	\$0	\$0	\$0	\$0	\$7,502	\$6,994	\$508	\$0
S	8072	STATEWIDE; FY 2013 PAVEMENT PRESERVATION PROGRAM	IM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_INELIGIBL		\$0	\$305	\$0	\$0	\$0	\$0	\$305	\$305	\$305	\$0
		ST_PVMT		\$0	\$69,413	\$0	\$0	\$0	\$0	\$69,413	\$0	\$69,413	\$0
		ST_CONT_R3		\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		NHPP_NHS		\$250,000	\$216,814	\$0	\$0	\$0	\$0	\$466,814	\$435,211	\$31,603	\$0
		STP_FLX_ST		\$0	\$136,085	\$0	\$0	\$0	\$0	\$136,085	\$126,872	\$9,213	\$0
		NHPP_IM		\$0	\$90,288	\$0	\$0	\$0	\$0	\$90,288	\$85,034	\$5,255	\$0
		HSIP		\$1,721,365	\$0	\$0	\$0	\$0	\$0	\$1,721,365	\$1,604,829	\$116,536	\$0
		Total		\$1,976,365	\$512,905	\$0	\$0	\$0	\$0	\$2,489,270	\$2,252,249	\$237,325	\$0

epm345_stip_report (Rev 1066)

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

Region	PIN	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
Statewide County Programs												
S	8528	FY2011 BRIDGE PREVENTIVE MAINTENANCE PROGRAM	\$0	\$355,658	\$0	\$0	\$0	\$0	\$355,658	\$0	\$355,658	\$0
		Total	\$0	\$355,658	\$0	\$0	\$0	\$0	\$355,658	\$0	\$355,658	\$0
S	8549	FY 2012 & 2013 ENHANCEMENT PROGRAM										
		STP_ENH_ST	\$2,300,770	\$183,958	\$0	\$0	\$0	\$0	\$2,484,728	\$1,987,782	\$464,743	\$32,203
		ST_LIGHTING	\$48,303	\$26,697	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		TAP_URB_WFRC	\$536,308	\$0	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$36,308	\$0
		OTHER	\$98,766	\$1,234	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		EM_2012_PLHD	\$1,525,000	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$1,525,000	\$0	\$0
		LOCAL_GOV	\$152,883	\$617,538	\$0	\$0	\$0	\$0	\$770,421	\$0	\$0	\$770,421
		L_BETTERMENT	\$229,605	\$150,000	\$0	\$0	\$0	\$0	\$379,605	\$0	\$0	\$379,605
		STP_ENH_EAC	\$579,567	\$111,625	\$0	\$0	\$0	\$0	\$691,192	\$552,954	\$0	\$138,238
		STP_TAP_ST	\$315,117	\$0	\$0	\$0	\$0	\$0	\$315,117	\$315,117	\$0	\$0
		ST_CONT_PG	\$22,883	\$0	\$0	\$0	\$0	\$0	\$22,883	\$0	\$22,883	\$0
		NHS	\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000	\$251,721	\$18,279	\$0
		ST_CONST	\$0	\$6,184	\$0	\$0	\$0	\$0	\$6,184	\$6,184	\$0	\$0
		ENH_EAC_100%	\$516,000	\$14,496	\$0	\$0	\$0	\$0	\$530,496	\$530,496	\$0	\$0
		NHPP_NHS	\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000	\$5,594	\$406	\$0
		ST_CONT_R2	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		BYWAYS	\$1,204,591	\$1	\$0	\$0	\$0	\$0	\$1,204,592	\$963,674	\$0	\$240,918
		LOCAL_INKIND	\$0	\$98,554	\$0	\$0	\$0	\$0	\$98,554	\$98,554	\$0	\$98,554
		TAP_SU_JHC	\$0	\$53,189	\$0	\$0	\$0	\$0	\$53,189	\$53,189	\$0	\$0
		Total	\$7,799,792	\$1,319,477	\$0	\$0	\$0	\$0	\$9,119,269	\$6,790,265	\$673,803	\$1,759,939
S	8922	PUBLIC RELATIONS PROGRAM										
		ST_CONT_R2	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_PR	\$0	\$3,180,000	\$0	\$0	\$0	\$0	\$3,180,000	\$0	\$3,180,000	\$0
		ST_CONT_R1	\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_CONT_R4	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_KW_KW_C	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_CONT_R3	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		Total	\$0	\$4,025,000	\$0	\$0	\$0	\$0	\$4,025,000	\$0	\$4,025,000	\$0



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DRAFT for Release to FHWA/FTA for Review

UDOT electronic Program Management Statewide Transportation Improvement Program



epm345_stip_report (Rev 1066)

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

Region	PIN	Fund	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
S		ST_CONCEPT_D4		\$13,360	\$0	\$0	\$0	\$0	\$0	\$13,360	\$0	\$13,360	\$0
		HSIP		\$1,422,988	\$2,000,000	\$0	\$0	\$0	\$0	\$3,422,988	\$3,326,652	\$231,736	\$0
		NHPP_NHS		\$620,000	\$4,800,000	\$0	\$0	\$0	\$0	\$5,420,000	\$5,378,026	\$366,934	\$0
		STP_FLX_ST		\$15,882,680	\$28,682,700	\$0	\$0	\$0	\$0	\$44,565,380	\$43,490,123	\$3,017,076	\$0
		STP_RURAL		\$0	\$918,074	\$0	\$0	\$0	\$0	\$918,074	\$918,074	\$62,154	\$0
		ST_PVMT		\$0	\$4,200,000	\$0	\$0	\$0	\$0	\$4,200,000	\$4,200,000	\$4,200,000	\$0
		ST_CONCEPT_D3		\$29,564	\$0	\$0	\$0	\$0	\$0	\$29,564	\$0	\$29,564	\$0
		ST_SPOT_SFTY		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0
		NHPP_IM		\$10,165,139	\$20,063,330	\$0	\$0	\$0	\$0	\$30,228,469	\$29,636,858	\$1,759,297	\$0
		Total		\$28,133,731	\$60,764,105	\$0	\$0	\$0	\$0	\$88,897,836	\$87,049,733	\$9,780,121	\$0

epm345_stip_report (Rev 1066)

DRAFT for Release to FHWA/FTA for Review

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

Region	PIN	Program Description	Prior	2017	2018	2019	2020	CD	Total	Fed Aid	State	Other
Various County Programs												
1	5599	Region One Contingency Funds										
		ST_CONT_R2	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_TIF_SB229	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_PVMT	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		LOCAL_GOV	\$75,716	\$299,284	\$0	\$0	\$0	\$0	\$375,000	\$0	\$0	\$375,000
		ST_CONT_R1	\$70,683	\$3,607,743	\$0	\$0	\$0	\$0	\$3,678,425	\$0	\$3,678,425	\$0
		Total	\$171,399	\$4,307,026	\$0	\$0	\$0	\$0	\$4,478,425	\$0	\$4,103,425	\$375,000
2	5589	Region Two Contingency Funds										
		LOCAL_GOV	\$37,579	\$0	\$0	\$0	\$0	\$0	\$37,579	\$0	\$0	\$37,579
		ST_CONT_R2	\$723,378	\$2,023,529	\$0	\$0	\$0	\$0	\$2,746,907	\$0	\$2,746,907	\$0
		ST_SPOT_MNT	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total	\$766,957	\$2,023,529	\$0	\$0	\$0	\$0	\$2,790,486	\$0	\$2,745,421	\$37,579
3	5597	Region Three Contingency Funds										
		ST_BARRIER	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		STP_URB_P/O	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		ST_SIGNALS	\$10,000	\$188,000	\$0	\$0	\$0	\$0	\$198,000	\$0	\$198,000	\$0
		ST_CONST	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$160,000	\$0
		ST_CONT_R3	\$1,558,444	\$1,667,843	\$0	\$0	\$0	\$0	\$3,226,288	\$0	\$3,226,288	\$0
		Total	\$1,798,444	\$1,855,843	\$0	\$0	\$0	\$0	\$3,654,288	\$46,615	\$3,607,673	\$0
4	5591	Region Four Contingency Funds										
		LOCAL_GOV	\$48,551	-\$1,049	\$0	\$0	\$0	\$0	\$47,502	\$0	\$0	\$47,502
		ST_PVMT	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_ATMS	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_CONT_R4	\$204,473	\$3,585,829	\$0	\$0	\$0	\$0	\$3,790,302	\$0	\$3,790,302	\$0
		Total	\$253,023	\$3,729,780	\$0	\$0	\$0	\$0	\$3,982,804	\$0	\$3,935,302	\$47,502
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS										
		NHPP_IM	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0
		STP_RURAL	\$0	\$1,858,977	\$0	\$0	\$0	\$0	\$1,858,977	\$1,858,977	\$0	\$125,853
		NHPP_NHS	\$0	\$3,350,000	\$0	\$0	\$0	\$0	\$3,350,000	\$3,350,000	\$0	\$0
		STP_FLX_ST	\$0	\$1,130,887	\$0	\$0	\$0	\$0	\$1,130,887	\$1,130,887	-\$112,260	\$0
		ST_CLS_ADJ	\$0	\$100,050	\$0	\$0	\$0	\$0	\$100,050	\$100,050	\$100,050	\$0
		ST_PVMT	\$0	\$215,000	\$0	\$0	\$0	\$0	\$215,000	\$215,000	\$215,000	\$0
		STP_BR	\$0	\$641,800	\$0	\$0	\$0	\$0	\$641,800	\$641,800	\$0	\$43,450
		ER_2010	\$0	\$513,580	\$0	\$0	\$0	\$0	\$513,580	\$513,580	\$0	\$0
		ST_CONT_PG	\$350,000	\$778,050	\$0	\$0	\$0	\$0	\$1,128,050	\$0	\$1,128,050	\$0
		ST_EXCHANGE	\$0	\$153,000	\$0	\$0	\$0	\$0	\$153,000	\$153,000	\$153,000	\$0
		Total	\$350,000	\$10,741,344	\$0	\$0	\$0	\$0	\$11,091,344	\$9,963,295	\$1,483,840	\$169,303

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Report Run on: Aug 09, 2016, 02:14 P.M.

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TRANSIT:

Fund CMAQ_PM2.5

Program Description BICYCLE SAFETY

	2017	2018	2019	2020	CD	Total
T- 011704 BICYCLE SHELTERS FOR CITIES IN THE CMPO AND TRANSIT DISTRICT ARE CACHE	Federal Aid \$40,223 Match \$37,500 \$2,723	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$40,223 \$37,500 \$2,723

Fund CMAQ_WFRC

Program Description AIR QUALITY - FTA FUND TRANSFER

T- 004962 VAN LEASE IN WEBER COUNTY* WFRC WEBER PROJECT	Federal Aid \$127,427 Match \$118,800 \$8,627	\$127,427 \$118,800 \$8,627	\$127,427 \$118,800 \$8,627	\$127,427 \$118,800 \$8,627	\$580,929 \$541,600 \$39,329	\$1,090,637 \$1,016,801 \$73,836
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T- 004968 ITS/APTS DEPLOYMENT IN WEBER COUNTY*

WFRC WEBER PROJECT

	Federal Aid \$0 Match \$0	\$461,761 \$430,500 \$31,261	\$461,761 \$430,500 \$31,261	\$0 \$0 \$0	\$0 \$0 \$0	\$923,522 \$861,000 \$62,522
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Program Description SALT LAKE URBANIZED AREA

T- 010636 CENTRAL GARAGE CONSTRUCTION, INCLUDE CNG FUELING FACILITY - 201

WFRC UTA PROJECT

	Federal Aid \$0 Match \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$1,018,985 \$950,000 \$68,985	\$1,018,985 \$950,000 \$68,985
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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

epm345_stip_report (Rev 1066)

TRANSIT:

Fund FTASEC_5307

Program Description LOGAN URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 004289 REPLACEMENT PARA TRANSIT BUSES- (CVTD) CACHE	Federal Aid Match \$0	\$0	\$265,000	\$270,000	\$188,000	\$723,000
	\$0	\$0	\$212,000	\$216,000	\$150,400	\$578,400
	\$0	\$0	\$53,000	\$54,000	\$37,600	\$144,600

Program Description PREVENTATIVE MAINTENANCE - TRANSIT (CVTD)

T- 004291 PREVENTATIVE MAINTENANCE - TRANSIT (CVTD) CACHE	Federal Aid Match \$850,000	\$850,000	\$875,000	\$875,000	\$1,750,000	\$5,200,000
	\$680,000	\$680,000	\$700,000	\$700,000	\$1,400,000	\$4,160,000
	\$170,000	\$170,000	\$175,000	\$175,000	\$350,000	\$1,040,000

Program Description REPLACE SUPPORT VEHICLES & EQUIPMENT - (CVTD)

T- 004294 REPLACE SUPPORT VEHICLES & EQUIPMENT - (CVTD) CACHE	Federal Aid Match \$0	\$0	\$0	\$50,000	\$0	\$50,000
	\$0	\$0	\$0	\$40,000	\$0	\$40,000
	\$0	\$0	\$0	\$10,000	\$0	\$10,000

Program Description SECURITY CONTRACTS & EQUIPMENT- (CVTD)

T- 004295 SECURITY CONTRACTS & EQUIPMENT- (CVTD) CACHE	Federal Aid Match \$12,500	\$12,500	\$12,500	\$12,500	\$25,000	\$75,000
	\$10,000	\$10,000	\$10,000	\$10,000	\$20,000	\$60,000
	\$2,500	\$2,500	\$2,500	\$2,500	\$5,000	\$15,000

Program Description FACILITY REPAIRS / IMPROVEMENTS

T- 006166 FACILITY REPAIRS / IMPROVEMENTS CACHE	Federal Aid Match \$20,000	\$0	\$0	\$0	\$0	\$20,000
	\$16,000	\$0	\$0	\$0	\$0	\$16,000
	\$4,000	\$0	\$0	\$0	\$0	\$4,000

Program Description OGDEN/LAYTON URBANIZED AREA

T- 004298 LOCALLY FUNDED TRANSIT ENHANCEMENTS, STATEION AMENITIES, SIGN

WFRC UTA PROJECT

T- 004298 LOCALLY FUNDED TRANSIT ENHANCEMENTS, STATEION AMENITIES, SIGN WFRC UTA PROJECT	Federal Aid Match \$159,738	\$159,738	\$166,550	\$170,081	\$348,700	\$1,008,162
	\$127,790	\$130,474	\$133,240	\$136,065	\$278,960	\$806,530
	\$31,948	\$32,619	\$33,310	\$34,016	\$69,740	\$201,632

T- 004309 UTA SECURITY EQUIPMENT - O/L AREA - 2017

WFRC UTA PROJECT

T- 004309 UTA SECURITY EQUIPMENT - O/L AREA - 2017 WFRC UTA PROJECT	Federal Aid Match \$159,738	\$163,093	\$166,550	\$170,081	\$348,700	\$1,008,162
	\$127,790	\$130,474	\$133,240	\$136,065	\$278,960	\$806,530
	\$31,948	\$32,619	\$33,310	\$34,016	\$69,740	\$201,632

T- 004318 UTA TRANSIT PLANNING - O/L AREA - 2017

WFRC UTA PROJECT

T- 004318 UTA TRANSIT PLANNING - O/L AREA - 2017 WFRC UTA PROJECT	Federal Aid Match \$173,094	\$176,729	\$180,476	\$184,302	\$377,856	\$1,092,457
	\$138,475	\$141,383	\$144,381	\$147,442	\$302,285	\$873,966
	\$34,619	\$35,346	\$36,095	\$36,860	\$75,571	\$218,491

T- 004331 UTA PREVENTIVE MAINTENANCE OF BUSES AND FACILITIES - O/L AREA - 2

WFRC UTA PROJECT

T- 004331 UTA PREVENTIVE MAINTENANCE OF BUSES AND FACILITIES - O/L AREA - 2 WFRC UTA PROJECT	Federal Aid Match \$12,446,211	\$12,707,582	\$12,976,983	\$13,252,095	\$27,169,445	\$78,552,316
	\$9,956,969	\$10,166,066	\$10,381,586	\$10,601,676	\$21,735,556	\$62,841,853
	\$2,489,242	\$2,541,516	\$2,595,397	\$2,650,419	\$5,433,889	\$15,710,463

T- 007153 UTA ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICES - O/L ARI

WFRC UTA PROJECT

T- 007153 UTA ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICES - O/L ARI WFRC UTA PROJECT	Federal Aid Match \$3,194,761	\$3,261,851	\$3,331,002	\$3,401,619	\$6,374,000	\$20,163,233
	\$2,555,809	\$2,609,481	\$2,664,802	\$2,721,295	\$5,579,200	\$16,130,586
	\$638,952	\$652,370	\$666,200	\$680,324	\$1,394,800	\$4,032,647

Program Description PROVO/OREM URBANIZED AREA

T- 004357 UTA SECURITY EQUIPMENT (MAG)

UTA MAG PROJECT

T- 004357 UTA SECURITY EQUIPMENT (MAG) UTA MAG PROJECT	Federal Aid Match \$107,369	\$109,624	\$111,948	\$114,321	\$234,382	\$677,644
	\$85,895	\$87,699	\$89,558	\$91,457	\$187,506	\$542,115
	\$21,474	\$21,925	\$22,390	\$22,864	\$46,876	\$135,529

T- 004359 UTA LOCALLY FUNDED TRANSIT ENHANCEMENT (MAG)

UTA MAG PROJECT

T- 004359 UTA LOCALLY FUNDED TRANSIT ENHANCEMENT (MAG) UTA MAG PROJECT	Federal Aid Match \$107,369	\$109,624	\$111,948	\$114,321	\$234,382	\$677,644
	\$85,895	\$87,699	\$89,558	\$91,457	\$187,506	\$542,115
	\$21,474	\$21,925	\$22,390	\$22,864	\$46,876	\$135,529

TRANSIT:

Fund FTASEC_5307

Program Description PROVO/OREM URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 006236 UTA - PREVENTIVE MAINTENANCE OF BUSES, RAIL VEHICLES & FACILITIES UTA MAG PROJECT	Federal Aid Match \$8,365,819 \$6,692,655 \$1,673,164	\$8,541,501 \$6,833,201 \$1,708,300	\$8,722,581 \$6,978,065 \$1,744,516	\$8,907,499 \$7,125,999 \$1,781,500	\$18,262,155 \$14,609,724 \$3,652,431	\$52,799,555 \$42,239,644 \$10,559,911

T- 007160 UTA ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE (MAG) UTA MAG PROJECT	Federal Aid Match \$2,147,384 \$1,717,907 \$429,477	\$2,192,479 \$1,753,983 \$438,496	\$2,238,959 \$1,791,167 \$447,792	\$2,286,425 \$1,829,140 \$457,285	\$4,687,629 \$3,750,103 \$937,526	\$13,552,876 \$10,842,301 \$2,710,575
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T- 008716 UTA PLANNING (MAG) UTA MAG PROJECT	Federal Aid Match \$116,347 \$93,078 \$23,269	\$118,790 \$95,032 \$23,758	\$121,308 \$97,046 \$24,262	\$123,880 \$99,104 \$24,776	\$253,978 \$203,182 \$50,796	\$734,303 \$587,442 \$146,861
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Program Description SALT LAKE URBANIZED AREA

T- 004278 LOCALLY FUNDED TRANSIT ENHANCEMENTS, SIGNAGE, BIKE RACKS, TRA UTA WFRS PROJECT	Federal Aid Match \$321,203 \$256,962 \$64,241	\$327,948 \$262,358 \$65,590	\$334,901 \$267,921 \$66,980	\$342,001 \$273,601 \$68,400	\$701,170 \$560,936 \$140,234	\$2,027,223 \$1,621,778 \$405,445
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T- 004317 UTA PREVENT MAINT OF BUSES, LIGHT RAIL VEHICLES, AND FACILITIES SI WFRS UTA PROJECT	Federal Aid Match \$25,026,984 \$20,021,587 \$5,005,397	\$25,552,551 \$2,042,041 \$510,510	\$26,094,265 \$20,875,412 \$5,218,853	\$26,647,464 \$21,317,971 \$5,329,493	\$54,632,630 \$43,706,104 \$10,926,526	\$134,953,894 \$107,963,115 \$26,990,779
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Program Description SALT LAKE/ WEST VALLEY AREA - 2017

T- 004319 UTA SECURITY EQUIPMENT - SALT LAKE/ WEST VALLEY AREA - 2017 WFRS UTA PROJECT	Federal Aid Match \$321,203 \$256,962 \$64,241	\$327,948 \$262,358 \$65,590	\$334,901 \$267,921 \$66,980	\$342,001 \$273,601 \$68,400	\$701,170 \$560,936 \$140,234	\$2,027,223 \$1,621,778 \$405,445
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Program Description SALT LAKE/ WEST VALLEY AREA - 2017

T- 004332 UTA TRANSIT PLANNING - SALT LAKE/ WEST VALLEY AREA - 2017 WFRS UTA PROJECT	Federal Aid Match \$348,059 \$278,447 \$69,612	\$355,369 \$284,295 \$71,074	\$362,903 \$290,322 \$72,581	\$370,596 \$296,477 \$74,119	\$759,796 \$607,837 \$151,959	\$2,196,723 \$1,757,378 \$439,345
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Program Description ST. GEORGE URBANIZED AREA

T- 007152 UTA ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE - SL/ WV A WFRS UTA PROJECT	Federal Aid Match \$6,424,062 \$5,139,250 \$1,284,812	\$6,558,967 \$5,247,174 \$1,311,793	\$6,698,017 \$5,358,414 \$1,339,603	\$6,840,015 \$5,472,012 \$1,368,003	\$14,023,399 \$11,218,719 \$2,804,680	\$40,544,460 \$32,435,568 \$8,108,892
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Program Description ST. GEORGE URBANIZED AREA

T- 004343 ENHANCEMENT / PREVENTATIVE MAINTENANCE (DIXIE MPO)* DIXIE MPO PROJECTS	Federal Aid Match \$240,000 \$192,000 \$48,000	\$260,000 \$208,000 \$52,000	\$280,000 \$224,000 \$56,000	\$300,000 \$240,000 \$60,000	\$300,000 \$240,000 \$60,000	\$1,380,000 \$1,104,000 \$276,000
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Program Description REPLACEMENT BUSES (DIXIE MPO)*

T- 007166 REPLACEMENT BUSES (DIXIE MPO)* DIXIE MPO PROJECTS	Federal Aid Match \$410,000 \$328,000 \$82,000	\$426,000 \$340,800 \$85,200	\$443,456 \$354,765 \$88,691	\$461,194 \$368,955 \$92,239	\$479,642 \$383,714 \$95,928	\$2,220,292 \$1,776,234 \$444,058
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Program Description TRANSIT - NEW SERVICE

T- 006989 TRANSIT PLANNING; SHORT RANGE TRANSIT PLAN- (CVTD) CACHE	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$250,000 \$200,000 \$50,000	\$250,000 \$200,000 \$50,000
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Program Description EXPANSION BUSES - (DIXIE DMPO)*

T- 006990 EXPANSION BUSES - (DIXIE DMPO)* DIXIE MPO PROJECTS	Federal Aid Match \$820,000 \$656,000 \$164,000	\$852,000 \$681,600 \$170,400	\$886,912 \$709,530 \$177,382	\$922,388 \$737,910 \$184,478	\$959,284 \$767,427 \$191,857	\$4,440,584 \$3,552,467 \$888,117
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STIP 2017-2022

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TRANSIT:

Fund FTASEC_5309

Program Description	2017	2018	2019	2020	CD	Total
Program Description NON URBANIZED AREA						
T- 009422 2 - 35' ELECTRIC BUSES (PARK CITY) PARK CITY	\$0 Federal Aid Match	\$0 \$0 \$0	\$1,120,000 \$896,000 \$224,000	\$0 \$0 \$0	\$0 \$0 \$0	\$1,120,000 \$896,000 \$224,000
Program Description PROVO/OREM URBANIZED AREA						
T- 007804 UTA - PROVO/OREM BUS RAPID TRANSIT - CAPITAL INVESTMENT PROGRA UTA MAG PROJECT	\$88,682,889 Federal Aid Match	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$88,682,889 \$70,946,311 \$17,736,578
Program Description SALT LAKE OGDEN URBANIZED AREA						
T- 004335 UTA ITS / APTS DEPLOYMENT - BUS - 2016 WFRM UTA PROJECT	\$0 Federal Aid Match	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$5,000,000 \$4,000,000 \$1,000,000	\$5,000,000 \$4,000,000 \$1,000,000
Program Description SALT LAKE/OGDEN/LAYTON URBANIZED AREA						
T- 004338 UTA PARK AND RIDE LOT PROPERTY ACQUISITION, DESIGN AND CONSTRU WFRM UTA PROJECT	\$0 Federal Aid Match	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$5,800,000 \$4,640,000 \$1,160,000	\$5,800,000 \$4,640,000 \$1,160,000
Program Description TRANSIT - NEW SERVICE						
T- 009423 PCMR TRANSIT CENTER (PARK CITY) PARK CITY	\$4,000,000 Federal Aid Match	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$4,000,000 \$3,200,000 \$800,000

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

epm345_stip_report (Rev 1066)

TRANSIT:

Fund FTASEC_5310

Program Description OGDEN/LAYTON URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 007028 SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES 5310 OT						
UTA WFRC PROJECT						
	Federal Aid	\$65,040	\$66,341	\$67,668	\$139,422	\$394,582
	Match	\$52,032	\$53,073	\$54,134	\$111,538	\$315,666
		\$13,008	\$13,268	\$13,534	\$27,884	\$78,916

Program Description SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES 5310 CA

UTA WFRC PROJECT						
	Federal Aid	\$310,870	\$317,088	\$323,429	\$666,393	\$1,885,975
	Match	\$248,696	\$253,670	\$258,743	\$533,114	\$1,508,780
		\$62,174	\$63,418	\$64,686	\$133,279	\$377,195

Program Description SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES ADMINIS

UTA WFRC PROJECT						
	Federal Aid	\$46,226	\$47,151	\$48,094	\$99,092	\$280,443
	Match	\$36,981	\$37,721	\$38,475	\$79,274	\$224,354
		\$9,245	\$9,430	\$9,619	\$19,818	\$56,089

Program Description SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES OPERAT

WFRC UTA PROJECT						
	Federal Aid	\$40,128	\$40,930	\$41,749	\$86,019	\$243,445
	Match	\$32,102	\$32,744	\$33,399	\$68,815	\$194,756
		\$8,026	\$8,186	\$8,350	\$17,204	\$48,689

Program Description PROVO/OREM URBANIZED AREA

T- 004354 UTA PROVO/OREM 5310 OPERATIONS (MAG)						
UTA MAG PROJECT						
	Federal Aid	\$6,935	\$7,074	\$7,215	\$15,012	\$46,699
	Match	\$5,548	\$5,659	\$5,772	\$12,010	\$37,359
		\$1,387	\$1,415	\$1,443	\$3,002	\$9,340

Program Description UTA PROVO/OREM 5310 ADMINISTRATION (MAG)

UTA MAG PROJECT						
	Federal Aid	\$30,866	\$31,483	\$32,113	\$33,410	\$174,438
	Match	\$24,693	\$25,186	\$25,690	\$26,728	\$139,550
		\$6,173	\$6,297	\$6,423	\$6,682	\$34,888

Program Description UTA PROVO/OREM TRADITIONAL 5310 CAPITAL (MAG)

UTA MAG PROJECT						
	Federal Aid	\$350,693	\$237,099	\$241,841	\$498,289	\$1,560,372
	Match	\$280,554	\$189,679	\$193,473	\$398,631	\$1,248,298
		\$70,139	\$47,420	\$48,368	\$99,658	\$312,074

Program Description SALT LAKE URBANIZED AREA

T- 006232 SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES 5310 CA						
UTA WFRC PROJECT						
	Federal Aid	\$484,473	\$494,161	\$504,045	\$1,038,535	\$3,310,077
	Match	\$387,578	\$395,329	\$403,236	\$830,828	\$2,648,062
		\$96,895	\$98,832	\$100,809	\$207,707	\$662,015

Program Description SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES OPERAT

UTA WFRC PROJECT						
	Federal Aid	\$156,431	\$159,560	\$162,751	\$335,332	\$1,068,790
	Match	\$125,145	\$127,648	\$130,201	\$268,266	\$855,032
		\$31,286	\$31,912	\$32,550	\$67,066	\$213,758

Program Description SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES ADMINIS

UTA WFRC PROJECT						
	Federal Aid	\$83,164	\$84,828	\$86,524	\$178,274	\$568,205
	Match	\$66,531	\$67,862	\$69,219	\$142,619	\$454,564
		\$16,633	\$16,966	\$17,305	\$35,655	\$113,641

Program Description SALT LAKE/OGDEN/LAYTON URBANIZED AREA

T- 007027 SPECIAL NEEDS FOR SENIORS & INDIVIDUALS WITH DISABILITIES 5310 OT						
UTA WFRC PROJECT						
	Federal Aid	\$107,614	\$109,766	\$111,963	\$230,686	\$735,257
	Match	\$86,091	\$87,813	\$89,570	\$184,549	\$588,206
		\$21,523	\$21,953	\$22,393	\$46,137	\$147,051

Program Description TRANSIT - GREEN/ ENERGY REDUCTION GRANT

T- 006239 UTA PROVO/OREM OTHER 5310 CAPITAL (MAG)						
UTA MAG PROJECT						
	Federal Aid	\$38,398	\$39,165	\$39,949	\$82,311	\$257,752
	Match	\$30,718	\$31,332	\$31,959	\$65,849	\$206,202
		\$7,680	\$7,833	\$7,990	\$16,462	\$51,550

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STIP 2017-2022

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TRANSIT:

Fund FTASEC_5320

Program Description TRANSIT - NEW SERVICE

		2017	2018	2019	2020	CD	Total
T- 006980	6 BUSES FOR & IMPROVEMENTS/REPAIRS TO CANYON PARK N RIDE LOT	\$2,661,040	\$0	\$0	\$0	\$0	\$2,661,040
	WFRC UTA PROJECT	\$2,128,832	\$0	\$0	\$0	\$0	\$2,128,832
		\$532,208	\$0	\$0	\$0	\$0	\$532,208

Fund FTASEC_5337

Program Description SALT LAKE/OGDEN/LAYTON URBANIZED AREA

T- 006176	UTA HIGH INTENSITY FIXED GUIDEWAY & MOTOR BUS STATE OF GOOD RE	\$16,359,080	\$16,642,092	\$21,657,804	\$26,742,629	\$59,523,125	\$140,924,730
	UTA WFRC PROJECT	\$13,087,264	\$13,313,674	\$17,326,243	\$21,394,103	\$47,618,500	\$112,739,784
		\$3,271,816	\$3,328,418	\$4,331,561	\$5,348,526	\$11,904,625	\$28,184,946

T- 010587 STATE OF GOOD REPAIR PROGRAM - HIGH INTENSITY FIXED GUIDEWAY

	WFRC UTA PROJECT	\$9,927,670	\$10,440,014	\$24,345,165	\$24,685,998	\$57,914,863	\$127,313,709
		\$7,942,136	\$8,352,011	\$19,476,132	\$19,748,798	\$46,331,890	\$101,850,967
		\$1,985,534	\$2,088,003	\$4,869,033	\$4,937,200	\$11,582,973	\$25,462,742

STIP 2017-2022

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epm345_stip_report (Rev 1066)

TRANSIT:

Fund FTASEC_5339

Program Description LOGAN URBANIZED AREA

T- 004293 REPLACEMENT FIXED ROUTE BUSES - (CVTD)

CACHE

2017 2018 2019 2020 CD Total

Federal Aid	\$850,000	\$0	\$1,305,000	\$0	\$4,725,000	\$6,880,000
Match	\$680,000	\$0	\$1,044,000	\$0	\$3,780,000	\$5,504,000
	\$170,000	\$0	\$261,000	\$0	\$945,000	\$1,376,000

T- 004297 FACILITY EXPANSION - (CVTD)*

CACHE

Federal Aid	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
Match	\$0	\$0	\$800,000	\$800,000	\$800,000	\$2,400,000
	\$0	\$0	\$200,000	\$200,000	\$200,000	\$600,000

T- 006223 SCHEDULING SOFTWARE - (CVTD)

CACHE

Federal Aid	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Match	\$80,000	\$0	\$0	\$0	\$0	\$80,000
	\$20,000	\$0	\$0	\$0	\$0	\$20,000

Program Description NON URBANIZED AREA

T- 004305 PARK AND RIDE FACILITIES (PARK CITY)

PARK CITY

Federal Aid	\$2,500,000	\$2,500,000	\$2,400,000	\$0	\$0	\$7,400,000
Match	\$2,000,000	\$2,000,000	\$1,920,000	\$0	\$0	\$5,920,000
	\$500,000	\$500,000	\$480,000	\$0	\$0	\$1,480,000

Program Description SALT LAKE URBANIZED AREA

T- 007617 SLC DOWNTOWN STREETCAR ALTERNATIVES ANALYSIS

WFRC UTA PROJECT

Federal Aid	\$587,500	\$0	\$0	\$0	\$0	\$587,500
Match	\$470,000	\$0	\$0	\$0	\$0	\$470,000
	\$117,500	\$0	\$0	\$0	\$0	\$117,500

Program Description ST. GEORGE URBANIZED AREA

T- 004345 BUS FACILITIES (DIXIE MPO)*

DIXIE MPO PROJECTS

Federal Aid	\$200,000	\$2,200,000	\$200,000	\$200,000	\$200,000	\$3,000,000
Match	\$160,000	\$1,760,000	\$160,000	\$160,000	\$160,000	\$2,400,000
	\$40,000	\$440,000	\$40,000	\$40,000	\$40,000	\$600,000

T- 004346 REPLACEMENT BUSES - (DIXIE MPO)*

DIXIE MPO PROJECTS

Federal Aid	\$410,000	\$0	\$443,456	\$461,194	\$478,642	\$1,793,292
Match	\$328,000	\$0	\$354,765	\$368,955	\$382,914	\$1,434,634
	\$82,000	\$0	\$88,691	\$92,239	\$95,728	\$358,658

T- 007767 EXPANSION BUSES (DIXIE MPO)*

DIXIE MPO PROJECTS

Federal Aid	\$820,000	\$0	\$886,912	\$922,388	\$959,284	\$3,588,584
Match	\$656,000	\$0	\$709,530	\$737,910	\$767,427	\$2,870,867
	\$164,000	\$0	\$177,382	\$184,478	\$191,857	\$717,717

Program Description TRANSIT - NEW SERVICE

T- 006170 PURCHASE 5 CLEAN FUEL BUSES & RELATED EQUIP - 1 BUSES/YR (MAG)

UTA MAG PROJECT

Federal Aid	\$0	\$6,783,875	\$0	\$0	\$0	\$6,783,875
Match	\$0	\$5,427,100	\$0	\$0	\$0	\$5,427,100
	\$0	\$1,356,775	\$0	\$0	\$0	\$1,356,775

Program Description TRANSIT - RURAL

T- 012418 5 - SUPPORT VEHICLES (PARK CITY)

PARK CITY

Federal Aid	\$283,313	\$0	\$0	\$0	\$0	\$283,313
Match	\$226,650	\$0	\$0	\$0	\$0	\$226,650
	\$56,663	\$0	\$0	\$0	\$0	\$56,663



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TRANSIT:

Fund FTA_5307_50%

Program Description LOGAN URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 004290 OPERATING ASSISTANCE - (CVTD)	\$2,000,000	\$2,400,000	\$2,400,000	\$2,600,000	\$5,400,000	\$14,800,000
CACHE	\$1,000,000	\$1,200,000	\$1,200,000	\$1,300,000	\$2,700,000	\$7,400,000
Federal Aid	\$1,000,000	\$1,200,000	\$1,200,000	\$1,300,000	\$2,700,000	\$7,400,000
Match	\$0	\$0	\$0	\$0	\$0	\$0

T- 006222 MAINTAIN SECURITY CONTRACT - (CVTD)	\$48,000	\$48,000	\$48,000	\$48,000	\$96,000	\$288,000
CACHE	\$24,000	\$24,000	\$24,000	\$24,000	\$48,000	\$144,000
Federal Aid	\$24,000	\$24,000	\$24,000	\$24,000	\$48,000	\$144,000
Match	\$24,000	\$24,000	\$24,000	\$24,000	\$48,000	\$144,000

Program Description ST. GEORGE URBANIZED AREA

T- 004344 OPERATING ASSISTANCE (DIXIE MPO)*	\$1,160,000	\$1,200,000	\$1,240,000	\$1,280,000	\$1,280,000	\$6,160,000
DIXIE MPO PROJECTS	\$580,000	\$600,000	\$620,000	\$640,000	\$640,000	\$3,080,000
Federal Aid	\$580,000	\$600,000	\$620,000	\$640,000	\$640,000	\$3,080,000
Match	\$580,000	\$600,000	\$620,000	\$640,000	\$640,000	\$3,080,000

Fund FTA_5310_50

Program Description RURAL PUBLIC TRANSIT PROGRAM

T- 010404 CACHE EMPLOYMENT TRAINING CNTR: OPERATING (SMALL URBAN)	\$177,464	\$228,510	\$183,604	\$0	\$0	\$589,578
UTAH DEPT. OF TRANSPORTATION	\$88,732	\$114,255	\$91,802	\$0	\$0	\$294,789
Federal Aid	\$88,732	\$114,255	\$91,802	\$0	\$0	\$294,789
Match	\$88,732	\$114,255	\$91,802	\$0	\$0	\$294,789

T- 011390 CACHE EMPLOYMENT TRAINING CNTR: OPERATING (RURAL)	\$110,528	\$0	\$0	\$0	\$0	\$110,528
UTAH DEPT. OF TRANSPORTATION	\$55,264	\$0	\$0	\$0	\$0	\$55,264
Federal Aid	\$55,264	\$0	\$0	\$0	\$0	\$55,264
Match	\$55,264	\$0	\$0	\$0	\$0	\$55,264

STIP 2017-2022

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epm345_stip_report (Rev 1066)

TRANSIT:

Fund FTA_5310_80

Program Description RURAL PUBLIC TRANSIT PROGRAM

	2017	2018	2019	2020	CD	Total
T- 010395 FIVE COUNTY AOG: CAPITAL - MOBILITY MNGT (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$38,750 \$31,000 \$7,750	\$38,750 \$31,000 \$7,750	\$38,750 \$31,000 \$7,750	\$0 \$0 \$0	\$0 \$0 \$0	\$116,250 \$93,000 \$23,250
T- 010399 GARFIELD CO. SENIORS; 22' ADA BUS REPLACEMENT (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$0 \$0 \$0	\$68,750 \$55,000 \$13,750	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$68,750 \$55,000 \$13,750
T- 010452 CACHE EMPLOYMENT TRAINING CNTR: 22' ADA BUS REPLACEMENT (SMAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$66,250 \$53,000 \$13,250	\$0 \$0 \$0	\$100,000 \$80,000 \$20,000	\$0 \$0 \$0	\$0 \$0 \$0	\$166,250 \$133,000 \$33,250
T- 010603 SIX COUNTY AOG - CAPITAL (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$6,250 \$5,000 \$1,250	\$6,250 \$5,000 \$1,250	\$6,250 \$5,000 \$1,250	\$0 \$0 \$0	\$0 \$0 \$0	\$18,750 \$15,000 \$3,750
T- 011388 FIVE COUNTY AOG: MOBILITY MNGT (SMALL URBAN) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$28,231 \$22,585 \$5,646	\$38,231 \$30,585 \$7,646	\$38,231 \$30,585 \$7,646	\$0 \$0 \$0	\$0 \$0 \$0	\$104,693 \$83,754 \$20,939
T- 011391 FIVE COUNTY AOG: MOBILITY MNGT (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$12,500 \$10,000 \$2,500	\$12,500 \$10,000 \$2,500	\$12,500 \$10,000 \$2,500	\$0 \$0 \$0	\$0 \$0 \$0	\$37,500 \$30,000 \$7,500
T- 011392 TOOELE COUNTY; CAPITAL - MOBILITY MANAGEMENT (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$88,750 \$71,000 \$17,750	\$91,508 \$73,206 \$18,302	\$91,508 \$73,206 \$18,302	\$0 \$0 \$0	\$0 \$0 \$0	\$271,766 \$217,413 \$54,353
T- 011401 OPTIONS FOR INDEPENDENCE; 22' ADA BUS REPLACEMENT (SMALL URBA) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$66,250 \$53,000 \$13,250	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$66,250 \$53,000 \$13,250
T- 011402 WASHINGTON COUNTY SENIORS; 22' ADA BUS REPLACEMENT (SMALL URE) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$0 \$0 \$0	\$137,500 \$110,000 \$27,500	\$68,750 \$55,000 \$13,750	\$0 \$0 \$0	\$0 \$0 \$0	\$206,250 \$165,000 \$41,250
T- 011404 UBAOG; MOBILITY MANAGEMENT (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$68,750 \$55,000 \$13,750	\$0 \$0 \$0	\$0 \$0 \$0	\$68,750 \$55,000 \$13,750
Program Description TRANSIT - RURAL						
T- 010397 FOUR CORNERS; CAPITAL 22' ADA BUS (RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$68,750 \$55,000 \$13,750	\$0 \$0 \$0	\$0 \$0 \$0	\$68,750 \$55,000 \$13,750
T- 010402 SEVIER COUNTY SENIORS; CAPITAL - 22' ADA BUS REPLACEMENT UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$66,250 \$53,000 \$13,250	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$66,250 \$53,000 \$13,250
T- 010604 PROGRAM FUNDS FORMULA RURAL (5310) (UDOT) UTAH DEPT. OF TRANSPORTATION	Federal Aid Match \$21,585 \$17,268 \$4,317	\$21,801 \$17,441 \$4,360	\$22,019 \$17,615 \$4,404	\$44,478 \$35,582 \$8,896	\$44,478 \$35,582 \$8,896	\$154,361 \$123,489 \$30,872



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TRANSIT:

Fund FTA_5310_80

Program Description TRANSIT - SMALL URBAN

Program Description	2017	2018	2019	2020	CD	Total
T- 004313 PROGRAM FUNDS FORMULA SMALL URBAN (5310) (UDOT)	\$28,035	\$28,315	\$28,599	\$57,770	\$57,770	\$200,489
UTAH DEPT. OF TRANSPORTATION	\$22,428	\$22,652	\$22,879	\$46,216	\$46,216	\$160,391
Match	\$5,607	\$5,663	\$5,720	\$11,554	\$11,554	\$40,098

T- 010403 RED ROCK CENTER FOR INDEPENDENCE: CAPITAL - ADA VAN	\$43,750	\$0	\$0	\$0	\$0	\$43,750
UTAH DEPT. OF TRANSPORTATION	\$35,000	\$0	\$0	\$0	\$0	\$35,000
Match	\$8,750	\$0	\$0	\$0	\$0	\$8,750

Fund FTA_5311_100

Program Description RURAL PUBLIC TRANSIT PROGRAM

T- 004310 ADMINISTRATION (UDOT)	\$639,750	\$646,147	\$652,609	\$1,262,519	\$1,262,519	\$4,463,544
UTAH DEPT. OF TRANSPORTATION	\$639,750	\$646,147	\$652,609	\$1,262,519	\$1,262,519	\$4,463,544
Match	\$0	\$0	\$0	\$0	\$0	\$0

Fund FTA_5311_50%

Program Description RURAL PUBLIC TRANSIT PROGRAM

T- 010413 ELEVATED TRANSIT (ICB) - OPERATING	\$1,241,950	\$1,241,950	\$1,281,128	\$0	\$0	\$3,765,028
UTAH DEPT. OF TRANSPORTATION	\$620,975	\$620,975	\$640,564	\$0	\$0	\$1,882,514
Match	\$620,975	\$620,975	\$640,564	\$0	\$0	\$1,882,514

T- 010414 CEDAR CITY CORPORATION: OPERATING	\$199,920	\$199,920	\$199,920	\$0	\$0	\$599,760
UTAH DEPT. OF TRANSPORTATION	\$99,960	\$99,960	\$99,960	\$0	\$0	\$299,880
Match	\$99,960	\$99,960	\$99,960	\$0	\$0	\$299,880

T- 010415 CACHE VALLEY TRANSIT: OPERATING	\$341,380	\$341,380	\$341,380	\$0	\$0	\$1,024,140
UTAH DEPT. OF TRANSPORTATION	\$170,690	\$170,690	\$170,690	\$0	\$0	\$512,070
Match	\$170,690	\$170,690	\$170,690	\$0	\$0	\$512,070

T- 010428 PARK CITY TRANSIT: OPERATING	\$3,962,284	\$3,962,284	\$3,962,284	\$0	\$0	\$11,886,852
UTAH DEPT. OF TRANSPORTATION	\$1,981,142	\$1,981,142	\$1,981,142	\$0	\$0	\$5,943,426
Match	\$1,981,142	\$1,981,142	\$1,981,142	\$0	\$0	\$5,943,426

T- 010440 UINTAH BASIN AOG: OPERATING	\$319,550	\$319,550	\$319,550	\$0	\$0	\$958,650
UTAH DEPT. OF TRANSPORTATION	\$159,775	\$159,775	\$159,775	\$0	\$0	\$479,325
Match	\$159,775	\$159,775	\$159,775	\$0	\$0	\$479,325

T- 011387 CACHE EMPLOYMENT TRAINING CNTR: OPERATING	\$68,000	\$200,000	\$200,000	\$0	\$0	\$468,000
UTAH DEPT. OF TRANSPORTATION	\$34,000	\$100,000	\$100,000	\$0	\$0	\$234,000
Match	\$34,000	\$100,000	\$100,000	\$0	\$0	\$234,000

Program Description TRANSIT - RURAL

T- 010412 GREYHOUND: (ICB) OPERATING	\$676,700	\$676,700	\$676,700	\$0	\$0	\$2,030,100
UTAH DEPT. OF TRANSPORTATION	\$338,350	\$338,350	\$338,350	\$0	\$0	\$1,015,050
Match	\$338,350	\$338,350	\$338,350	\$0	\$0	\$1,015,050

STIP 2017-2022

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epm345_stip_report (Rev 1066)

TRANSIT:

Fund FTA_5311_80

Program Description NON URBANIZED AREA

T- 011459 INTELLIGENT TRANSPORTATION SYSTEMS- BRT TECHNOLOGY
PARK CITY

2017 2018 2019 2020 CD Total

Federal Aid	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Match	\$400,000	\$0	\$0	\$0	\$0	\$400,000
	\$100,000	\$0	\$0	\$0	\$0	\$100,000

T- 012441 6 - ADA REPLACEMENT BUSES (PARK CITY)
PARK CITY

Federal Aid	\$1,117,000	\$0	\$0	\$0	\$0	\$1,117,000
Match	\$893,600	\$0	\$0	\$0	\$0	\$893,600
	\$223,400	\$0	\$0	\$0	\$0	\$223,400

T- 012442 2 - ADA REPLACEMENT BUSES (PARK CITY)
PARK CITY

Federal Aid	\$390,000	\$0	\$0	\$0	\$0	\$390,000
Match	\$312,000	\$0	\$0	\$0	\$0	\$312,000
	\$78,000	\$0	\$0	\$0	\$0	\$78,000

Program Description RURAL PUBLIC TRANSIT PROGRAM

T- 010427 UINTAH BASIN AOG: PROJECT ADMINISTRATION
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$222,200	\$222,200	\$222,200	\$0	\$0	\$666,600
Match	\$177,760	\$177,760	\$177,760	\$0	\$0	\$533,280
	\$44,440	\$44,440	\$44,440	\$0	\$0	\$133,320

T- 010593 CACHE VALLEY TRANSIT - CAPITAL - BUSES (RURAL)
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$0	\$1,748,105	\$2,054,706	\$0	\$0	\$3,802,811
Match	\$0	\$1,398,484	\$1,643,765	\$0	\$0	\$3,042,249
	\$0	\$349,621	\$410,941	\$0	\$0	\$760,562

T- 010594 CACHE VALLEY TRANSIT; ADMINISTRATION
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$223,210	\$223,210	\$223,210	\$0	\$0	\$669,630
Match	\$178,568	\$178,568	\$178,568	\$0	\$0	\$535,704
	\$44,642	\$44,642	\$44,642	\$0	\$0	\$133,926

T- 010595 CEDAR CITY CORPORATION - PROJECT ADMIN
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$66,500	\$66,500	\$66,500	\$0	\$0	\$199,500
Match	\$53,200	\$53,200	\$53,200	\$0	\$0	\$159,600
	\$13,300	\$13,300	\$13,300	\$0	\$0	\$39,900

T- 010596 CEDAR CITY CORPORATION - CONSTRUCTION
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$0	\$0	\$206,000	\$0	\$0	\$206,000
Match	\$0	\$0	\$164,800	\$0	\$0	\$164,800
	\$0	\$0	\$41,200	\$0	\$0	\$41,200

T- 010597 PARK CITY TRANSIT - PROJECT ADMIN
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$115,887	\$115,887	\$115,887	\$0	\$0	\$347,661
Match	\$92,710	\$92,710	\$92,710	\$0	\$0	\$278,129
	\$23,177	\$23,177	\$23,177	\$0	\$0	\$69,532

T- 010599 PARK CITY TRANSIT - BUSES/EQUIPMENT (RURAL AREAS)
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$2,274,530	\$0	\$0	\$0	\$0	\$2,274,530
Match	\$1,819,624	\$0	\$0	\$0	\$0	\$1,819,624
	\$454,906	\$0	\$0	\$0	\$0	\$454,906

Program Description TRANSIT - RURAL

T- 010600 UINTAH SERVICE DISTRICT - CAPITAL - 22' ADA BUS REPLACEMENT (RURA)
UTAH DEPT. OF TRANSPORTATION

Federal Aid	\$0	\$66,250	\$0	\$0	\$0	\$66,250
Match	\$0	\$53,000	\$0	\$0	\$0	\$53,000
	\$0	\$13,250	\$0	\$0	\$0	\$13,250



DRAFT

UDOT electronic Program Management



DRAFT for Release to FHWA/FTA for Review Statewide Transportation Improvement Program

STIP 2017-2022

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TRANSIT:

Fund FTA_5339_80

Program Description NON URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 004299 3 - REPLACEMENT BUSES (PARK CITY) PARK CITY	Federal Aid \$2,849,820 Match \$2,279,856 \$569,964	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$2,849,820 \$2,279,856 \$569,964

Program Description EXPANSION BUSES (PARK CITY)

T- 004300 EXPANSION BUSES (PARK CITY) PARK CITY	Federal Aid \$0 Match \$0 \$0	\$0 \$0 \$0	\$1,176,000 \$940,800 \$235,200	\$0 \$0 \$0	\$0 \$0 \$0	\$1,176,000 \$940,800 \$235,200
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Program Description 6 - COMMUTER BUSES - ELECTRIC (PARK CITY)

T- 004301 6 - COMMUTER BUSES - ELECTRIC (PARK CITY) PARK CITY	Federal Aid \$0 Match \$0 \$0	\$5,400,000 \$4,320,000 \$1,080,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$5,400,000 \$4,320,000 \$1,080,000
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Program Description BUS SHELTERS (PARK CITY)

T- 004303 BUS SHELTERS (PARK CITY) PARK CITY	Federal Aid \$500,000 Match \$400,000 \$100,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$500,000 \$400,000 \$100,000
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Program Description BONAZA PARK TRANSFER CENTER/PARK AND RIDE (PARK CITY)

T- 004308 BONAZA PARK TRANSFER CENTER/PARK AND RIDE (PARK CITY) PARK CITY	Federal Aid \$0 Match \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$8,500,000 \$6,800,000 \$1,700,000	\$0 \$0 \$0	\$8,500,000 \$6,800,000 \$1,700,000
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Program Description 7 - REPLACEMENT BUSES (PARK CITY)

T- 012438 7 - REPLACEMENT BUSES (PARK CITY) PARK CITY	Federal Aid \$0 Match \$0 \$0	\$3,150,000 \$2,520,000 \$630,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$3,150,000 \$2,520,000 \$630,000
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Program Description 4 - REPLACEMENT BUSES (PARK CITY)

T- 012439 4 - REPLACEMENT BUSES (PARK CITY) PARK CITY	Federal Aid \$0 Match \$0 \$0	\$0 \$0 \$0	\$2,128,000 \$1,702,400 \$425,600	\$0 \$0 \$0	\$0 \$0 \$0	\$2,128,000 \$1,702,400 \$425,600
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Program Description BRT CAPITAL IMPROVEMENTS

T- 012440 BRT CAPITAL IMPROVEMENTS PARK CITY	Federal Aid \$750,000 Match \$600,000 \$150,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$750,000 \$600,000 \$150,000
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Program Description 2 - 35' ELECTRIC BUSES (PARK CITY)

T- 012443 2 - 35' ELECTRIC BUSES (PARK CITY) PARK CITY	Federal Aid \$0 Match \$0 \$0	\$1,120,000 \$896,000 \$224,000	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$1,120,000 \$896,000 \$224,000
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Program Description RURAL PUBLIC TRANSIT PROGRAM

T- 006455 UTAH BASIN AOG - BUSES (SMALL URBAN & RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid \$0 Match \$0 \$0	\$406,250 \$325,000 \$81,250	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$406,250 \$325,000 \$81,250
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Program Description CACHE VALLEY TRANSIT: CAPITAL - BUSES (SMALL URBAN)

T- 010406 CACHE VALLEY TRANSIT: CAPITAL - BUSES (SMALL URBAN) UTAH DEPT. OF TRANSPORTATION	Federal Aid \$367,513 Match \$294,010 \$73,503	\$367,513 \$294,010 \$73,503	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$735,026 \$588,021 \$147,005
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Program Description PARK CITY TRANSIT - BUSES/EQUIPMENT (SMALL URBAN & RURAL)

T- 010598 PARK CITY TRANSIT - BUSES/EQUIPMENT (SMALL URBAN & RURAL) UTAH DEPT. OF TRANSPORTATION	Federal Aid \$2,187,500 Match \$1,750,000 \$437,500	\$1,781,250 \$1,425,000 \$356,250	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$3,968,750 \$3,175,000 \$793,750
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Program Description TRANSIT - NEW SERVICE



DRAFT

UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT for Release to FHWA/FTA for Review

STIP 2017-2022

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TRANSIT:

Fund FTA_5339_80

Program Description TRANSIT - NEW SERVICE

Program Description	2017	2018	2019	2020	CD	Total
T- 008568 2 - SUPPORT VEHICLES (PARK CITY) PARK CITY	\$0 Federal Aid Match	\$283,313 \$226,650 \$56,663	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$283,313 \$226,650 \$56,663

T- 010411 PARK AND RIDE LOTS; PROPERTY ACQUISITION, DESIGN & CONSTRUCTION UTA WFRS PROJECT

	\$0 Federal Aid Match	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$5,800,000 \$4,640,000 \$1,160,000	\$5,800,000 \$4,640,000 \$1,160,000
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Program Description TRANSIT - SMALL URBAN

T- 012444 CACHE VALLEY TRANSIT - CAPITAL - BUSES UTAH DEPT. OF TRANSPORTATION	\$0 Federal Aid Match	\$0 \$0 \$0	\$2,555,126 \$2,044,101 \$511,025	\$0 \$0 \$0	\$0 \$0 \$0	\$2,555,126 \$2,044,101 \$511,025
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epm345_stip_report (Rev 1066)

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

TRANSIT:

Fund FTA_ILL

Program Description SALT LAKE OGDEN URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 004329 OGDEN INTERMODAL TERMINAL TO WEBER STATE UNIVERSITY CORRIDOR WFRS UTA PROJECT	Federal Aid Match \$0	\$0	\$0	\$0	\$93,750,000	\$93,750,000
	\$0	\$0	\$0	\$0	\$75,000,000	\$75,000,000
	\$0	\$0	\$0	\$0	\$18,750,000	\$18,750,000

Program Description SALT LAKE/OGDEN/LAYTON URBANIZED AREA

T- 007021 TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE- 2017 UTA WFRS PROJECT	Federal Aid Match \$0	\$0	\$0	\$0	\$12,500,000	\$12,500,000
	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000

Program Description T- 007024 BRT FROM OGDEN INTERMODAL TERMINAL TO WEBER STATE UNIVERSITY
UTA WFRS PROJECT

	Federal Aid Match \$0	\$0	\$0	\$0	\$65,000,000	\$65,000,000
	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000
	\$0	\$0	\$0	\$0	\$13,000,000	\$13,000,000

Program Description T- 007026 MOUNTAIN VIEW CORRIDOR (5600 WEST BRT PROJECT) - 2017
UTA WFRS PROJECT

	Federal Aid Match \$0	\$7,500,000	\$25,000,000	\$75,000,000	\$59,500,000	\$167,000,000
	\$0	\$6,000,000	\$20,000,000	\$60,000,000	\$47,600,000	\$133,600,000
	\$0	\$1,500,000	\$5,000,000	\$15,000,000	\$11,900,000	\$33,400,000

Program Description T- 007029 ELECTRIC CHARGING STATIONS AT TWO PARK AND RIDE LOTS - 2017
UTA WFRS PROJECT

	Federal Aid Match \$62,500	\$0	\$0	\$0	\$250,000	\$312,500
	\$50,000	\$0	\$0	\$0	\$200,000	\$250,000
	\$12,500	\$0	\$0	\$0	\$50,000	\$62,500

Program Description TRANSIT - GREEN/ ENERGY REDUCTION GRANT

T- 008737 CAPACITORS ON LRT LINES TO STORE/USE ENERGY - 2016 WFRS UTA PROJECT	Federal Aid Match \$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
	\$0	\$400,000	\$0	\$0	\$0	\$400,000

Program Description TRANSIT - NEW CONSTRUCTION (UNFUNDED)

T- 004279 DRAPER TO UTAH COUNTY LIGHT RAIL (SALT LAKE CO.) - 2017 UTA WFRS PROJECT	Federal Aid Match \$0	\$0	\$0	\$0	\$345,000,000	\$345,000,000
	\$0	\$0	\$0	\$0	\$276,000,000	\$276,000,000
	\$0	\$0	\$0	\$0	\$69,000,000	\$69,000,000

Program Description T- 004280 OGDEN BDO FR STATION W/ELXLSIVE TRACK FROM OGDEN INTERMODAL
UTA WFRS PROJECT

	Federal Aid Match \$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
	\$0	\$0	\$0	\$0	\$14,000,000	\$14,000,000
	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000

Program Description T- 006367 TAYLORSVILLE/MURRAY TRANSIT IMPROVEMENTS - 2017
UTA WFRS PROJECT

	Federal Aid Match \$0	\$0	\$52,000,000	\$0	\$0	\$52,000,000
	\$0	\$0	\$41,600,000	\$0	\$0	\$41,600,000
	\$0	\$0	\$10,400,000	\$0	\$0	\$10,400,000

Program Description T- 007135 PLEASANT VIEW TO BRIGHAM CITY TRANSIT IMPROVEMENT - ROW - 2017
UTA WFRS PROJECT

	Federal Aid Match \$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
	\$0	\$0	\$0	\$0	\$14,000,000	\$14,000,000
	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000

Program Description T- 007892 AMTRAK STATION BUILDING CONSTRUCTION - 2017
UTA WFRS PROJECT

	Federal Aid Match \$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
	\$0	\$0	\$0	\$0	\$800,000	\$800,000
	\$0	\$0	\$0	\$0	\$200,000	\$200,000

Program Description T- 007893 CLEARFIELD CIRCULATORS - 2017
UTA WFRS PROJECT

	Federal Aid Match \$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000
	\$0	\$0	\$0	\$600,000	\$0	\$600,000

epm345_stip_report (Rev 1066)

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

TRANSIT:

Fund FTA_ILL

Program Description	2017	2018	2019	2020	CD	Total
TRANSIT - NEW CONSTRUCTION (UNFUNDED)						
T- 007894 SOUTHWEST SALT LAKE COUNTY PROJECT CORRIDOR PRESERVATION - 2 UTA WFCR PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$3,750,000 \$3,000,000 \$750,000	\$3,750,000 \$3,000,000 \$750,000
T- 007899 SOUTH DAVIS TRANSIT IMPLEMENTATION - 2017 UTA WFCR PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$5,000,000 \$4,000,000 \$1,000,000	\$75,000,000 \$60,000,000 \$15,000,000	\$80,000,000 \$64,000,000 \$16,000,000
TRANSIT - NEW SERVICE						
T- 004272 CLEAN FUELS BUS PROGRAM OR CNG REPLACEMENT BUSES & RELATED UTA WFCR PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$9,734,400 \$7,787,520 \$1,946,880	\$20,652,504 \$16,522,003 \$4,130,501	\$30,386,904 \$24,309,523 \$6,077,381
T- 004311 INTELLIGENT TRANSPORTATION SYSTEMS - 2017 UTA WFCR PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$10,000,000 \$8,000,000 \$2,000,000	\$10,000,000 \$8,000,000 \$2,000,000	\$10,000,000 \$8,000,000 \$2,000,000	\$30,000,000 \$24,000,000 \$6,000,000
T- 005163 3500 SOUTH BUS RAPID TRANSIT (BRT) PHASE III - 2017 UTA WFCR PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$4,000,000 \$3,200,000 \$800,000	\$4,000,000 \$3,200,000 \$800,000	\$4,000,000 \$3,200,000 \$800,000	\$12,000,000 \$9,600,000 \$2,400,000
TRANSIT - UTAH COUNTY SERVICE AREA						
T- 004376 UTA OREM 800 SOUTH HOV INTERCHANGE & MULTI-MODAL OVERPASS (M) UTA MAG PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$56,250,000 \$45,000,000 \$11,250,000	\$56,250,000 \$45,000,000 \$11,250,000
T- 006171 UTA OREM INTERMODAL TO UVU PEDESTRIAN BRIDGE (MAG) UTA MAG PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$5,000,000 \$4,000,000 \$1,000,000	\$5,000,000 \$4,000,000 \$1,000,000
T- 006237 UTA COMMUTER RAIL EXTENSION TO PAYSON (MAG) UTA MAG PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$100,000,000 \$80,000,000 \$20,000,000	\$100,000,000 \$80,000,000 \$20,000,000
T- 011418 UTA LRT STATION PROPERTY PRESERVATION (MAG) UTA MAG PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$6,250,000 \$5,000,000 \$1,250,000	\$0 \$0 \$0	\$0 \$0 \$0	\$6,250,000 \$5,000,000 \$1,250,000
T- 011419 UTA DRAPER INT UTAH COUNTY LIGHT RAIL LINE (UTAH CO. ONLY) (MAG) UTA MAG PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$187,500,000 \$150,000,000 \$37,500,000	\$187,500,000 \$150,000,000 \$37,500,000
T- 011509 UTA LEHI TO EAGLE MOUNTAIN, FIXED GUIDEWAY ROW PRESERTATION (M) UTA MAG PROJECT	Federal Aid Match \$0 \$0 \$0	\$0 \$0 \$0	\$2,500,000 \$2,000,000 \$500,000	\$0 \$0 \$0	\$0 \$0 \$0	\$2,500,000 \$2,000,000 \$500,000

epm345_stip_report (Rev 1066)

STIP 2017-2022

Report Run on: Aug 09, 2016, 02:14 P.M.

TRANSIT:

Fund LOCAL_GOV

Program Description SALT LAKE OGDEN URBANIZED AREA

Program Description	2017	2018	2019	2020	CD	Total
T- 004334 PURCHASE 88 CNG,ELEC; HYBRID REPLACEMENT BUSES/ EQUIP	\$7,680,729	\$7,963,129	\$8,221,654	\$8,612,920	\$18,273,170	\$50,751,602
WFRC UTA PROJECT	\$0	\$0	\$0	\$0	\$0	\$0
Federal Aid	\$0	\$0	\$0	\$0	\$0	\$0
Match	\$0	\$0	\$0	\$0	\$0	\$0

T- 006458 UTA REPLACE 202 PARATRANSIT VEHICLES & RELATED EQUIPMENT APPR	\$6,615,140	\$6,842,550	\$7,377,663	\$7,644,813	\$15,995,700	\$44,475,866
WFRC UTA PROJECT	\$0	\$0	\$0	\$0	\$0	\$0
Federal Aid	\$0	\$0	\$0	\$0	\$0	\$0
Match	\$0	\$0	\$0	\$0	\$0	\$0

Program Description SALT LAKE/OGDEN/LAYTON URBANIZED AREA

T- 006457 UTA PURCHASE 234 CNG,ELEC; HYBRID REPLACEMENT BUSES/ EQUIP APF	\$33,041,093	\$23,473,470	\$33,910,900	\$25,298,050	\$55,067,561	\$170,791,074
WFRC UTA PROJECT	\$0	\$0	\$0	\$0	\$0	\$0
Federal Aid	\$0	\$0	\$0	\$0	\$0	\$0
Match	\$0	\$0	\$0	\$0	\$0	\$0

Fund STP_URB_SL

Program Description SALT LAKE URBANIZED AREA

T- 010635 CENTRAL GARAGE CONSTRUCTION, INCLUDE CNG FUELING FACILITY - 201	\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848
WFRC UTA PROJECT	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
Federal Aid	\$0	\$0	\$0	\$0	\$217,848	\$217,848
Match	\$0	\$0	\$0	\$0	\$0	\$0

SECTION VIII

SALT LAKE/ WEST VALLEY AND THE OGDEN/ LAYTON URBAN AREA

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5309 – Capital Investment Program – Fixed Guideway Modernization

Section 5309 – Capital Investment Program – Bus

Section 5339 – Alternatives Analysis Program

Section 5310 – Elderly Persons and Persons with Disabilities

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

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

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5307 Funds Obligated in FY 2016	Estimated Federal Share and Phasing (Fiscal Year)					
					2017	2018	2019	2020	2021	2022
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	182,490,153	36,498,031	19,629,007	20,021,588	20,442,041	20,875,412	21,317,971	21,744,330	21,961,774
UTA	ADA Operating Assistance for Paratransit Service	46,842,560	9,368,512	5,038,480	5,139,249	5,247,174	5,358,414	5,472,012	5,581,452	5,637,267
UTA	Security Equipment	2,342,128	468,426	251,924	256,962	262,359	267,921	273,601	279,073	281,863
UTA	Planning	2,537,958	507,592	272,988	278,448	284,295	290,322	296,477	302,406	305,430
SUBTOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		234,212,799	46,842,560	25,192,399	25,696,247	26,235,868	26,792,069	27,360,060	27,907,262	28,186,334
OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	90,754,483	18,150,897	9,761,734	9,956,969	10,166,065	10,381,586	10,601,676	10,813,709	10,921,846
UTA	ADA Operating Assistance for Paratransit Services	23,295,352	4,659,070	2,505,695	2,555,809	2,609,481	2,664,802	2,721,295	2,775,721	2,803,479
UTA	Security Equipment	1,164,768	232,954	125,285	127,790	130,474	133,240	136,065	138,786	140,174
UTA	Planning	1,262,156	252,431	135,760	138,475	141,383	144,381	147,441	150,390	151,894
SUBTOTAL: OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307		116,476,758	23,295,352	12,528,474	12,779,043	13,047,403	13,324,008	13,606,477	13,878,607	14,017,393

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM										
PUBLIC TRANSIT PROGRAM										
Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	5307 Funds Obligated in FY 2016	Estimated Planned LOCAL Amount and Phasing (Fiscal Year)					
					2017	2018	2019	2020	2021	2022
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS										
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	2,342,128	2,342,128	251,924	256,962	262,359	267,921	273,601	279,073	281,863
OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS										
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	1,164,768	1,164,768	125,285	127,790	130,474	133,240	136,065	138,786	140,174

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM										
PUBLIC TRANSIT PROGRAM										
Sponsor	Year Added to TIP	Project Description	Fund Source (FT A Section)	Estimated Total Project Cost	Local Share of Project	5309 Funds Obligated Through FY 2016	Estimated Federal Funding and Phasing (Fiscal Year)			
							2017	2018	2019	2020
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS										
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS										
SALT LAKE/WEST VALLEY – OGDEN/LAYTON - PROVO-OREM TRANSPORTATION IMPROVEMENT PROGRAM										
PUBLIC TRANSIT PROGRAM										
Sponsor	Year Added to TIP	Project Description	Fund Source (FT A Section)	Estimated Total Project Cost	Local Share of Project	5337 Funds Obligated in FY 2016	Estimated Federal Share and Phasing			
							2017	2018	2019	2020

CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR

UTA	2002	High Intensity Fixed Guideway & High Intensity Motor Bus State of Good Repair & Preventive Maintenance	5337 State of Good Repair	157,010,356	31,402,071	12,868,500	13,087,264	13,313,674	17,326,243	21,394,104	23,690,796	23,927,704
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/LAYTON and PROVO-OREM URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5337 STATE OF GOOD REPAIR												
				157,010,356	31,402,071	12,868,500	13,087,264	13,313,674	17,326,243	21,394,104	23,690,796	23,927,704

*Section 5337 State of Good Repair money can only be used on fixed guideway systems that have been in operation at least 7 years. As fixed guideways become at least 7 years old, the National Transit Database (NTD) will show that increase in fixed guideway miles. The Federal allocation formula will use those new numbers to increase allocations as UTA's rail systems meet this requirement. There is a two year lag for eligible systems to receive funds; one year for it to be reported to NTD Data and one year for it to be used as part of the federal formula.

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

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

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5339 Funds Obligated in FY 2016	Estimated Phasing					
							2017	2018	2019	2020	2021	2022
CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES												
UTA	2013	Construct Depot District Technology Center Maintenance Facility	5339 Bus & Bus Facilities Formula	Please see these funds under Depot District in discretionary sections		-						
UTA	2016	Riverside Facility Bus Canopies	5339 Bus & Bus Facilities Formula	1,250,000	250,000	1,000,000						
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5339 BUS & BUS FACILITIES FORMULA FUNDS							1,250,000	250,000	1,000,000	-	-	-

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

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	Funds Obligated in FY 2016	LOCAL Estimated Phasing						
							2017	2018	2019	2020	2021	2022	
UTA	2001	Purchase 234 Replacement Clean Fuel Buses and Related Equipment: Approx. 33 Buses Per Year	Local Funds	174,059,355	174,059,355	2,614,625	26,432,874	18,778,776	27,128,720	20,238,440	22,374,124	21,679,925	
UTA	2001	Replace 202 Paratransit Vehicles and Related Equipment: Approx. 29 Vehicles Per Year	Local Funds	51,091,005	51,091,005	5,292,112	5,292,112	5,474,040	5,902,130	6,115,850	5,937,380	6,859,180	
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/LAYTON and PROVO/OREM LOCAL BUS REPLACEMENT PLAN							7,906,737	31,724,986	24,252,816	33,030,850	26,354,290	28,311,504	28,539,105

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

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

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2016	Estimated Federal Share and Phasing					
							2017	2018	2019	2020	2021	2022
SPECIAL NEEDS FOR THE ELDERLY INDIVIDUALS WITH DISABILITIES - SECTION 5310												
Salt Lake City / West Valley City ADMINISTRATION			5310	725,909	-	126,164	108,332	66,531	67,862	69,219	70,603	72,016
Salt Lake City / West Valley City TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)			5310	3,950,205	790,041	512,103	631,090	387,578	395,329	403,236	411,301	419,527
Salt Lake City / West Valley City OTHER 5310 CAPITAL (Infrastructure etc.)			5310	735,256	147,051	-	140,182	86,091	87,813	89,570	91,361	93,188
Salt Lake City / West Valley City 5310 OPERATIONS			5310	2,094,694	1,047,347	192,314	203,773	125,145	127,648	130,201	132,805	135,461
Ogden / Layton ADMINISTRATION			5310	367,709	-	69,812	31,904	36,981	37,721	38,475	39,245	40,029
Ogden / Layton TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)			5310	2,576,774	515,355	552,640	214,556	248,696	253,670	258,743	263,918	269,196
Ogden / Layton OTHER 5310 CAPITAL (Infrastructure etc.)			5310	459,083	91,817	51,600	44,889	52,032	53,073	54,134	55,217	56,321
Ogden / Layton 5310 OPERATIONS			5310	327,919	163,959	67,580	27,695	32,102	32,744	33,399	34,067	34,748
WFRC TOTAL: SALT LAKE/WEST VALLEY and OGDEN/LAYTON URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES				11,237,548	2,755,570	1,572,213	1,402,421	1,035,156	1,055,860	1,076,977	1,098,517	1,120,486

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

SALT LAKE WEST VALLEY – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Year Added to TIP	Project Description	Fund Source (FTA Sec)	Estimated Total Project Cost	Local Share of Project	Past Federal Funds	Estimated Federal Funding and Phasing (Fiscal Year)					
							2017	2018	2019	2020	2021	2022
CAPITAL INVESTMENT PROGRAM - DISCRETIONARY GRANTS												
UTA	NA	Park and Ride Lots: Property Acquisition, Design & Construction	5339 Bus Discretionary	6,380,000	1,740,000						2,320,000	2,320,000
UTA	2004	ITS/ APTS Deployment	FTA Bus or IT Initiatives	5,000,000	1,000,000						2,000,000	2,000,000
UTA	2016	Airport Station/Track Relocation for Terminal Construction	STP, FAA, Other	65,000,000	55,000,000			5,000,000	5,000,000			
UTA	2016	Purchase 5 All-Electric Buses and Related Charging/Other Equipment	5339 Bus/Bus Lo No Funds	6,783,875	1,356,775	-	5,427,100					
			5309 SCR			4,448,000						
			5339 Bus/Bus Facil. Formula			7,845,897	2,997,597	3,077,034	3,158,883	3,242,593	3,242,593	3,307,445
UTA	2011	Depot District Technology Center: Design and Construction (Including CNG Fueling Facility)	5339 Bus/Bus Facil. Discretion.	75,277,986	30,007,944				10,000,000			
			STP						3,000,000			
			CMAQ								950,000	
TOTAL: SALT LAKE WEST VALLEY and OGDEN/LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - DISCRETIONARY GRANTS				158,441,861	89,104,719	12,293,897	8,424,697	3,077,034	8,158,883	21,242,593	8,512,593	7,627,445

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

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

- ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share/Other funding needed for Project	Estimated Federal Funding and Phasing (Fiscal Year)					
				2017	2018	2019	2020	2021	2022
UTA	BRT from Ogden Intermodal Terminal to Weber State University Corridor and Intermodal Center	65,000,000	32,500,000					2,500,000	30,000,000
UTA	Ogden BDO FR Station w/ Exclusive Track from Ogden Intermodal	32,000,000	16,000,000					8,000,000	8,000,000
UTA	Amtrak Station/Building Construction	1,000,000	200,000					800,000	
UTA	Draper into Utah County Light Rail (SL County Portion Only)	460,000,000	92,000,000						276,000,000
UTA	Pleasant View to Brigham City Corridor Preservation 14.7 miles	17,500,000	3,500,000						14,000,000
UTA	Southwest Salt Lake County Project Corridor Preservation	7,000,000	1,400,000					3,000,000	
UTA	Mountain View Corridor Transit Improvement (5600 West BRT)	167,000,000	33,400,000		6,000,000	20,000,000	60,000,000	35,000,000	12,600,000
UTA	3500 South Bus Rapid Transit (BRT) Phase III	12,000,000	2,400,000				3,200,000	3,200,000	3,200,000
UTA	Clean Fuels Bus Program (Hybrid Electric) or CNG Replacement Buses and Related Equipment	30,386,904	6,077,381				7,787,520	8,099,021	8,422,982

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
 - ILLUSTRATIVE PROJECTS - PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Estimated Total Project Cost	Local Share/Other funding needed for Project	Estimated Federal Funding and Phasing (Fiscal Year)						
				2017	2018	2019	2020	2021	2022	
UTA	Taylorsville / Murray Transit Improvements	52,000,000	26,000,000			26,000,000				
UTA	Transit Oriented Development Infrastructure	12,500,000	2,500,000					5,000,000		5,000,000
UTA	Intelligent Transportation Systems	30,000,000	6,000,000			8,000,000	8,000,000	8,000,000		
UTA	Electric Charging Stations at two Park and Ride Lots	312,500	62,500	50,000				100,000		100,000
UTA	Clearfield Circulators	3,000,000	600,000				2,400,000			
UTA	South Davis Transit Implementation	80,000,000	32,000,000				4,000,000	30,000,000		30,000,000

DRAFT 2017 – 2022 Transportation Improvement Program (TIP)

Air Quality Memorandum

REPORT NO. 34a [DRAFT]

DATE May 25, 2016

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Moving Ahead for Progress in the 21st Century (MAP-21) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST 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 2017-2022 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 Weber, Davis, and Salt Lake Counties included in the 2017-2022 TIP are found to conform.

Wasatch Front Regional Council

295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

The following conformity findings for the WFRC 2017-2022 TIP are based on the transportation systems and planning assumptions described in the WFRC 2015-2040 RTP and the Air Quality Memorandum 34 dated May 7, 2016.

- X The 2017-2022 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Salt Lake City. All projects in Salt Lake City included in the TIP may go forward.
- X The 2017-2022 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2017-2022 TIP conforms under the Control Strategy Criteria to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County. All projects in Salt Lake County included in the TIP may go forward.
- X The 2017-2022 TIP conforms to the “Build less than 1990” emissions test for PM₁₀ in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2017-2022 TIP conforms to the interim “Build less than 2008” emissions test for the Salt Lake PM_{2.5} non-attainment area. All projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

EPA has not made official non-attainment designations for ozone areas. Therefore, no conformity test is included in this report for ozone.

TIP Timeframe

All projects which must be started no later than 2022 in order to achieve the transportation system envisioned by 2015-2040 RTP are included in the 2017-2022 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 34. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of WFRC to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic

conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

Concept and Scope

The design concept and scope of all regionally significant projects in the TIP have not changed substantially from the design and scope identified in the Plan.

Previous Plan Conformity

WFRC's Air Quality Memorandum 34 finds that the amended WFRC 2015-2040 RTP for the Salt Lake/West Valley Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity finding for the amended 2015-2040 RTP has been submitted to FHWA and FTA for review and concurrence.

All of the regionally significant projects in the 2017-2022 TIP are identified in the amended 2015-2040 RTP without any substantial changes to design or scope. All of the projects identified in the amended 2015-2040 RTP are included in the regional emissions analysis.

Public Comment

The 2017-2022 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 34 and 34a (this document) are available to the public upon request and have been posted to the WFRC website (www.wfrc.org).

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

Project	Comment	Date	WFRC Response
	I wish to encourage the MOST for automobile transportation and the LEAST for the tiny portion of bicycle riders - and VERY LITTLE for the small portion of train riders. Trains are the most expensive and least practical of all transportation, yet we are spending untold millions on them. So far as I can tell, still only around 5% of the N-S traffic is moved in the S.L. Valley by Trax each day. This is unconscionable that we spend \$7-8 in addition to the \$1.50-\$2 a rider spends, and that doesn't count all the costs of construction! If trains had to pay their way hardly anyone would ride them. Trains may be P-C, but extreme foolishness in actuality. UDOT itself recently admitted that everything in the future is up in the air, yet we continue to buy the baloney of the train kingdom - pushed on by the train and construction industries which work together to demonize individual transportation and pad their own fortunes.	7/13/2016	You are correct that most people in the region drive their cars to get around. Nevertheless, as a transportation planning agency, WFRC must consider all modes of transportation in providing choices for how people get around. Transit riders represent a significant a number of people taking trips in the region. In addition, transit riders reduce road congestion and improve the air we breathe. We undertake a rigorous technical analysis when considering how to prioritize transportation investments and have identified transit, roadway, bike, and pedestrian improvements for funding. Thank you for your comment and please do not hesitate to get in touch with us if you have any additional questions or concerns.
	Yes I have feedback. Have UDOT finish a project before starting and abandoning other projects to move on, never completing them in a timely manner, therefore causing even more congestion and frustration. Also if there are going to be bike lanes installed for the bicyclists, perhaps they need to register their bikes get a license plate, pay property tax, and a road tax, as well as obey the traffic laws just like everyone who uses the road. Why should they get it all for free?????	7/13/2016	Thank you for your comment regarding the projects identified in the 2017-2022 Transportation Improvement Program. As a transportation planning agency, WFRC must consider all modes of transportation in providing choices for how people get around. A growing number of people use their bikes to commute to work or for recreational purposes. Biking helps to reduce traffic congestion, improve the air we breathe, and facilitate healthy lifestyles. Like motorists, cyclists are required to obey traffic laws. Since most cyclists in the region also own vehicles, they generally pay the same registration fees and sales and fuel taxes as those who drive. UDOT provides information online regarding their project statistics, including how many projects have finished on schedule and within budget. Here is a link for information. Please feel free to get in touch with us if you have any additional questions or concerns.
	Absolutely do NOT add another lane to I-15 between State Road 201 and 12300 South. Transportation goals should be on maximizing public transit and maintaining existing roadways. Another lane will only worsen our already compromised air quality; increase traffic noise levels up and down the corridor; lose more of our hillsides to gravel mining; increase dust from gravel mining during construction; likely increase the blight of concrete sound barriers, which inhibit views, cut off drivers from the surrounding environment and serve mainly to put money into the hands of concrete producers and contractors; and use money that could be better spent on alternatives. Your proposal is so backward-thinking! Self-driving cars, which appear to be widely available in the not too distant future -- certainly by 2032 -- require less road space because they can safely travel more closely together. The heavy equipment required in road construction adds immeasurably to our over-use of fossil fuels and spews tons of pollution into the air. Build your bridges, revamp your ramps, and continue to enhance intermodal use of transportation. But if our collective goal is to reduce or eliminate reliance on fossil fuels and improve air quality in the valley, now is the	7/14/2016	Thank you for your comment regarding the I-15; S.R. 201 to 12300 S. project identified in the 2017-2022 Transportation Improvement Program (TIP). As a transportation planning agency, WFRC must consider all modes of transportation in providing choices for how people get around. We understand your concern regarding the addition of another travel lane on I-15. We agree with you that the addition of one freeway lane in this area alone will not solve all of the congestion along the corridor. The 2017-2022 TIP provides projects that balance transportation investments across all modes of travel, including transit, biking, walking, and driving. There are also projects in the TIP that will help to improve the operation of the existing system, utilizing innovative technologies for ramp metering and signal timing to enhance the ability of the current system to work more efficiently. Through a comprehensive approach that addresses all modes of travel in an integrated way, we hope to help address the concerns you raise regarding air quality, mobility, and quality of life. As you note, autonomous and connected vehicles will also play a significant role in how we plan for the future of our transportation system and we have been working to incorporate the implications of this technology into how we plan for the future. We appreciate your feedback. Please feel free to get in touch with us if you have any additional questions or concerns. If you're interested, here are links to a couple of studies underway along the I-15 corridor that look at the innovative technologies you mention. Managed motorways- https://www.udot.utah.gov/main/uconowner.gf?n=27779306318016285 ; Wasatch Front Central Corridor Study- wfcstudy.org
University of Utah road resurfacing (2019)	Consider adding bike lanes to the whole length Mario Capecchi Dr as this constitutes a major commute route to the Uof U health sciences campus.	7/12/2016	Thank you for your comment. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs.
Bonneville golf course connector	2022 is way too late to construct this. It should have been in the ground already. Please, move it to an ASAP date.	7/12/2016	Thank you for your comment regarding the Bonneville Golf Course Connector. Due to the limitations on funding availability, 2022 is the earliest funding is currently available. WFRC works closely with local governments, the Utah Department of Transportation and the Utah Transit Authority to accelerate projects, where possible.
South Campus Drive	create "uphill" bike lane (eastbound)	7/12/2016	Thank you for your comment. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs.

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

Reconstruct 4100 South from 4000 West to 4800 West	This road is completely failing	7/12/2016	Thank you for your comment regarding the reconstruction project on 4100 S. from 4000 W. to 4800 W. This project is one part of a larger reconstruction project that will eventually extend from Bangerter Highway to 5400 West. We recognize the need to keep the roads in good repair and appreciate your feedback. Please feel free to get in touch with us if you have any additional questions or concerns.
South Campus Dr	add ped crossing at west side of South Campus Trax station to facilitate access to VA and better access into campus	7/12/2016	Thank you for your comment regarding adding a crossing for pedestrians at this location. This area will likely be near the Intermodal Hub that is partially funded for 2022. The needs of pedestrians will be considered as part of that project.
3300 South Landscaping	Lanscaping is nice when the resources are plentiful but I'd rather see a continuation/widening of the sidewalk on the north side of the road to form a commuter bike/ped path between Jordan River and 3300S/State St. business area.	7/12/2016	Thank you for your comments. Funding for this project and other similar projects was specifically set aside for highway beautification purposes. Regarding bicycle and pedestrian needs in the area, West Valley City is looking at a bicycle path parallel to 3300 South.
TIP	Sure seems like it is very car heavy.	7/12/2016	Thank you for your comment regarding the 2017-2022 Transportation Improvement Program (TIP). We understand that while most people drive, we must identify investments that provide choices for how people get around. Biking, walking, and transit are all vital components of a well-balanced, integrated and multi-modal transportation system. The 2017-2022 TIP funds bike lanes, pedestrian crossings, buses, intermodal facilities, and other improvements to help support this objective. We thank you again for your comment. Please feel free to get in touch with us if you have any additional comments.
intermodal hub	enhance South Campus Trax station to include connection to east-side UTA bus routes, campus shuttles, and pedestrian routes to campus and VA	7/12/2016	Thank you for your comment regarding the South Campus Trax station. The Intermodal Hub project will consider these connections as part of that project.
Mario & Foothill	northbound foothill right-turn lane is a danger to pedestrians and cyclists - major impediment to active trans in the area	7/12/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs.
Wakara & Foothill	bike/ped path crossing on Wakara is dangerous, due to right hand turning from Foothill	7/12/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs.
Intersection of SR-107 and 4000 West in Davis County	As long as road work is being done... can anyone look at regrading this hill/intersection? Adding a light below the hill? it is steep and the visibility is limited. Cars turning from 4000 are constantly in jeopardy of pulling out in front of another car.	7/12/2016	Safety is a priority. WFRC will continue to work with UDOT and local jurisdictions to evaluate the needs for improvements to this and other similar intersections. Lastly, the appropriate jurisdictions may choose to apply for Surface Transportation Program funds through WFRC. When such a request is made, WFRC will carefully review the application.
1700 East I-80 bridge	Assuming this is a bridge replacement, please, keep the bike lane width at least at 5 ft in each direction and incorporate safe connection to Parley's trail both eastbound and westbound.	7/12/2016	Thank you for your comments. At this time there is not a project funded to replace the bridge at 1700 South. Rather, this project is a surface repaving only. Safety is a high priority so WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
South Campus Drive at the University of Utah	Need protected bike box (or something) for eastbound cyclists coming from downtown and trying to turn into 1400 E. Uphill slope limits bicycle speed and creates dangerous situation trying to cross lanes for left-turn	7/12/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
I-80 projects in upper Parley's canyon	As a part of these projects consider funding of the bike path from Washington Golf Course to Summit Park.	7/12/2016	Thank you for your comment. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
SR 65 repaving in Morgan County	As a part of this project, consider widening uphill lane to accommodate bicyclists (this is a very popular and heavily used route).	7/12/2016	Thank you for your comment. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
freeway expansion, Mountain View Corridor	We need more lanes and to finish the west freeway expansion ASAP	7/12/2016	Thank you for your comment. Currently, funding for the Mountain View Corridor (MVC) is programmed in its current configuration to SR-201. Some of the work is currently taking place from 5400 S. to 4100 S. now. Feel free to visit the Mountain View Corridor website at http://www.udot.utah.gov/mountainview for more information.
I-15 HOV	North Bound I-15 HOV lane Exit is needed for North Salt Lake Exit 315. Nearest exit is @ 600 N several miles to the south.	7/12/2016	There is already an HOV lane exit as I-15 crosses US-89. The efficiency of the HOV system is constantly under review and changes in access to and from the HOV lanes are periodically modified. We have forwarded this recommendation to the appropriate UDOT staff members for their consideration.
	Bring Access to highway 89 in North Salt Lake to and from I-215	7/12/2016	This recommendation has been considered and analyzed. It is in the currently adopted 2015-2040 Regional Transportation Plan (RTP). While the project is being planned for, funding has yet to be identified for it. For more information about this and other projects in the RTP, please feel free to visit our website at wfrc.org/rtp .

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

A road out of Tooele	SR 201 should be going all the way to lake point	7/12/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified.
I-15/Shepard Lane Interchange	Please reference the I-15/Shepard Lane interchange on the TIP. Thanks.	7/12/2016	Thank you for getting in touch with us regarding the I-15/Shepard Lane interchange. Since the interchange is currently being considered as part of the West Davis Corridor Environmental Impact Statement (EIS), we will need to wait for the results of that EIS to be finalized and funding to be identified before it could be included in the Transportation Improvement Program. Please feel free to get in touch with us if you have any additional questions about this.
West Davis Corridor to I-15 Connector Road	A key interchange is planned on WDC corridor south of the CSDS plant, the Mink Farm Interchange. Another key interchange is planned at I-15 and Shepard Lane. Place major collector street which is necessary to connect these two facilities on the TIP."	7/12/2016	Thank you for contacting us regarding a potential future collector street that would connect two I-15 interchanges currently being considered as part of the West Davis Corridor environmental analysis. We have passed along your comment to our Regional Transportation Planning group for their consideration in the identification and selection of projects for the 2019-2050 Regional Transportation Plan currently being developed. The Shepard Lane Interchange is included as a recommended upgrade in the current Regional Transportation Plan. Funding would need to be identified for a project like this before it could be included in the Transportation Improvement Program.
SR 106 Improvments	SR 106 Improvements between Park Lane and Shepard Lane must be included on the TIP. These include road widening (asphalt), curb, gutter, sidewalk on both sides	7/12/2016	Operational service upgrades are decided based on a rigorous set of evaluation criteria. WFRC will work with the City and UDOT to consider the need for the improvements you mention. No funding has been identified for this project but Farmington City is welcome to apply for competitively awarded Surface Transportation Program funds administered through WFRC.
SR 106 between Glovers Lane and Lund Lane	SR 106 Improvements are needed on the TIP. These include road widening (asphalt), curb, gutter, sidewalk.	7/12/2016	Operational services upgrades are decided based on a rigorous set of evaluation criteria. WFRC will work with the City and UDOT to consider the need for such in this case. No funding has been identified for this project. Farmington City is welcome to apply for competitively awarded Surface Transportation Program funds administered through WFRC.
Hwy 201 extension	On a daily basis it is dangerous to get stopped on I-80 at exit 99 trying to get onto Highway 36 to Erda. The traffic comes to a stand still on the interstate with semi's flying by. I have been stuck 2 times in the last month due to wrecks.	7/12/2016	Plans have been developed for an additional interchange on I-80 a few miles west of the Lakepoint area, and for the Midvalley Highway to connect from there to SR-138. Funding has yet to be identified. We have referred this comment to the Utah Department of Transportation and will continue to work with them and the local community to determine the best path forward.
Tooele to Salt Lake bikepath	would love to see a bike path connecting to great salt lake road so do not have to use highway	7/12/2016	Thank you for your comment. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
	I don't think dedicated bus lanes are necessary or desired along University Parkway or Avenue. I think that it is a terrible idea.	7/13/2016	Thank you for getting in touch with us regarding the dedicated bus lanes on University Parkway and University Avenue. This project is outside of the jurisdiction of the Wasatch Front Regional Council. We have referred your comment to the Mountainland Association of Governments (MAG). MAG conducts the transportation planning for Utah County. For more information regarding their plans, please feel free to visit mountainland.org .
300 South in Provo	I think a raised median here will only impede traffic and hurt access to businesses located along this road. This is a poor decision.	7/13/2016	Thank you for getting in touch with us regarding the dedicated bus lanes on University Parkway and University Avenue. This project is outside of the jurisdiction of the Wasatch Front Regional Council. We have referred your comment to the Mountainland Association of Governments (MAG). MAG conducts the transportation planning for Utah County. For more information regarding their plans, please feel free to visit mountainland.org .
Stansbury to Salt Lake Marina	We need to connect Tooele County to the Salt Lake Marina that would create an opportunity to connect the counties for recreation and work. A pedestrian slash bike trail would be outstanding	7/13/2016	WFRC understands the need to provide additional bike facilities in the area. WFRC will continue to work with the Utah Department of Transportation and local governments to develop solutions. However, funding has not yet been identified.
all	I wish you would have your open house at a physical location rather than online, so we can talk with the planners and have a better understanding of what we're seeing on these maps. I persomally would like to see an expansion of dedicated bike/walk routes	7/13/2016	WFRC held an in person open house on July 12, 2016 at the Salt Lake County Government Center. In addition, WFRC staff are always available ot meet with individuals as may be requested. WFRC has a robust bicycle plan available on our website. For more information, please feel free to visit our website at www.wfrc.org .
	With all the growth we're going to experience in 84074, exit 99 (on I-80 in Tooele County) needs some major work. It is very inefficient and dangerous how it is now and will not accomodate future demand.	7/13/2016	Plans have been developed for an additional interchange on I-80 a few miles west of the Lakepoint area, and for the Midvalley Highway to connect from there to SR-138. Funding has yet to be identified. We have referred this comment to the Utah Department of Transportation and will continue to work with them and the local community to determine the best path forward.
	We need SR 201 to continue into Tooele County so that there is separate entrance and exit from Tooele County when an accident occurs.	7/13/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified.

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

HOV lane	Rather than adding an additional HOV lane, why not just add another lane? HOV lane laws are notoriously ignored by Utah drivers.	7/13/2016	The additional HOV (high-occupancy vehicle)/HOT (high-occupancy toll) lane will help encourage carpooling and vanpooling. While you are correct to point out that some drivers violate the rule, we have found that HOV/HOT lanes improve traffic flow and reduce congestion because they serve to get more people through the area in fewer vehicles. There is a project beginning next year on southbound I-15 that will add a general purpose lane for anyone to use. Thanks for your comment. Please feel free to get in touch with us if you have any additional questions.
TRAX integration with new Airport Terminal	The train station should be adjacent to or in the new terminal. I've seen drawings that show it on the opposite side of the pickup/dropoff roads. That's worse than today's setup. Getting to/from the train should be quick, without any stairs or crosswalk	7/13/2016	The relocated light rail station at the airport is proposed to be directly across the skybridge from the security checkpoint going into the gate area. It will be a direct walk with no stairs or crosswalk.
I-15 widening	Widening won't necessarily remove the delays at rush hour. Money should be spent on Mountain View Corridor or Bangerter to provide alternate routes at freeway speeds.	7/13/2016	You are correct to point out that investment in alternate routes to I-15 is important. While the addition of the southbound lane on I-15 will help reduce traffic congestion, investments must be made on the other corridors you mention. Funding has been programmed for the extension of the Mountain View Corridor to SR-201 and additional intersections on Bangerter Highway will be upgraded to freeway type interchanges by 2021 to facilitate north/south and east/west traffic flow throughout the Salt Lake Valley.
University of Utah Intermodal Center	Why is a new structure needed? Can't we use the existing stations and bus stops to provide for the needs.	7/13/2016	Access to the campus from the TRAX line stations currently involves crossing either the large stadium lot at the Stadium station, or South Campus Drive at a narrow crosswalk at one end of the U. South Campus station. The University of Utah would like a better entrance for transit users to their campus, and UTA would like a place to make easier connections between local bus routes, the campus shuttles, light rail, and active transportation modes. Plans for the intermodal center are conceptual at this point.
UTA trax line to Brigham City	Would love to see that trax line built. I live in Logan and if the CVTD dropped off so that we (other USU students and I) could jump onto the Trax down to SLC and other areas it would be fantastic. Shopping, events, etc without having to deal with traffic!	7/14/2016	UTA owns access rights to the Union Pacific Railroad track from Ogden to Brigham City. UTA's FrontRunner commuter rail could be extended to Brigham City as demand increases and when funding becomes available. In addition, corridor preservation for this section is included in phase one of the currently adopted 2015-2040 Regional Transportation Plan. For more information about this and other projects identified in the Plan, please feel free to visit wfrfc.org/rtp .
I-80 to 201	I'd like to see an alternate or connecting route from Tooele to the 201 because when I-80 gets blocked by an accident or traffick is terribly heavy due to weather, there is no other way to Salt Lake. An alternate route is needed.	7/15/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
	Can we please do something to make sure the only reasonable way into Tooele from SLC cant get 100% stopped like a emergency lane? seriously 5 hour wait sucks.		WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
SR166	SR166 is a very popular route for cyclists, around the reservoir (East Canyon), and desperately needs an adequate shoulder to safely accommodate all users. This area hosts major sporting events Ragnar, Xterra, Ogden Marathon etc. Make it safer!	7/18/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
I-84	I-84 has now become de facto only "safe" way out of Ogden Valley with the addition of "cyclists not recommended on North Ogden Divide and Ogden Canyon. A dedicated cycling lane is the only way to safely accommodate cyclists in this	7/18/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs in the area.
not sure	I think a pedestrian bridge from Fronrunner going across to the mall and the new Hale center theatre would reduce the need for people to drive to these destinations.	7/18/2016	WFRC recognizes the importance of pedestrian movement in the area. WFRC will continue to work with UDOT, UTA and local governments to consider solutions.
I-15	Maybe build an on- and offramp to I-15 from 8000 south to relieve congestion on 7200 and 9000 south.	7/18/2016	Thank you for your suggestion regarding the congestion on I-15 between 7200 S. and 9000 S. This area of I-15 is one of the most congested in the state. The Wasatch Front Regional Council, the Utah Department of Transportation, the Utah Transit Authority, and the Mountainland Association of Governments are working collaboratively together to identify innovative transportation solutions to reduce traffic congestion in this area and improve choices for how people get around. If you're interested, here are links to a couple of studies underway in the I-15 corridor that are looking at the innovative transportation solutions. Managed motorways- https://www.udot.utah.gov/main/uconowner.gf?n=27779306318016285 ; Wasatch Front Central Corridor Study- wfccstudy.org Hope this information helps. Thank you again for your comment.

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

I-15 Widening	Please don't widen I-15 where it is proposed....don't add more problems to our air pollution...should promote more riding on Trax and Front Runner. Do what is right and don't add more freeway lanes.	7/23/2016	We understand your concern regarding the addition of another travel lane on I-15. As a transportation planning agency, WFRC must consider all modes of transportation in providing choices for how people get around. The 2017-2022 TIP provides projects that balance transportation investments across all modes of travel, including transit, biking, walking, and driving. There are also projects in the TIP that will help to improve the operation of the existing system, utilizing innovative technologies for ramp metering and signal timing to enhance the ability of the current system to work more efficiently. Through a comprehensive approach that addresses all modes of travel in an integrated way, we hope to help address the concerns you raise regarding air quality, mobility, and quality of life.
Intersection improvements at the intersection of 900 West and California Avenue	This intersection is extremely dangerous. How many accidents happen per year? How many children, pedestrians, and cyclists use this intersection?	7/19/2016	There is not currently a project scheduled for this location. WFRC will work with Salt Lake City to determine if additional investment is needed.
viaduct reconstruction, 1300 South and approximately 500 West over the railroad tracks	Is more going to be done to make this a bicycle friendly bridge? Using the traffic lanes is terrifying because people go so fast, and the sidewalk is not wide enough for a bike and person. Dedicated bike lane perhaps?	7/19/2016	The new bridge over the railroad tracks on 1300 South is now complete and has added wide sidewalks and 'share the road' markings on the pavement for bicycles. It is not anticipated that the bridge will be rebuilt again for some time. Nevertheless, WFRC will continue to work with Salt Lake City and other municipalities to identify whether or not additional upgrades for cyclists are needed.
viaduct reconstruction, 1300 South and approximately 500 West over the railroad tracks	I hope that the remodeling of the viaduct makes it safe for bikes to move through this area. It's one of the few places with a bridge over the tracks, so it would be nice to not have to ride on the sidewalk or risk your life		The recent upgrades on the viaduct are indeed designed to make the area safer for bikes. WFRC will continue to work with Salt Lake City and other municipalities to identify whether or not additional upgrades for cyclists are needed in this area.
Railroad track crossings at 800 South and 500 West	We need more ways to cross the railroad tracks. At minimum, bike and pedestrian crossings. Ideally, enough that we can have consistent transit connectivity		We agree with you that bike and pedestrian connections to transit are important. There is not a project currently scheduled for this location but WFRC will work with Salt Lake City to determine if additional investment is needed. As you may have seen in the news lately, UTA recently received a \$20 million grant to fund bike and pedestrian connections to transit across the region. WFRC worked closely with UTA on the application and will continue to work with them during project design and construction. Here is a link for more information about that grant. https://www.transportation.gov/sites/dot.gov/files/docs/TIGER%20Fact%20Sheets%20-%207-28.pdf
	Davis County needs more east west transit options. There are no buses serving as collectors for the Front Runner Station in Woods Cross. In order to use it you have to drive and park. This does not get more cars off the road.	7/26/2016	As part of the service plan for 2017 and 2018 UTA is exploring the options of new east/west service in Davis County. This new service is proposed to service the Woods Cross station.
Permitting and relocation of a new highway sign (Intersection at Foothill Boulevard and Yale Avenue	Curious as to why a 2015 project is being included in the draft 2017 TIP? What was the permitting for? Is there a future project planned here?	7/27/2016	All projects at various stages of the development process, including those currently under construction, are required to be in the TIP. Funding is identified for this project and it is scheduled to be built this year.
Intersection of Arappen and Sunnyside Avenues	Consider making the south bound left lane a Left/Thru/Right turn permitted to aid in clearing Research Park PL traffic on Arapeen Drive.	7/27/2016	There is not currently a project scheduled for this location. WFRC will work with Salt Lake City to determine if additional investment is needed.
Anything that will help access	Extending light rail to Tooele county would be awesome as well as some sort of frontage road that actually connects to salt lake so you don't have to use I80.	8/3/2016	WFRC recognizes the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified. Potential transit improvements for Tooele Valley are regularly evaluated in terms of ridership, benefits, costs, and other relevant considerations.
I80	Yesterday traffic was backed up on this exit all the way back to the viewing area. Someone's gonna get hurt! Two lanes of traffic sitting on I80	8/3/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified.

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

Hwy 138/Stansbury Pkwy	This intersection, Hwy 138 and Stansbury Pkwy, is very very dangerous. I'm hoping for a light, slower speed limits as vehicles enter residential areas and an over or under pass across this Hwy for pedestrian crossing. A school is being build to the North.	8/3/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.
pedestrian crossing	Lake Point kids all attend school in Stansbury/Tooele. Kids, adults, cross country teams all must cross here or go all the way to Village. (There's also nowhere north to cross at all. Underpass or at least a ped xing light please!	8/3/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.
	Another option out of Tooele County would be great. Lakepoint is very dangerous with all the trucks and any accident landlocks us.	8/3/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified.
I-80 Exit 99	Extremely dangerous area with immediate stopping and many large trucks. Tooele County needs more lanes and more on/off ramps near Lakepoint!	8/3/2016	WFRC recognizes the traffic-related issues in the Lakepoint area. Plans have been developed for an additional interchange on I-80 a few miles west of the Lakepoint area, and for the Midvalley Highway to connect from there to SR-138. Funding has yet to be identified. We have referred this comment to the Utah Department of Transportation and will continue to work with them and the local community to determine the best path forward.
sidewalk to allow pedestrian and bikes to ride on 400 West and 1000 north	need to get bike path and sidewalk from 200 west on 1000 north in tooele . also sidewalk bike path on 400 west	8/3/2016	Thank you for your comment. WFRC will continue to work with UDOT and the local jurisdictions regarding cyclist and pedestrian needs.
Tooele Route	An alternate route from SLC to Tooele needs to be developed.	8/3/2016	WFRC recognizes the need for an alternate route to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified.
I-80 alternate into Tooele County	There needs to be another way into Tooele County from SLC, one accident causes unreal delays and there is not reasonable alternate at all.	8/3/2016	WFRC recognizes the need for an alternate route to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified.
SR 138 at Stansbury Parkway	Dangerous intersection, needs more room but most of all some type of traffic light and crosswalk. It is a tragedy waiting to happen!	8/3/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.
I-80 Tooele County	This is the only route in and out of Northern Tooele County. An alternate route needs to be constructed. Any incidents severely affects traffic.		WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
I80 and SR201 going to Tooele	Please work on lane aditions or alternate routes	8/3/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
Stansbury exit?	Couldn't we get an exit from i80 here to channel specific traffic to Stansbury?	8/3/2016	Local governments in Tooele Valley in collaboration with UDOT, WFRC, and others have developed plans for an additional interchange on I-80 a few miles west of the Lakepoint area, and for the Midvalley Highway to connect from there to SR-138. Funding has yet to be identified.
	Please fix this bottleneck. It's horrible. We need an alternate route in and out of Tooele County.	8/4/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
	Trax Would be nice in Tooele County to Salt Lake	8/4/2016	Potential transit improvements for Tooele Valley are regularly evaluated in terms of ridership, benefits, costs and other relevant considerations.
	We need a additional way to get in & out of Tooele County. One accident can delay traffic for several hours	8/4/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
	Extending Front Runner to Lake Point would let a lot more people use public transportation to get to work, and add a route out of the valley that doesn't require I80. When there is one accident on I80 everything stops	8/4/2016	Potential transit improvements for Tooele Valley are regularly evaluated in terms of ridership, benefits, costs and other relevant considerations. WFRC appreciates the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified.
Everything	The roads in tootle county are great! Wouldn't change a thing.	8/4/2016	Thank you for the positive feedback. We appreciate it!
I80	We need a fix for the bottlenecking	8/4/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects. Thanks, Sam
Trax	We need trax in Tooele		Potential transit improvements for Tooele Valley are regularly evaluated in terms of ridership, benefits, costs and other relevant considerations.

Wasatch Front Regional Council 2017-2022 Transportation Improvement Program Public Comments

New route from Salt Lake City to Tooele	We really need another way to go from Salt Lake to Tooele. The only access from the north is Exit 99 on I-80. It is a nightmare if there is a car accident. Traffic is backed up for miles. A continuation of Rt. 201 all the way into Tooele would be great.	8/4/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects. Thanks, Sam
Road from Tooele to Herriman	We need another route from the Salt Lake Valley to Tooele. Paving the entire road from Middle Canyon to Butterfield Canyon would be a good start. A tunnel through mountain would be better.	8/4/2016	There is a feasibility study currently underway that will look at potential connections and upgrades as suggested. WFRC will review the recommendations of the study as they become available.
SR 138 and Brigham Rd., Stansbury Park	This intersection needs a light or a 4-way stop sign! The speed limit is way too fast for this residential area. Families and kids cross here to go to the multi acre park and across again to access the lake. Children are unable to cross d/t high speeds!!		Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.
SR 138 and Brigham Rd., Stansbury Park	Due to many streets west of being able to access Hwy 138 this intersection needs a stop sign or 4way stop sign. There is SO much traffic on this Hwy and the speed limit is too fast!		Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.
	we need bike/jogging paths!! All other counties have them! Along Highway 138 looks like a great place for that. There is plenty of space to the north of the Highway all the way to Grantsville! Please save us in Tooele county from getting obese!!		Thank you for your comment. WFRC will continue to work with UDOT and local jurisdictions regarding cyclist and pedestrian needs.
I80 and SR201 into and out of Tooele County	Expansion of this area is needed for citizens and economic development for Tooele County. Tooele County is the 3rd fastest growing in the state. I80 is the key to the trucking industry through Utah. Now is the time for Tooele County	8/4/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects. Thanks, Sam
Exit 99	Can we get a better on and off ramp? It is worrisome that there is no divider for the two opposite directional vehicles using this ramp. All it would take is two people and one not paying attention or looking down to hit head on going 50 MPH both direction	8/5/2016	WFRC will continue to work with UDOT to identify potential safety improvements at this interchange.
Butterfield Canyon	This road either needs to be not trailers allowed or widened drastically. In some areas it is only big enough for one car, it needs some serious redoing.	8/5/2016	There is a feasibility study currently underway that will look at potential connections and upgrades as suggested. WFRC will review the recommendations of the study as they become available.
I-80	Can we get a contract with Kennecott to have a extra 10 feet for a frontage road with emergency let ons so we can get through the traffic when there is an accident. I had to wait upwards of 6 hours after an accident in 100 degree	8/6/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
I-80	Extreme need for alternate route to and from Tooele County. One accident blocks into and out of county for hours.	8/5/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
Highway 138 and Stansbury Parkway	An urgent need for a stoplight at this corner.	8/5/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.
I80 and SR201	There is insufficient ingress/egress from Tooele County. This is a public safety issue which must be resolved.	8/5/2016	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated, but funding has not yet been identified for these projects.
HWY 138	Would be nice if the speed limit could be lower before the intersections in Stansbury Park. Cars travel through this area going to Highway 36 going 50-60 MPH and people are trying to cross the street and drivers trying to access the	8/5/2016	Thank you for your comment. Safety is a high priority. WFRC will continue to work with UDOT and local jurisdictions in evaluating transportation safety needs.

DATE: August 11, 2016
AGENDA ITEM: 3c
SUBJECT: Overview of WFRC Programs for Local Governments
PREPARED BY: Wayne Bennion

BACKGROUND:

The Wasatch Front Regional Council administers six programs that provide resources for local governments. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Transportation and Land Use Connection (TLC)
- Community Development Block Grant (CDBG)
- Wasatch Front Economic Development District (WFEDD)

A presentation will be given describing these programs to increase awareness of funding and resource opportunities, as well as to encourage efficiency and coordination between the programs for applicants.

An exhibit regarding the programs is attached. The first two pages briefly describe each program, followed by a one-page information sheet for each program.

RECOMMENDATIONS:

This is an information item only.

CONTACT PERSON:

Wayne Bennion (801) 363-4230, ext. 1112

EXHIBIT:

WFRC Funding Programs

WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering six programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The [Surface Transportation Program \(STP\)](#) provides funding that may be used for projects on Federal-aid highways and bridges, transit capital improvements and projects, active transportation projects.

The [Congestion Mitigation Air Quality \(CMAQ\)](#) provides funding for transportation projects that improve air quality, except these funds are not eligible for major road widening.

The [Transportation Alternatives Program \(TAP\)](#) funds construction and planning of bicycle and pedestrian facilities.

The [Transportation and Land Use Connection \(TLC\)](#) supports local government efforts to create livable and vibrant communities. It provides local communities with technical assistance towards integrating land use and transportation by means of staff time, consulting and training. Salt Lake County is a joint sponsor of this program for projects within the county boundaries.

The [Community Development Block Grant \(CDBG\)](#) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community and economic development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties.

The [Wasatch Front Economic Development District \(WFEDD\)](#) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first four programs are:

Letter of Intent due October 27, 2016

Applications due January 19, 2017

Application Information

Funding Program	Purpose	Letter of Intent Due Date	Application Due Date	Year Funds Available	Approximate Funds Available to the Region Annually	Selection Process	Contact
Surface Transportation Program (STP)	Surface Transportation Improvements	October 27, 2016	January 19, 2017	2023	\$25,000,000 - \$27,000,000	Competitive	Ben Wuthrich bwuthrich@wfr.org
Congestion Mitigation Air Quality (CMAQ)	Projects that reduce mobile source emissions	October 27, 2016	January 19, 2017	2023	\$7,000,000 - \$8,000,000	Competitive	Ben Wuthrich bwuthrich@wfr.org
Transportation Alternatives Program (TAP)	Bicycle and Pedestrian Facilities	October 27, 2016	January 19, 2017	2019	\$1,400,000	Competitive	Ben Wuthrich bwuthrich@wfr.org
Transportation and Land Use Connection (TLC)	Planning Assistance	October 27, 2016	January 19, 2017	2017	\$900,000	Competitive	Julia Collins Julia@wfr.org
Community Development Block Grant Program (CDBG)	Housing/Community/Economic Development Activities	Mandatory How to Apply Workshop – November 16, 2015 at 3:30 pm	January 12, 2017	2017	\$1,000,000	Competitive	Sam Klemm sam@wfr.org

Surface Transportation Program (STP)



Program Description

Provides funding that may be used for projects on federal-aid highways and bridges, transit capital projects, and intracity and intercity bus terminals and facilities.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton Urbanized or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

STP funds may be used for constructing new streets or widening, improving, or reconstructing existing streets classified as Federal Aid Eligible (FAE) freeways, highways, arterials or collectors (click [here](#) for the latest version of the FAE facilities map in your Urban Area). In addition, STP funds can be used for bridge replacement, intersection improvements, projects which reduce traffic demand, such as transit capital improvements and active transportation, and other projects as provided for in federal legislation. Major highway and transit capacity improvements must be identified in the first phase of the 2015-2040 RTP.

Funding

By population formula, the federal government currently apportions approximately \$8,000,000 - \$9,000,000 in Urban STP funds each year to the Ogden/ Layton Urbanized Area, and approximately \$17,000,000 - \$18,000,000 to the Salt Lake/ West Valley Area. Funds are programmed over a six-year period and so applicants currently will be competing for funds available in the federal fiscal year 2023.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the “Letter of Intent” must include the project name, project limits, a brief project description, the type of funds being sought, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRC to determine program eligibility. **Letters of Intent are due October 27, 2016 to bwuthrich@wfr.org.** This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated “Project Evaluation Concept Report” and “Cost Estimation Form” for each project by **January 19, 2017**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the Technical Advisory Committees for review and recommendation. The projects and the recommendations will then be presented to the COGs for discussion and review, as well as to Trans Com for recommendation to the Regional Council.

For more information Ben Wuthrich, bwuthrich@wfr.org, (801) 363-4230 x1121

Congestion Mitigation/Air Quality (CMAQ)



Program Description

CMAQ funds are intended to fund transportation projects that improve air quality, except they are not eligible for through travel lanes.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

Funds must be used for projects which improve air quality. Eligible projects include transportation activities in the State Air Quality Implementation Plan (SIP); construction/ purchase of public transportation facilities and equipment; construction of bicycle or pedestrian facilities serving transportation needs; promotion of alternative modes, including ridesharing; Intelligent Transportation Systems (ITS), and certain traffic control measures, such as traffic signal coordination, intersection improvements, and incident management. The funds may not be used for major road widening.

Funding

By population formula, the federal government currently apportions approximately \$2,000,000 - \$3,000,000 in CMAQ funds each year to the Ogden/ Layton Urbanized Area and approximately \$5,000,000 to the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and so applicants currently will be competing for funds available in the federal fiscal year 2023.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the “Letter of Intent” must include the project name, project limits, a brief project description, the type of funds being sought, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRC to determine program eligibility. **Letters of Intent are due October 27, 2016 to bwuthrich@wfr.org.** This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated “Project Evaluation Concept Report,” “Cost Estimation Form,” and “Emissions Analysis Form” for each project by **January 19, 2017**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the Technical Advisory Committees for review and recommendation. The projects and the recommendations will then be presented to the COGs for discussion and review, as well as to Trans Com for recommendation to the Regional Council.

For more information Ben Wuthrich, bwuthrich@wfr.org, (801) 363-4230 x1121

Transportation Alternatives Program (TAP)



Program Description

TAP funds are for the construction and planning of bicycle and pedestrian facilities.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non-drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Funding eligibility includes Safe Routes to School infrastructure projects.

Funding

By population formula, the federal government currently apportions approximately \$400,000 - \$500,000 in TAP funds each year to the Ogden/ Layton Urbanized Area and approximately \$800,000 - \$900,000 to the Salt Lake/ West Valley Urbanized Area. Applicants will be competing for funds available in the federal fiscal year 2019.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, the type of funds being sought, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRC to determine program eligibility. **Letters of Intent are due October 27, 2016 to bwuthrich@wfr.org.** This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "TAP Concept Report" and "Cost Estimation Form" for each project by **January 19, 2017**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the Technical Committees for review and recommendation. The projects and the recommendations will then be presented to the COGs for discussion and review, as well as to Trans Com for recommendation to the Regional Council. The Transportation Alternatives Program projects will also be presented to the Active Transportation Committee (ATC) for discussion, review and comment prior to being presented to Trans Com.

For more information Ben Wuthrich, bwuthrich@wfr.org, (801) 363-4230 x1121



Transportation and Land Use Connection

TRANSPORTATION AND LAND USE CONNECTION

Program Description

The [Transportation and Land Use Connection \(TLC\)](#) supports communities looking to integrate their land use and regional transportation plans and implement elements of the shared, voluntary regional vision: Wasatch Choice for 2040. This locally-driven approach allows communities to address challenging planning concerns in a way that works best for them by providing them with the technical resources necessary to accommodate future growth. It provides support to local communities by means of technical assistance through staff time, consulting and training for planning, implementation, and visioning efforts that proactively address anticipated growth. Salt Lake County is a joint sponsor of this program for projects within the county boundaries.

Program Eligibility

An eligible project sponsor must be a local government in Davis, Morgan, Salt Lake, Southern Box Elder, Tooele or Weber Counties. Multi-jurisdictional projects and letters of support from other agencies are welcomed.

Eligible Activities

Eligible projects include but are not limited to:

- Activities that help to implement previously-adopted plans, such as revisions to ordinances or other land use regulations
- Studies or specific plans related to important local issues, such as housing, market studies, or expanding transportation choices
- Using the [Wasatch Choice 2040 resources](#), like Envision Tomorrow Plus (ET+) to generate land use scenarios for planning purposes
- Transportation or land use projects that involve multijurisdictional coordination
- Assistance with public participation related to developing or implementing local plans.
- Site assessments to determine feasibility of transportation projects like transit oriented development or first last mile projects
- Studies or specific plans related to important local issues, such as housing, market studies, or expanding transportation choices
- Developing local “visions” or plans like active transportation master plans

Funding

The Wasatch Front Regional Council is able to provide \$300,000 to serve the Ogden- Layton Urbanized Area. For the Salt Lake/ West Valley Urbanized Area a total of \$600,000 is available (jointly provided by Salt Lake County and WFRC).

Application Process

A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by a selection committee to determine program eligibility. **Letters of Intent are due October 27, 2016 electronically by 5:00 pm to Julia@wfr.org.** This letter should be signed by the Mayor or Commissioner of the sponsoring agency(ies). Sponsors of eligible projects will be notified and required to submit a new application for each project by **January 19, 2017**. The Transportation and Land Use Connection encourages applications from two or more jurisdictions working together.

For more information

More details can be found on the program website [available here](#). If you have any further questions or concerns regarding the program or project eligibility, please contact Julia Collins, Julia@wfr.org.

Community Development Block Grant Program (CDBG)



Program Description

CDBG is funded under the Housing and Community Development Act of 1974 by the U.S. Department of Housing and Urban Development. The Governor elects to administer the program and delegates the administration to the Department of Workforce Services, Housing and Community Development Division. The purpose of the CDBG program is to assist in developing viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income.

Eligibility

Cities with a population of 50,000 or less and counties with a population of 200,000 or less qualify for the small cities program. Eligible entities in the Wasatch Front region include Morgan, Tooele, and Weber Counties and the cities within (excluding entitlement cities).

Eligible Activities

The following activities are eligible for funding: public services; planning; assistance to not-for-profits for community development activities; removal of barriers that restrict the accessibility of the elderly or handicapped; property acquisition for public purposes; construction or reconstruction of streets, water and sewer facilities, construction or reconstruction of parks and other public works in low income areas; demolition of buildings and improvements; rehabilitation of public and private buildings; and slum and blight removal.

Funding

The Wasatch Front region receives approximately \$1 million dollars of CDBG funds each year. The program is a competitive grant program; all applicants are required to submit an application for funding. **All interested persons wishing to make an application must attend the region's "how to apply" workshop on November 16, 2016 at 3:30 pm at the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, UT 84116.** In Utah, project prioritization is delegated to the local elected officials that make up a Regional Review Committee (RRC). This local rating and ranking process provides for maximum involvement of the public and local governments. In the Wasatch Front, the RRC is made up of two members from each county, nominated by their respective County Council of Governments. The RRC determines project eligibility, rates and ranks projects, and makes funding recommendations to the Utah Housing and Community Development Division.

Important Dates

Mandatory How to Apply Workshop	November 16, 2016, 3:30 – 5:30 pm, WFRC office
Capital Improvement Project List	January 4, 2017
Application Deadline (to WFRC)	January 12, 2017
Application Deadline (to State of Utah)	January 31, 2017
CDBG Grant Award Notification	April 2017

For more information

Sam Klemm | 801-363-4250 x1116 | sam@wfr.org

Wasatch Front Economic Development District



Description

The Wasatch Front Economic Development District undertakes a regional approach to economic development with support of our member counties including Davis, Morgan, Salt Lake, Tooele, and Weber. The District operates under the auspice of the Wasatch Front Regional Council. The District received designation as the region's Economic Development District (EDD) from the U.S. Department of Commerce Economic Development Administration (EDA) August 2014. The Wasatch Front Economic Development District is one of seven federally recognized economic development districts in Utah - every county in the State of Utah is now represented by a Regional Economic Development District.

Mission and Focus

The District's mission is to support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans. The District implements its mission through six regional economic goals that include 1) Attract businesses that offer higher wages, 2) Retain and expand existing Utah businesses, 3) Build on and improve the region's growth centers, 4) Encourage entrepreneurship and innovation, 5) Increase economic development capacity, and 6) Maintain and improve our high quality of life.

The District's focus is to further regional economic development activities through coordination of long-term planning activities, collaboration and partnerships, and the implementation of the region's regional economic development strategy known as a Comprehensive Economic Development Strategy (CEDS). The CEDS analyzes the region's strengths, weaknesses, opportunities, and challenges. This analysis allows the District to foster and implement local and regional goals that further comprehensive planning, economies of scale, capital investment, and regional competitiveness.

Eligibility

Eligible applicants include the state, political subdivisions of the state, Indian tribes, institutions of higher education, non-profit organizations acting in coordination with political subdivisions of the state, areas that are economically distressed, or import-impacted U.S. firms.

Investment Programs

The District assists entities in coordinating and developing competitive grant applications for Economic Development Administration's investment programs. EDA is the only federal government agency focused exclusively on economic development. The EDD in partnership with EDA can play a critical role in fostering local and regional economic development efforts across the Wasatch Front region by supporting strategic investments that foster job creation and attract private investment particularly in economically distressed areas. EDA's investment programs 1) help distressed communities attract new industry and encourage business expansion, 2) build local and regional knowledge base, 3) assist in planning efforts, 4) analyze feasibility of potential economic developments, 5) fund market and/or environmental studies, planning / construction grants, revolving loan funds, 6) develop and implement business recovery strategies for the global marketplace.

Submitting a Project

Filling out the CEDS [Project Form](#) is the first step in making a formal application to the U.S. Economic Development Administration. The District reviews and approves projects quarterly (February, May, August, November) for inclusion into the region's Comprehensive Economic Development Strategy.

For more information

LaNiece D. Davenport | 801-363-4230 x1136 | ldavenport@wfrdc.org | www.wfrdc.org

DATE: August 11, 2016
AGENDA ITEM: 4
SUBJECT: ACTION on Self-Certification of Planning Process
PREPARED BY: Wayne Bennion

BACKGROUND:

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

RECOMMENDATION:

The WFRC staff recommends that Trans Com make a motion “to recommend that the Regional Council approve the resolution certifying the transportation planning process.”

CONTACT PERSON:

Wayne Bennion (WFRC) 363-4230 x 1112

EXHIBITS:

Joint resolution certifying the transportation planning process

Draft - RESOLUTION

Urban Transportation Planning Process Certification – 2016

WHEREAS, the Governor has designated the Wasatch Front Regional Council as the Metropolitan Planning Organization for the Salt Lake City-West Valley City and the Ogden-Layton Urbanized Areas; and

WHEREAS, the Wasatch Front Regional Council is responsible together with the Utah Department of Transportation for carrying out the Urban Transportation Planning Process; and

WHEREAS, the Wasatch Front Regional Council and the Utah Department of Transportation are required to certify that the Urban Transportation Planning Process meets the requirements of the following:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; with regard to transportation planning requirements.
- (2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) - (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Wasatch Front Regional Council and the Utah Department of Transportation have reviewed the Urban Transportation Planning Process for the Salt Lake-West Valley and the Ogden-Layton Areas as shown in the attached document and have found it to meet the requirements described above;

NOW, THEREFORE, LET IT BE RESOLVED, that the Wasatch Front Regional Council and the Utah Department of Transportation certify that the Urban Transportation Planning Process for the Salt Lake-West Valley and the Ogden-Layton Areas meets the requirements of 23 USC 134 and 49 USC 5303; 42 USC 7504, 7506(c) and (d) and 40 CFR Part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR Part 21; 49 U.S.C. 5332; Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26; 23 CFR Part 230; Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38; 42 U.S.C. 6101; Section 324 of Title 23 U.S.C.; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27.

WASATCH FRONT REGIONAL COUNCIL

UTAH DEPARTMENT OF TRANSPORTATION

Chairman

Executive Director

Executive Director

ATTEST

Date

Date

CERTIFICATION DETERMINATION for the
SALT LAKE-WEST VALLEY and the OGDEN-LAYTON URBANIZED AREAS
TRANSPORTATION PLANNING PROCESS
August 2016

1. Metropolitan Planning Organization Designation / Coordination

a. The Governor of Utah designated the Wasatch Front Regional Council (WFRC) as the Metropolitan Planning Organization (MPO) for the Salt Lake-West Valley and the Ogden-Layton Urbanized Areas in a letter to the Region VIII Intermodal Planning Group Chairman, dated December 26, 1973.

b. The WFRC's governing documents were updated and executed in 2014. The Regional Transportation Planning Memorandum of Agreement (MOA) describing responsibilities and procedures to be followed in the planning process, was updated and executed between the WFRC, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) on January 23, 2014.

c. The WFRC is composed of 21 voting members who include locally elected officials from Davis, Morgan, Salt Lake, Tooele, and Weber counties, one elected official from the general purpose units of local government in Box Elder County within the Ogden-Layton Urbanized Area, the Executive Director of the Utah Department of Transportation and the General Manager of the Utah Transit Authority. The Council also includes up to seven non-voting representatives identified at the discretion of the Regional Council. Non-voting members currently include the Utah League of Cities and Towns, the Utah Association of Counties, Envision Utah, the Utah State Senate, the Utah State House of Representatives, and the State Planning Director.

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 cooperation and coordination with local governments, Utah Department of Transportation, Utah Transit Authority, and other organizations and stakeholders.

The Regional Growth Committee (RGC) was also established as a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation

Anticipated Approval by the Regional Council on August 25, 2016

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 cooperation and coordination with local governments, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and other organizations and stakeholders.

d. The Wasatch Front Regional Council has determined that its membership represents 100 percent of the population of the metropolitan planning area. Furthermore, representatives of major transportation operating agencies (UDOT and UTA) are voting members of the Regional Council, and appointed members of the State Transportation Commission and the UTA Board of Trustees are voting members on Trans Com and the Regional Growth Committee.

e. The WFRC continues to work with the Mountainland Association of Governments (MAG), the Cache Metropolitan Planning Organization (CMPO), and the Dixie Metropolitan Planning Organization (DMPO) on issues of common interest. To facilitate the coordination between WFRC, UDOT, UTA, CMPO, DMPO and MAG, a Joint Policy Advisory Committee (JPAC) was established to provide a forum for discussion of planning issues that would involve all MPO areas and the major transportation operating agencies in the state. JPAC meets six to eight times a year.

f. Representatives of the Utah Air Quality Board (UAQB) are members of Trans Com, the Air Quality Committee, 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. The 2005 MOA defines the roles and responsibilities of WFRC and DAQ within the air quality and transportation planning processes.

2. Urban Transportation Planning Technical Process

a. Database - The WFRC, UDOT, and UTA maintain adequate databases to support the transportation planning process. Socioeconomic information is updated regularly and is made available for public use. Data items from the 2010 Census, as well as employment data to July 1, 2014, are available now.

Forecasts of future population, households, and employment are also made by the WFRC with the cooperation of state and local governments. Forecasts are updated as needed to provide estimates for at least a 20-year planning horizon. The latest projections, through the year 2040,

are documented in the 2015-2040 RTP. These forecasts are used as the primary basis for area wide planning.

Traffic and other travel information such as vehicle miles of travel (VMT) is gathered by UDOT and updated annually. The UTA continues to monitor transit ridership and other service information. UTA has installed automated passenger counters and automated vehicle location devices on many of their buses to enhance data collection and improve efficiency.

The WFRC uses a Geographic Information System (GIS) to collect and store information used to support the development of plans and programs. These GIS layers include environmental factors such as wetlands, steep slopes and hazardous waste sites. Other databases include socioeconomic information from local and national sources used to develop population and employment forecasts, conduct environmental justice evaluations, and prepare other analyses. Sidewalk presence, planned right-of-way, and school locations are a few of the many additional data items that are stored and used in WFRC GIS databases.

WFRC recently updated the socioeconomic forecasts to be consistent with the 2010 Census and the 2012 baseline published by the Governor's Office of Management and Budget. These revised forecasts were the basis for the 2015 - 2040 Regional Transportation Plan.

GIS layers also provide a valuable resource for communicating plans, programs, and other information to the public, elected officials, partners, and stakeholders. For example, mapping of the RTP and TIP projects allows better visual understanding of plans and programs. These projects can also now be visualized in Google Earth TM .

The Utah Department of Transportation (UDOT) has a GIS based planning tool, known as uPLAN. uPLAN is an online mapping tool that integrates data from many different sources. It allows for a complete planning environmental assessment to be performed on any existing or future highway project. This analysis includes the examination of such environmental concerns as a given facility's impacts on wetlands, agricultural soils, archeological sites, noise, neighborhood integrity, fault lines, parks and recreation facilities, etc. The analytical results are provided in a quantifiable format allowing for a comparison of different projects and different scenarios.

b. Modeling Process – The Regional Council is engaged in an ongoing refinement of its travel models. As the model is applied for the Regional Transportation Plan and various projects throughout the region, opportunities for improvement are discovered. In addition, WFRC is constantly researching new technologies and methodologies which could improve the accuracy or usability of the model. A Travel Model Advisory Committee (TMAC) (with members from all aspects of the modeling community) meets regularly to raise modeling concerns, identify solutions, and make recommendations.

WFRC completed a household travel survey in 2012 in cooperation with UDOT, UTA, and the three other MPO's in the State. WFRC used data from this survey to update and refine the auto ownership, trip generation, and distribution modules of the travel model.

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

- Upgrade of the transit module
- Addition of a freight forecasting module
- Addition of a household life cycle variable
- Addition of seven additional employment types
- Updated base year from 2007 to 2011
- 2011 speed and volume calibration and validation
- Traffic analysis zone structure refinement, with the addition of hundreds of additional zones
- Mode choice model recalibration
- Refinement of the user interface
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Inclusion of automated maps to display model inputs and outputs
- Updated script to seamlessly integrate model outputs for input into MOVES air quality analysis software

The WFRC's travel modeling process incorporates a Real Estate Market Model (REMM) to assist in forecasting land use and socio-economic conditions. REMM is an advanced land-use modeling system that simulates how a region is likely to grow into the future, based on local policy assumptions and transportation improvements. WFRC created a working, beta version of the model by the end of 2015. Winter and spring of 2016 were spent on testing and refinement. This model is now being used for project application and will be used in the RTP.

During 2008 WFRC participated with FHWA, UDOT, and all of the MPOs across the state conducting a Modeling Process Review, intended to identify and propose standardized modeling practices and procedures for all users.

c. Elements -

(1) 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 a land use and transportation Vision map and a series of Growth Principles known as Wasatch Choices 2040. In 2007, Wasatch Choices 2040 was further refined, focusing on a series of urban centers and corridors that would enable more people to use transit, walk or bike and would absorb growth in locations that have high levels of job access and utilize existing infrastructure. Rechristened as the Wasatch Choice for 2040, the Vision map *Anticipated Approval by the Regional Council on August 25, 2016*

accommodates anticipated growth in various metropolitan, urban, town and transit station centers, along with mixed use corridors which offer a wide-range of retail, office, and residential uses. The Wasatch Choice for 2040 helps to further define and coordinate freeways, rail lines, rapid busways, and transit stations with each other and with growth -- even while safeguarding natural resources, such as working farms, parks, and trails. Identified centers throughout the Wasatch Front Region would be connected with a robust transportation system, especially transit, allowing for growth to be absorbed in higher density areas where it makes sense. This improved Vision, which was vetted with local governments and adopted by the WFRC in May 2010, was used to allocate population and employment numbers for the development and modeling of the 2015 - 2040 Regional Transportation Plan.

(2) The Wasatch Choice 2040 Vision underpins the 2015 - 2040 RTP. First, the Vision's principles, known as "Regional Growth Principles," were the basis for the RTPs goals. These goals, in turn have been the basis for performance measures that have helped WFRC make decisions at each point of the RTP process. Second, the Vision is the basis for four land use and transportation scenarios that were developed for 2015 RTP. The scenarios helped demonstrate the critical connection between land use and transportation and tested support for the vision concepts with WFRC member communities. The WFRC staff analyzed and evaluated each of the scenarios and compared their performance using measures adopted by the Regional Council. In June 2013, a total of eleven small area meetings were held throughout the Region. Local mayors, city administrators, city planners, and engineers were invited to review and provide input on four land use and transportation scenarios. The WFRC staff received excellent feedback, comments, and direction from these meetings that will be used to help develop the preferred scenario.

Currently, WFRC is developing a "from scratch" revision to the Wasatch Choice vision – Wasatch Choice 2050. This will be based on a broad, grassroots engagement with local stakeholders to assess their desired outcomes, explore ideas for growth and transportation in scenarios, and assess how those scenarios achieve desired outcomes. Results will form the basis for a newly established vision. Notably, the vision process is running concurrently and integrated with the development of the Regional Transportation Plan (RTP). All scenarios will also aid in building the RTP and increase understanding of how transportation and land use together can help create a livable and economically thriving metropolitan area.

WFRC, MAG, and many other partners including UDOT, UTA, Envision Utah, the University of Utah, and Salt Lake County recently completed a HUD-supported Sustainable Communities Initiative. The Sustainable Communities Initiative for the WFRC/MAG region focused on implementing the Wasatch Choice for 2040 vision. This three-year process was completed in 2014 and 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 will, in turn, help support other activities that have recently launched and

are contemplated over the coming years including the Transportation and Land Use Connection Program -- an effort by WFRC to support local governments in their use of the Wasatch Choice for 2040 Toolbox and implementation of the vision; and Your Utah Your Future (YUYF), an effort by the Utah Governor's Office and Envision Utah to develop a new multi-issue long range vision and strategic plan for the State of Utah. These tools and resources, as well as the results of the YUYF effort are being incorporated into the Wasatch Choice 2050 process.

During FY16, the WFRC, in partnership with Salt Lake County continued the Transportation and Land Use Connection Program (TLC). This program is entering into its fourth year of funding. It carries forward the work of the Sustainable Communities Initiative by providing local jurisdictions with technical assistance to integrate land use and regional transportation plans. The intent of the TLC program continues to be a primary means for funding ongoing demonstration projects that implement the Wasatch Choice vision growth concepts, reduce travel demand, coordinate land use and transportation, support communities long range plans and proactively address growth concerns and help increase knowledge and utilization of the WC2040 toolbox, ultimately to improve quality of life a reduction of travel demand.

In some instances, this assistance includes the use of planning tools developed by the Wasatch Choice for 2040 partners. Salt Lake County and WFRC offer assistance in the form of staff time, consulting, or training to eligible applicants. Annually the funds requested average \$1.4 million, demonstrating the ongoing need and success of the program. Over the past three years, 37 total projects have been funded that range in project type from small area plans, active transportation master plans, form based codes, market analysis and much more. The 12 local government projects that were selected in FY16 have committed to a cash match of 32% of resources they requested. Additionally, during the second year of the program, regional partners Utah Transit Authority and Utah Department of Transportation have financially and in-kind contributed to specific projects within the program. Overall, these are strong levels of cash match leveraging the funding, which over the years has resulted in a cumulative program investment of \$2.66 million.

(2) Air Quality - Air quality has been an important issue in transportation planning. The impact on air quality of each update of the Regional Transportation Plan and Transportation Improvement Program has been evaluated and discussed in the respective Air Quality Memoranda.

The Clean Air Act Amendments of 1990 and subsequent transportation authorization bills up to and including the Fixing America's Surface Transportation (FAST) Act, placed additional conformity requirements on the Plan and the TIP. The WFRC staff has developed procedures to make conformity determinations in accordance with Environmental Protection Agency (EPA) guidelines.

The latest conformity analysis for the Amended 2015 - 2040 RTP addressing carbon monoxide (CO) and particulate matter (PM10, and PM2.5), is contained in Air Quality Memorandum 33. The conformity analysis for the 2016-2021 TIP is documented in Memorandum 32a. A more *Anticipated Approval by the Regional Council on August 25, 2016*

recent Amendment to the 2015-2040 RTP and the draft 2017-2022 TIP will be considered for approval by the Wasatch Front Regional Council in August 2016, along with the corresponding Air Quality Memoranda 34 and 34a. Both of these memoranda were made available for public review and comment during July 2016.

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

The WFRC and UDOT continue to work closely with the State Division of Air Quality in updating and revising the PM10 and PM2.5 State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. In addition, WFRC will continue to work with UDOT and DAQ to address ozone related emissions as the State recommendations on ozone area designations are due October 2016 and new ozone standard designations are anticipated in October 2017.

In October 2008, EPA approved the Transportation Conformity SIP submitted by DAQ. The Conformity SIP defines the interagency consultation procedures for DAQ, WFRC, UDOT, and other agencies involved in air quality planning and transportation planning. The interagency consultation procedures defined in the Conformity SIP will be employed throughout the PM10, PM2.5 and ozone SIP development process.

WFRC staff has developed an air quality performance measure report which is presented to the Council or its subcommittees annually. The performance measures indicate whether each county is meeting national ambient air quality standards and whether or not air quality conformity requirements are met in each county and for each criteria pollutant.

WFRC has also established an Air Quality Committee as a subcommittee to the Regional Growth Committee. The AQC is a forum to keep Council members informed and proactively involved with air quality issues. The AQC meets about five times each year and includes representatives from all counties in the WFRC area, directors from DAQ, UDOT, and UTA, and representatives from select citizen groups. The AQC is working to promote strategies to improve air quality beyond those included in the State Implementation Plan (SIP).

(3) Energy - Energy-related impacts were evaluated for the 2015 - 2040 Regional Transportation Plan in 2015. 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, transit vehicle signal priority, CNG fueled transit vehicles, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on 5400 South, variable message

signs, ramp metering, carpool lots, incident management, and others. Projects implementing these strategies will continue to be programmed in the TIP.

(4) Public Involvement - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, updated in 1997, in 2006 and 2014. 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. As noted above and pursuant to requirements in SAFETEA-LU and now MAP-21, the public participation process was reviewed in an open and public process and made compliant with current standards in March 2014.

Regional Council staff members participating in public involvement efforts have been very active as 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.

Open Houses

The Regional Council sponsored three open houses during the fiscal year. In addition, Regional Council staff attended open houses and presentations held by UDOT, UTA and the Mountain Accord planning study in which there were hundreds of attendees. The Regional Council also sponsors a booth at the annual UDOT conference. The current Wasatch Choice for 2040 Vision for growth and development and the RTP were also on display at these open houses.

Small Area Meetings

As in the previous year, for RTP development, the Regional Council again sponsored several small area meetings for city and county representatives to provide input, this time regarding goals for future land use plans, specific transportation needs, and economic changes.

Presentations to Outside Groups

Regional Council staff members spoke to several outside groups such as Chambers of Commerce, the American Public Works Association, the Disability Law Center, Western Growth Coalition, Utah State legislative caucuses and committees, congressional staff members, four members of the State's Congressional Delegation, city councils, community councils, architectural and city planning groups, University urban planning classes, the Utah League of Women Voters, the Utah League of Cities and Towns, the Utah Commercial Realtor's Association, the Sustainability Conference at Weber State University, and the Salt Lake City

Transportation Advisory Committee. Regional Council staff members also participated in meetings with the NAACP (twice) and the Salt Lake County Diversity Dinner.

Formal Public Comment Periods

The Wasatch Front Regional Council provided a 30 day formal public comment period in July 2016 for the Draft 2017-2022 TIP. Legal notices were placed in the Ogden and Salt Lake daily newspapers announcing the review period. All comments were carefully summarized, responded to and will be provided to the Regional Council prior to adoption of the TIP.

News Media

During the fiscal year dozens of articles were written by local newspapers mentioning the Regional Council and the transportation planning process. Regional Council staff members were quoted at length in many of these articles. Careful records have been kept of those articles to document Regional Council public involvement. In addition, newspaper representatives have been thoroughly briefed on Regional Council plans.

Lastly, WFRC representatives were interviewed for stories carried on KUER radio.

Joint Efforts

The WFRC continues to coordinate with UDOT and UTA in public involvement activities through participation in Open Houses and Transportation Fairs. UDOT and UTA public involvement coordinators or other staff members also participate in the Regional Transportation Plan and the TIP public process. WFRC's TIP process satisfies the requirement for the public participation UTA is responsible for in order to receive Federal Transit Administration Section 5307 Urbanized Area Formula Program funds. UDOT, UTA, and the WFRC all maintain web sites with links to each other.

Record Keeping

All public involvement events throughout the year have been carefully documented in a log kept by the public information officer of the Regional Council.

Website

The Regional Council has maintained a website for several years. The website is updated regularly and includes most publications of the Regional Council in PDF format. The RTP and TIP are available in an interactive format as well. The website offers feedback opportunities for members of the public, especially with regard to documents put out for public comment. Lastly, there is a specific reference and link on the website that Spanish language assistance is available for those wishing to contact the Regional Council.

In 2014, the agency adopted a Title VI Plan in order to demonstrate WFRC's commitment to ensure non-discrimination in the planning practice as well as to encourage participation by all residents of our region. As part of the effort, a Limited English Proficiency (LEP) Plan was

developed and amended to the Public Involvement Policy to establish a procedure by which people with limited English-speaking abilities may request language assistance in understanding and participating in the transportation planning process.

WFRC will continue to seek opportunities to engage the minority and LEP community, as well as other traditionally-underserved populations, and to further consider the needs of these populations in the agency activities.

Environmental Justice

Regional Council staff members have made several visits to groups or organizations representing minorities, low income persons, persons with disabilities, unions, and seniors to solicit public comment on their transportation needs. Also, major advertisements detailing open houses and other Regional Council actions have been run in Spanish language newspapers in addition to those in English.

(5) Community Transportation Services – In 2010, the WFRC, in collaboration with UTA, established the Wasatch Regional Coordination Council for Community Transportation (RCC) to plan for the needs of the transportation disadvantaged (seniors, persons with disabilities, and/or persons with low income) in Davis, Morgan, Salt Lake, Tooele, and Weber counties. Through collaboration with over 80 agency representatives including citizen members, human service providers (representing seniors, persons with disabilities, persons with low income, veterans, and minorities), transportation providers, community advocacy groups, economic development representatives, and elected officials as well as the formation in 2012 of local County-level Mobility Councils, the RCC initiated programs to implement each of the strategies identified in the Project. WFRC served as staff to the effort including: Utah Transit Authority Change Day Analysis, the Environmental Barriers Program, the Tooele County Veterans Transportation and Community Living Initiative (VTCLI) grant support, the Provider Inventory, as well as the 2013 Wasatch Mobility Plan, an update to the original Project,.

During FY 2015 UTA became the FTA 5310 designated recipient and has established a Coordinated Mobility Management Program, which seeks to further the original efforts of the RCC. UTA now staffs the Mobility Councils or Local Coordinating Councils and has developed a proactive 5310 program that helps transportation providers better meet the needs of the transportation disadvantaged. WFRC staff provides support as UTA leads the Community Transportation effort.

(6) Environmental Justice - Census block group data were mapped and analyzed in 1982, 1994, 2000, 2003, 2005, and 2012 to identify locations with concentrations of minority households, low income families, persons with disabilities, seniors, and no-car households. This data will be updated using information from the 2010 Census, American Community Survey, and other administrative records. Analysis was performed on both target and non-target populations impacted by both new highway construction and widening of existing highways.

The average number of jobs within a 20-minute commute, the number of vehicle miles traveled through traffic analysis zones with higher than average target populations, and the average number of jobs within a 40-minute transit commute were analyzed and the results documented in the Wasatch Front Regional Transportation Plan: 2015 - 2040 (2015 - 2040 RTP).

A number of organizations that represent target populations are interviewed regularly to determine specific transportation needs, barriers to mobility, and any impacts that might be caused by specific highway and transit projects. These organizations include the Indian Walk-In Center Board of Directors, Disabled Rights Action Coalition, Disability Law Center, the Salt Lake Area Authority on Aging Advisory Board, the Davis County Coalition Against Domestic Violence (an umbrella group for environmental justice groups in Davis County), the Weber Area Association of Human Service Organizations, and the Utah League of Women Voters. Transportation concerns and issues that were noted by these groups were documented in the 2015 - 2040 RTP.

(7) All Modes - The 2015 - 2040 Regional Transportation Plan (2015 - 2040 RTP) is the adopted multi-modal long range transportation plan for the Wasatch Front Region through the year 2040. All viable modes of transportation, for both people and freight movement, were examined and evaluated. Recommended highway and transit projects needed between now and 2040 to meet travel demand were developed from a regional visioning exercise, a comprehensive system needs assessment, a series of multi-modal transportation and land scenarios, and a complete modeling analysis. The 2015 - 2040 RTP includes new highway capacity improvements, extensions to the existing transit network, the introduction of new transit technologies, airport improvements, improved air and land freight movement, and increased bicycle and pedestrian facilities.

The 2015 - 2040 RTP promotes shared opportunities for multi-modal transportation development, including light rail transit, commuter rail, enhanced bus, bus rapid transit, augmented bus service, and bicycle and pedestrian pathways. 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 airport cargo facilities, railroad freight service, Amtrak passenger rail service, and interstate bus lines (i.e. Greyhound) is provided by planned intermodal facilities. In accordance with adopted WFRC goals and objectives, the 2015 - 2040 RTP attempts to “provide a balanced, interconnected transportation system with a range of convenient, efficient, and economical choices.” The 2015 - 2040 RTP was developed under the guidelines of the Moving Ahead for Progress in the 21st Century Act (MAP-21). As much as possible, MAP-21 and its eight planning factors, such as “enhance the integration and connectivity of the transportation system, across and between modes, people, and freight,” were incorporated into the 2015 - 2040 RTP.

WFRC has started working on the 2019-2050 Regional Transportation Plan (2019-2050 RTP) with the initial development of transportation and land use scenarios. These scenarios will be multimodal containing road, transit, and active transportation components that best match land use assumptions.

In 2015 WFRC hired an Active Transportation Planner in order to provide a focus on Active Transportation, and collaborate with regional partners. In addition to WFRC's new position, UDOT hired an Active Transportation Manager to better coordinate UDOT's efforts with Local, County, UTA, and MPO partners. WFRC works closely with all partner agencies to implement priority active transportation networks that reside on UDOT plans, UTA plans, and WFRC's Regional Transportation Plan. The 2019 - 2050 RTP will continue to include a region-wide bicycle plan in accordance with MAP-21 requirements. The Regional Priority Bicycle Routes from the UCATS were reviewed by local communities during the initial Small Area Meeting process to begin the 2019-2050 RTP update. During FY15 the RTP was adopted with the an updated prioritized backbone network of bicycle projects, along with an update of the region-wide build out bicycle plan with the assistance of the cities and counties. UCATS phase 2, was finalized during FY2016 providing a review of priority projects in more detail. In order to build on former studies such as the Utah Collaborative Active Transportation Study, UDOT, UTA, WFRC, MAG, Counties, and Local Jurisdictions participated in the development of a First and Last Mile Study. The First and Last Mile Study identified key missing active transportation infrastructure that is necessary to access transit by bike or foot. The First and Last Mile Study was the backbone of a successful TIGER funding application for \$20M.

The Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) need to consider all modes of transportation including roads, transit, and active transportation. The Wasatch Front Regional Council (WFRC) has been expanding the bicycle and pedestrian portion of the RTP within recent years, putting more emphasis on bicycle and pedestrian needs. As part of this effort, the WFRC has been coordinating with the Box Elder, Weber, Davis, and Salt Lake County Active Transportation Committees. Given the increasing interest in bicycle and pedestrian facilities, the Regional Growth Committee (RGC), in May 2012, established the Active Transportation Committee (ATC) to advise them on bicycle and pedestrian planning issues. Initially, the role of the ATC was to act as the stakeholder committee for the Utah's Collaborative Active Transportation Study (UCATS) and as a policy committee for the WFRC's Complete Streets efforts. WFRC has been assisting local governments in developing complete streets policies that would ensure the needs of all transportation system users are considered. The ATC also plays an advisory role for Trans Com on programming issues for bicycle and pedestrian facilities.

The following rail and freight planning projects were undertaken by the Utah Department of Transportation (UDOT) in collaboration with the metropolitan planning organization partners. The Utah State Rail Plan was completed by UDOT and accepted by the Federal Railroad

Administration in April 2015. The Utah Freight Plan (Utah's first-ever freight plan) has been prepared and forwarded to the Federal Highway Administration.

Several minor changes and updates were made to Utah's Primary Freight Network during this time period. The original version of the Freight Network dates back to 2005. The Utah Freight Mobility Group met a total of three times during the time period in question. Formed as an advisory group to the Utah Freight Plan project, the Freight Mobility Group will continue to serve in this capacity beyond the completion of the Freight Plan. During the past fiscal year, UDOT Railroad and Freight Planning has played an active role in the multi-state I-15 Mobility Alliance, as well as participating in freight and rail-related surveys from other states, universities, and transportation organizations.

In another effort to address all modes, WFRC, UDOT, and UTA have embarked on the Wasatch Front Central Corridor Study (WFCCS), which primarily covers the area between Redwood Road and 700 East in Salt Lake County. The main goal of the study is to develop a balanced and integrated transportation solution for mobility needs in the I-15 corridor. Both short term and long term needs are being evaluated. Strategies to be considered include road and transit capacity, technology, surface street connections, first and last mile improvements, and policy strategies.

(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 Plan was adopted. Among the impacts evaluated are capital and operating costs, public health, air pollutant emissions, energy consumption, and other environmental impacts. These impacts are documented in each long range Regional Transportation Plan report. In recent years, the WFRC increased its contacts with environmental and other resource agencies to ensure these factors are considered in more depth. These contacts will continue as future plans are developed.

The WFRC is now a federally designated Economic Development District. As such, the District is committed to providing technical assistance, strategic planning, and the economic assessment and analysis necessary to promote job creation and project implementation throughout the region. Some of the activities that the WFRC has conducted to date include: (1) On the ground analysis of streets in order to identify assets that enhance a neighborhood or community's economy; (2) Analysis of existing and future centers and how these centers may impact the region's transportation infrastructure and economy; (3) Analysis of the State's targeted clusters to identify their spatial relationship with one another and within the Wasatch Choice 2040 Vision centers and transportation infrastructure.

WFRC developed a green infrastructure network design and plan, (Re)Connect: Green Infrastructure in the Wasatch Front, for the region with help from the Utah Division of Forestry, Fire, and State Lands, the U.S. Forest Service, the Governor's Office of Planning and Budget, Quality Growth Commission, and the consulting firm Center for Green Infrastructure Design.

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The plan can be used to identify and more fully understand priority green infrastructure lands and network connections within the region. The plan and network design maps can be used to inform other short and long range plans and studies including the Regional Transportation Plan.

(9) MAP-21 identifies eight planning factors that must be considered in the development of long range plans and transportation improvement programs. The 2015 - 2040 RTP, adopted in May 2015, addresses all MAP-21 planning requirements including the factors for improving transportation system management, operations, safety, and security.

(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 more recent transportation funding legislation, only the PMS, BMS, and CMS elements are required. The WFRC adopted a fully operational CMS (Congestion Management System) in September, 1997, and has continued to maintain and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion Management Process (CMP) now required by MAP-21.

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.

MAP-21 defined seven goal areas for which local transportation agencies should define performance measures as described in the table below. FHWA has released final rulemaking for one goal area, is reviewing comments on proposed rulemaking for one goal area, and is currently accepting comments for four other goals areas. FTA has similarly released one final rulemaking and is reviewing comments for another proposed rulemaking. As further guidance from FHWA and FTA is provided regarding performance measures, WFRC (in cooperation with UDOT and UTA) will proceed with the transition to goals, performance measures, and target setting for Safety, Infrastructure, Congestion, Reliability, Freight, Environment, and Construction Delay.

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

(11) Participation by Private Transit Providers - During the 1986 program year, Trans Com approved a policy statement concerning the participation of private enterprises in the transportation planning process. Among the issues addressed in the policy statement are the notification of private enterprises of their opportunities to participate in plans and programs being considered, how private enterprises will be consulted in preparing plans and programs, and what efforts will be made to analyze opportunities for private enterprises to provide service or participate in capital investments. Since 1986, private transportation providers have been notified annually of the opportunity to participate in the transit planning process and of the Transportation Improvement Program recommendations, but few comments have been received. Private providers were given an opportunity to comment on the draft 2017-2022 Transportation Improvement Program recommendations during the 30-day comment period. Private companies currently provide a number of services for UTA, and UTA continues to evaluate various other aspects of their operation where private enterprise may participate. Private providers are also participating in Local Coordinating Councils.

(12) Financial Capacity Analysis - The WFRC and UTA have conducted in-depth analyses of UTA's capacity to financially support and maintain existing and proposed transit service with each update to the Transit Development Program (TDP). These analyses consider a variety of operating scenarios including increased operating costs, inflation factors, and reductions in federal assistance, etc. Results of this analysis are documented in the TDP reports.

Since the enactment of ISTEA, the Regional Transportation Plans have included a Financial Plan which identifies how both the highway and transit recommendations will be paid for. Assumptions in the Financial Plan take into account the latest actions by Congress, the State Legislature, and local communities and make reasonable assumptions about future revenues and costs.

Working closely with UTA and MAG, WFRC has been coordinating to update the Transit Development Program (TDP), UTA's financial model that tracks all costs and revenues on an annual basis. The work effort has been focused on revising the TDP to better meet the needs of

the MPOs, including updating data sources, setting up the model to allow for scenario analysis, and creating a dashboard to provide a summary.

The 2016-2021 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies the funding amount and source for each highway and transit project. Specifically, the Financial Plan shows that all of the projects used in the air quality conformity analysis can be expected to be funded. Agency sponsors of federal-aid highway projects are responsible for providing the matching funds for their projects.

(13) Transportation Enhancements – With the approval of the Moving Ahead for Progress in the 21st Century Act (MAP-21) the Transportation Enhancement program along with the Recreational Trails Program and the Safe Routes to School program were combined into a new program entitled Transportation Alternatives Program (TAP). Not only were the funding levels reduced but the distribution of the funding and the project selection process was changed. Unlike the Transportation Enhancement program where the MPOs and other interested parties played advisory roles in the project selection, MAP-21 required that 50 percent of the TAP funding be sub-allocated to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State.

With the approval of the new Fixing America’s Surface Transportation Act or “FAST Act” the MAP-21 Transportation Alternatives Program (TAP) was eliminated and replaced with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm-water and habitat connectivity.

WFRC staff has worked with the other MPOs and UDOT to coordinate program responsibilities and support the Safe Route to School type projects and the Recreational Trails programs. WFRC has also worked with each of its committees to develop and implement a competitive process for programming the TAP funds. The process was developed to program the TAP funds in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas to fund both larger and smaller bicycle and pedestrian capital improvement projects, Safe Routes to School projects, with some of the funding to be programmed for community plans for bicycle and pedestrian systems.

(14) Intelligent Transportation System - In 2011, UDOT completed an update to the Regional ITS Architecture in cooperation with WFRC, MAG, and UTA. WFRC works with UDOT, UTA and local governments to facilitate coordination in ITS planning and operations through the Salt Lake/ West Valley traffic management subcommittee which reports to the Trans Com technical advisory committee. This subcommittee is key in developing ITS deployment plans for the region that greatly improve the efficiency of existing highway and transit systems.

3. Products

a. Regional Transportation Plan - The Wasatch Front Regional Transportation Plan: 2015 - 2040 (2015 - 2040 RTP) reflects a continuous effort by the Regional Council to identify, plan, finance, and implement a coordinated system of transportation improvements to serve existing and expected growth in travel demand throughout the Region between now and the year 2040. A 26-year planning horizon was selected for the 2015 - 2040 RTP effort and covers the planning period from the year 2015 to 2040. The planning policies and recommendations of the 2015 - 2040 RTP were prepared under the guidelines of the MAP-21, adopted on July 6, 2012. Developed in close cooperation with representatives from UDOT, UTA, MAG, and other state MPOs, the 2015 - 2040 RTP includes recommendations for highway, transit, and other transportation mode improvements.

b. As the 2019-2050 RTP is prepared, WFRC is working with its partners to develop performance measures that will facilitate better evaluation of the outcomes of the integrated land use/ transportation work of the Wasatch Front Regional Council per the FAST ACT.

The planning process and recommendations of the 2015 - 2040 RTP are documented in Technical Report 51, which 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 2015 - 2040 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 reasonably funded by 2040. 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 2015 - 2040 RTP was divided into three separate phases: Phase 1 (2015-2024); Phase 2 (2025-2034); and Phase 3 (2035-2040).

Short range needs have been addressed in a number of ways. A Short Range Element of the Transportation Plan for the Salt Lake and the Ogden Areas was approved by the WFRC in April 1982. This work was documented in a single Technical Report published in April 1982. Updates to this Element have been documented in the annual TIP, technical memorandums, and minutes of the WFRC meetings. The five-year Transit Development Program is prepared cooperatively by UTA and WFRC on a regular basis.

Since 1997, short range transportation needs have been addressed through the Congestion Management Process (CMP). An overview of the CMP is available at www.wfrc.org. The WFRC staff evaluates projected volume to capacity ratios and other conditions of the highway network and combines this information with project improvement recommendations from members of the Regional Growth Committee's Technical Advisory Committee to make highway and TSM/TDM recommendations for the Regional Transportation Plan. As part of the CMP,

WFRC analyzes projected demand to determine whether it can be accommodated by implementing system management or demand management strategies rather than expanding capacity. Once the RTP is approved, WFRC staff meets with project sponsors of new capacity projects to encourage incorporation of TSM and TDM improvements.

In 2009 WFRC initiated a congestion management tracking report to be presented to the Council annually. Measures used in the report were 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 will help policymakers understand congestion needs and the effectiveness of selected congestion mitigation strategies.

In 2012, WFRC also collected data at about 40 intersections identified by local jurisdictions, UDOT, and WFRC staff as congested. Staff modeled existing conditions and potential mitigation so that local governments and UDOT can pursue funding for improvements.

c. Transportation Improvement Program (TIP) - The WFRC has prepared 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 2016 - 2021 TIP at its August 27, 2015, meeting and found the TIP to conform with the 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 will again be preparing annual work programs. The Council approved the UPWP for fiscal year 2017 in May 2016. All transportation planning studies in the area are 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.

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b. Minority Business Enterprise Compliance - The WFRC has developed a Minority Business Enterprise (MBE) program. Qualified MBE's were identified and have been given the opportunity to compete for all WFRC contracts.

c. Certification of Restrictions on Lobbying - The WFRC complies with the federal restrictions on lobbying.

5. Recent actions affecting the WFRC's Transportation Planning Process

a. Modification of Urbanized Area Boundaries – In the spring of 2012, the U.S. Census Bureau re-defined the boundaries of the Ogden-Layton Urbanized Area to include portions of Box Elder County, Brigham City, Perry City, and Willard City. The WFRC has updated its governing documents to include the local units of government in Box Elder County that are in the Ogden-Layton Urbanized Area. This action officially incorporates these new areas in the transportation planning process and ensures they are eligible and can compete for STP, CMAQ, and TAP funds.

b. Approval of the new transportation bill “Fixing America’s Surface Transportation (FAST)” – In December 2015 the FAST Act was signed as the new transportation bill with an expiration date of September 30, 2020. The WFRC is adapting its transportation planning process to correspond with and address the requirements identified in the FAST Act.

DATE: August 11, 2016
AGENDA ITEM: 5
SUBJECT: Proposition 1 Update
PREPARED BY: Wayne Bennion

BACKGROUND:

In 2015, many counties in Utah put a quarter cent sales tax for transportation (Proposition 1) on the ballot. With significant unmet transportation needs across the state, this funding will be a boon in counties where Proposition 1 was approved. A few of the mayors representing cities in these counties will share with Trans Com how they are planning to use their portion of these funds within their city. Members of the Committee are welcome to share additional experiences with transportation funding in their communities.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Wayne Bennion (WFRC) 363-4230 X 1112

EXHIBITS:

None

DATE: August 18, 2016
AGENDA ITEM: 6
SUBJECT: Congestion Management Report
PREPARED BY: Kip Billings

BACKGROUND:

Federal regulations require that WFRC Plans be, in part, a product of a Congestion Management Process. As part of this effort WFRC staff has undertaken the task of reporting regularly to the Council regarding the status and trends of traffic congestion along the Wasatch Front. Informing policy makers about this aspect of the transportation system performance is intended to provide some of the basis for setting congestion management goals to guide the planning and project selection process of the Regional Transportation Plan and Transportation Improvement Program.

The Congestion Management Report examines performance measures that have been selected to describe the trends in highway and transit operations. WFRC staff selected the performance measures in consultation with UDOT and UTA officials.

Highway performance measures include vehicle miles of travel (VMT), VMT/capita, and Arrival on Green (AOG) percentage. Transit performance measures include annual, daily, and hourly boardings by mode, and annual boardings per capita.

RECOMMENDATIONS:

This item is for information only.

CONTACT PERSON:

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