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Andrew Gruber
Executive Director

TRANSPORTATION COORDINATING COMMITTEE (TRANS COM) AGENDA August 14, 2019

A meeting of Trans Com will be held on **WEDNESDAY August 14, 2019 at 2:00 p.m. at the WFRC offices located at 41 North Rio Grande Street in Salt Lake City, Utah.**

The agenda will be as follows:

- 1. Introductions and Consent Agenda**
 - a. ACTION:** Minutes of June 20, 2019 meeting
- 2. Public Comment**
- 3. Chair's Report**
- 4. Transportation Improvement Program**
 - a. ACTION** on Board Modifications to the 2019-2024 TIP
 - b. ACTION** on 2020-2025 Transportation Improvement Program
 - c. Recommendations** for Congestion Mitigation Air Quality Program
- 5. WFRC Funding Opportunities for Local Governments**
- 6. TIGER First Mile/ Last Mile Construction Update**
- 7. Self-Certification of Transportation Planning Process**
 - a. ACTION** on Self-Certification of Transportation Planning Process
- 8. Other Business**

Next Meeting: Thursday, November 21, 2019
- 9. Adjourn**

UPCOMING EVENTS:

- *Making Strides: Creating Walkable Communities – August 28, 2019*
- *ULCT Annual Conference – September 11-13, 2019 (Wasatch Choice Event – September 12)*
- *Move Utah Summit - September 26, 2019*
- *Utah APA Fall Conference – October 3-4, 2019*
- *UDOT Annual Conference – November 5-7, 2019*
- *UAC Annual Conference – November 14-15, 2019*

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

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**TRANSPORTATION COORDINATING COMMITTEE (Trans Com)
 Minutes**

Meeting of June 20, 2019

Commissioner Jeff Scott, Chair, called Trans Com to order at 2:01 p.m. at the Wasatch Front Regional Council offices located at 41 North Rio Grande Street, Salt Lake City, Utah. Commissioner Scott welcomed the members and other attendees and introductions were made. **[00:05:19]** Commissioner Scott also acknowledged a new member representing Salt Lake County, Councilmember Ann Granato. **[00:41:19]**

2019 TRANS COM MEMBERS	IN ATTENDANCE
BOX ELDER COUNTY	
Member - Jeff Scott (Box Elder)	yes
DAVIS COUNTY	
Member - Mark Shepherd (Clearfield)	yes
Member - Mike Gailey (Syracuse)	yes
MORGAN COUNTY	
Member- Tina Cannon (Morgan County)	no
SALT LAKE COUNTY	
Member - Robert Dahle (Holladay)	yes
Member - Ann Granato (Salt Lake County Council)	yes
Member - D. Blair Camp (Murray)	yes
Member - Robert Hale (Midvale)	no
Alternate - Jenny Wilson (Salt Lake County)	yes
Alternate - Clint Smith (Herriman)	yes
TOOELE COUNTY	
Member - Brent Marshall (Grantsville)	yes
Alternate - Tom Tripp (Tooele County)	yes
WEBER COUNTY	
Member – Jim Harvey (Weber County)	no
Member – Norm Searle (Riverdale)	yes
OTHER APPOINTMENTS	
Utah Transportation Commission:	
Member – Meghan Holbrook	no
Member – Dannie McConkie	yes
UTA Board of Trustees:	
Member – Carlton Christensen	no
Member – Beth Holbrook	yes
Utah Air Quality Board:	
Member – Kevin Cromar	yes
NON-VOTING MEMBERS	
UDOT Representative:	
Member – Teri Newell	yes
Alternate – Ben Huot	yes
UTA Representative:	
Member – Laura Hanson	yes

Air Quality Board, DAQ Staff Representative:	
Bryce Bird	no
FHWA – Utah Division Representative:	
Ivan Marrero	yes
Mountainland Association of Governments	
Others in Attendance:	
Steve Call, FHWA	Wayne Bennion, Wasatch Front Regional Council
Roger Borgenicht, UBET	Andrew Gruber, Wasatch Front Regional Council
Helen Peters, Salt Lake County	Ned Hacker, Wasatch Front Regional Council
Hal Johnson, UTA	LaNiece Davenport, Wasatch Front Regional Council
Janelle Robertson, UTA	Ted Knowlton, Wasatch Front Regional Council
Andrea Pearson, Wasatch Front Regional Council	Ben Wuthrich, Wasatch Front Regional Council
	Katie Gerard, Wasatch Front Regional Council

1. Approval of Minutes [Recording: 00:00:30]

Commissioner Scott brought attention to the minutes of the April 17, 2019 meeting and asked if there were any questions. There were none. Mayor Mark Shepherd made a motion that the minutes of the Trans Com meeting be approved as written. Mayor Robert Dahle seconded the motion, and the voting was unanimous.

2. Opportunity for Public Comment [Recording: 00:00:50]

Commissioner Scott opened the meeting up for public comments. There were none.

3. Chair’s Report [Recording: 00:01:16]

Commissioner Scott provided some background information and a brief report on discussions of the CMAQ Working Group. These discussions resulted in the group agreeing on the following recommendations for the program:

- 1) Increase outreach and cultivation of effective projects each fall.
- 2) Include information on project benefits in addition to air quality when recommendations are presented to the TACs and Trans Com each spring.
- 3) Work with the TACs to develop consistent lengths of effectiveness for the various project types to include in the technical evaluation.

These recommendations will be discussed with the Trans Com TACs on July 31, and then with Trans Com on August 14, for inclusion in the next CMAQ project selection process that begins this fall.

4. Transportation Improvement Program (TIP)

a. Board Modifications to the 2019-2024 TIP [00:07:15]

Ben Wuthrich, WFRC, reported that since the last meeting of Trans Com, WFRC received requests to modify the current 2019-2024 TIP. Amendment Seven, included in the meeting materials, was approved by the Regional Council at their May meeting and by the Utah Transportation Commission. Mr. Wuthrich briefly outlined the modifications.

b. ACTION: Board Modifications to the 2019-2024 TIP [00:11:37]

Mr. Wuthrich referred Trans Com members to the information in the meeting packet regarding the 2019-2024 TIP, Amendment Eight. WFRC has received requests to modify the current 2019-2024 TIP, which requires action from Trans Com and the Utah Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich briefly discussed each project. **[00:28:10]** Mayor Brent Marshall made a motion to approve the resolution to modify the 2019-2024 TIP as requested. Mayor Mark Shepherd seconded the motion. The affirmative vote was unanimous.

c. ACTION: Release of Draft 2020-2025 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Comment [00:28:45]

Mr. Wuthrich stated that WFRC staff has been working 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 2020-2025 TIP. The attachments included in the meeting materials represent the draft proposed projects for the Salt Lake / West Valley and the Ogden / Layton Urban Areas. Mr. Wuthrich discussed examples of the projects and demonstrated how the TIP interactive map will be a key part of the process for receiving public comment between June 29 – August 3, 2019. [00:39:30] Mayor Mike Gailey made a motion to release the draft 2020-2025 TIP and air quality conformity determination for public review and comment. The motion was seconded by Mayor Jenny Wilson and the voting was unanimous in the affirmative.

5. Transit Transportation Investment Fund (TTIF) Prioritization [00:41:21]

Teri Newell, UDOT Deputy Director, provided Trans Com with an update on the development of the prioritization process for the TTIF. During their 2018 Session, the Utah State Legislature directed, through Senate Bill 136, that a Transit Transportation Investment Fund be established for transit capital projects. UDOT, in collaboration with UTA and the Metropolitan Planning Organizations, has been working on developing a prioritization process for allocating these funds. This process is being designed to align with the statewide Utah Transportation Vision. [00:52:09] Ms. Newell also briefly discussed the progress on implementing a road usage charge program for electric or hybrid vehicles, which is projected to begin in January 2020.

6. Ogden – Weber State University Bus Rapid Transit (BRT) Report [00:57:47]

Hal Johnson, UTA, shared information regarding the BRT project and the construction timeline. Previously, a locally preferred alternative was identified for bus rapid transit service between the Ogden Intermodal Center, Weber State University, and McKay-Dee Hospital. An environmental assessment was then completed and federal funding to construct the BRT was preliminarily authorized earlier this year. City, County, Council of Government (COG), private and Surface Transportation Program funds through WFRC were also contributed to fund the project. Implementation is scheduled for 2022.

7. Other Business [01:13:00]

Commissioner Scott stated that Davis and Tooele Counties are developing processes for allocation of the 3rd Quarter Local Option Sales Tax. There was no other business, so the Commissioner motioned for the meeting to adjourn at 3:16 p.m. The motion was seconded by Mayor Mark Shepherd and the affirmative vote was unanimous.

DATE: August 8, 2019
AGENDA ITEM: 4a
SUBJECT: **ACTION:** Board Modifications to the 2019-2024 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2019-2024 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 2019-2024 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution to amend the 2019-2024 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2019 - 2024
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 2019-2024 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 2019-2024 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on August 22, 2019, and all comments were carefully considered,

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

- (1) Approves Amendment Nine to the 2019-2024 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.

Commissioner Bob Stevenson
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 22, 2019

2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)
Board Modification

Additional Funding

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	Salt Lake County	Grit Mill	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	LOCAL_GOVT Local Government Funds	\$899,202	\$141,000			2019
						LOCAL_INKIND Local In Kind (Soft Match)		\$14,720			
						Other		\$44,361			
						ST_CONT_R2 State Construction - Region 2 Contingency		\$125,000			
						TAP_URB_WFRC (Transportation Alternatives Program - Urban Area (WFRC))		\$387,927	Additional Funding	\$186,200	

When completed, this project will construct a parking lot and improve road conditions on SR-210 and Wasatch Resort Road. Safety will be improved by removing cars that park along the roadway and improve the sight distance for travelers as well as the constructing of a center turn lane at the intersection. This request is for additional funding identified during final design and increased construction costs. The additional funding is available from other project cost savings.

Salt Lake	Salt Lake City	1300 East	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	LOCAL_GOVT Local Government Funds	\$10,519,961	\$3,013,784	Additional Funding	\$26,868	2019
						LOCAL_INKIND Local In Kind (Soft Match)		\$129,961			
						STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))		\$6,736,709	Additional Funding	\$370,000	
						TAP_URB_WFRC (Transportation Alternatives Program - Urban Area (WFRC))		\$199,507			

When completed, this project will reconstruct 1300 East including improvements to curb, gutter, sidewalk, bike lanes, and bus stops. The request for additional funding has been generated by a 2-D fiber optic duct bank that was originally intended to be protected in place. At the commencement of construction this duct bank was found to be shallower than expected. The project now needs to replace roughly 6,000 feet of new 2-D duct bank and associated fiber optic cable. The additional funding is available from other project cost savings.

Salt Lake	South Jordan	2200 West	14040	2200 West; 9400 South to 11400 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$7,872,000	\$4,200,852	Additional Funding	\$2,330,750	2019
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When completed, this project will reconstruct 2200 West including improvements to curb, gutter, sidewalk, bike lanes, and shoulders. The request for additional funding is a result of rising construction costs, increase in right of way costs the number of right of way takes, and the improvements to two canal crossings that at the time of initial application, no significant structural work was anticipated. The additional funding is available from other project cost savings.

**2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)
Board Modification**

Additional Funding

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	SR-186 (500 South)	16216	500 South (SR-186); 1300 East to 2100 East & Stringham Ave to I-215	Pavement Preservation Project	STP_FLX_ST Surface Transportation Program - Flexible (Any Area) Statewide	\$3,750,000	\$2,800,000	Additional Funding	\$950,000	2019

The existing project is scoped to remove and replace 1.5 inches of pavement. Due to poor pavement conditions it is recommended that the project incorporate the adjacent SR-186/I-215/I-80 interchange ramps improvements, rather than come back at a future date to rehabilitate the Interchange ramp sections. The additional funding is available from other project cost savings.

Salt Lake	UDOT	SR-172 (5600 West)	14413	SR-172; 5600 West Railroad Crossing	Railroad Crossing Construction	Union Pacific Railroad Funds	\$93,735,126		Additional Funding	\$6,909,045	2019
						FA_INFRA@100 (Infra Grant)		\$11,352,772			
						NHFP (National Highway Freight Program)		\$21,992,057			
						STP_FLX_ST Surface Transportation Program - Flexible (Any Area) Statewide		\$22,331,442			
						Various Misc Funding		\$6,443,034			
						ST_TIF State Transportation Investment Funds		\$12,353,388			

Region Two has received the signed agreement from Union Pacific Railroad (UPRR). In the agreement UPRR agrees to pay UDOT a total of \$6,909,045 for making this a grade separated structure and expanding the bridge to accommodate an additional future track.

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
Morgan	UDOT	Devil's Slide Bridge	12624	Devil's Slide Bridge, Near Croydon	Bridge Replacement	STP_Bridge Surface Transportation Program - Bridge Funds for State Projects	\$3,600,000	\$2,200,000	Additional Funding	\$1,400,000	2019

The existing bridge was constructed in 1934 and is currently owned by Morgan County. It has substandard geometry, limited sight distance, and the Weber River frequently overtops it. The bridge experiences significant truck traffic servicing the Holcim Cement Plant adjacent to the project site. The new bridge will be constructed to current geometrical standards with wider shoulders, and the hydraulic opening will be increased to reduce the frequency of overtopping. Vertical constraints imposed by adjacent RR bridges eliminate the ability to meet current hydraulic requirements. The new bridge will be constructed with precast elements to minimize the required closure. The bridge replacement project is scheduled to advertise mid-October, 2019, and to be constructed in 2020. The additional funding is available through cost savings on other projects in the Bridge Program.

2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

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	SR-201	17892	SR-201; MP 1.9 to MP 2.7 Project	Pavement Reconstruction & Drainage Improvements	STP_FLX_ST Surface Transportation Program - Flexible (Any Area) Statewide	\$2,700,000	\$0	<i>New Project</i>	\$2,700,000	2019

This section of SR-201 has experienced a degradation of the pavement section due to water seeping into the subgrade. The project will address the drainage issues along with reconstructing the pavement by milling 7" and replacing with 7" HMA (hot mix asphalt). The available funding comes from the Region Two 2020 Pavement Program.

2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2020 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current 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 2020 Program, Utah has 38 projects totaling \$1,803,802 in Federal Aid Funds and \$8,340,429 of Sponsor Matching Funds for a total of \$10,144,231 in New Project Value (16 projects totaling \$7,781,496 in the WFRC Area.)

WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
Salt Lake Climbers Alliance	Gate Buttress Infrastructure Phase II: Rehabilitation of user created trails and have them built by professional trail crews on the 140 acres of leased land from the LDS Church as well as replacing old fixed anchors with stainless steel hardware. Phase two of this project focuses on stewardship of the recreational resources.	\$50,000	\$206,000
Salt Lake City Corporation	Foothills Trail System Phase I: Trail construction of approximately 6 miles of trail along with corresponding wayfinding signage.	\$100,000	\$250,000
UWC NF & Salt Lake RD	Adams Canyon Trail Work: Construct retaining walls, rock stairs, rebuilding tread, rock removal and causeways on four eroded sections of side-hill along the creek to make it safer and more sustainable. This project will also involve the installation of three new directional signs at intersecting paths along the trail.	\$24,914	\$49,831
Trails Utah	Hardlick Trails: Creating a network of downhill trails and an uphill mountain bike climbing trail totaling 3 miles. These trails will eventually connect to a newly completed 7-mile Eric's trail as well as new sections of the Bonneville Shoreline trail.	\$30,000	\$64,000
Salt Lake County Parks & Recreation	Parleys Trail - 900 W to Jordan River Trail: Completing the final gap of the Parley's Trail from 900 West to the Jordan River Trail by installing a half mile, 10' wide concrete paved pedestrian/bicycle trail which will include a ramp and bridge. Once completed, this trail will link to a larger network of regional trails connecting users to Utah and Davis County.	\$100,000	\$5,210,789

2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2020 Recreational Trails Program) - Continued

WFRC Area						
Sponsor	Concept/ Type of Improvement/ Location				Funding Amount	Total Project Value
Motorized						
Bureau of Land Management	Utah Trail Host / OHV Volunteer Specialist: Increase amount of Trail Host sponsored projects, monitor efforts, and education/outreach opportunities that occur on public land statewide.				\$40,000	\$143,000
Uinta-Wasatch Cache National Forest	2020 OHV / Single Track Trail Maintenance: General maintenance on 130 miles of OHV/ATV trails and 290 miles of single track trails, as well as heavy maintenance focusing on tread work to improve tread prism (width, flow, and drainage) of specific trails in need.				\$100,000	\$202,000
UWC NF & Salt Lake RD	Davis County Motorized Trail Sign Install: Installation of 25 new Forest Road and Destination signs, replacement of 28 older signs and the development of 5 kiosks.				\$16,602	\$33,231
Salt Lake Bureau of Land Management	Knolls OHV Area Site Improvements: Improvements to the entrance, staging area and trailheads with the addition of lighting, widening of lanes and improved signage.				\$30,000	\$128,682
Utah Snowmobile Association (USA)	Motorized Basics Program W/ USA & DNR: Create a motorized basics class in partnership with USA and the Utah Division of Parks and Recreation OHV Program. This class will cover: avalanche education and snow science, terrain navigation, proper equipment and stewardship.				\$30,000	\$60,000
Utah Division of Parks & Recreation	Snowmobile Grooming Equipment Maintenance: Maintenance to previously purchased RTP grooming equipment which groom the 18 snowmobile complexes located in Utah.				\$110,000	\$280,000
Utah Division of Parks & Recreation	Snowmobile Grooming Maintenance & Trailhead Snow Removal: Provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal. Replace and/or repair trail blazers, markers, t-posts, and clearing trails.				\$190,000	\$380,000
Utah Division of Parks & Recreation	OHV Program Brochures: Update, produce and print approximately 10,000 Utah OHV Laws and Highlights brochures.				\$6,000	\$14,000
Jordan River OHV Park	Jordan River OHV Recreation Area Track Grooming & Kiosk Install: Track grooming, maintenance, signage, and the installation of a three panel kiosk.				\$65,000	\$730,048
Public Lands Equal Access Alliance	Box Elder County Signage: Construction and installation of an information kiosk at Kelton, ground signage with an appropriate identifying system and creating a trail system map.				\$11,380	\$29,915

DATE: August 8, 2019
AGENDA ITEM: 4b
SUBJECT: **ACTION:** on the 2020-2025 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 2020-2025 Transportation Improvement Program (TIP) at its August meeting.

A draft 2020-2025 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 2020-2025 TIP conforms to the state air quality plans. The public comment period extended from June 29 through August 3, 2019. A summary of the comments with respective responses is included and a list of individual comments 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 reviewed the 2020-2025 Transportation Improvement Program (TIP) and the WFRC staff recommend that Trans Com make a motion “to recommend to the Regional Council the adoption of the resolution approving the 2020-2025 Transportation Improvement Program (TIP) and the corresponding air quality conformity analysis.”

EXHIBITS:

- Resolution approving the 2020-2025 TIP
- Project Listing for the Draft 2020-2025 TIP
 - a – WFRC Program Section
 - b – Other Federal Funded Section
 - c – Transit Project Section
- Draft 2020-2025 TIP Conformity Analysis (Memorandum 39a)
- Summary of Public Comments and Respective Responses
- List of all public comments received

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING THE 2020 - 2025
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 2020-2025 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 2020-2025 Transportation Improvement Program,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and parts of Box Elder County, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Commissioner Bob Stevenson
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: August 22, 2019

DRAFT
**2020-2025 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS**

For the

**WASATCH FRONT REGIONAL
COUNCIL (WFRC) AREA**

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

Additional Sections include;

- Other Federal-Aid Funded and State Funded Projects
 - *including* - Glossary of Federal Funding Types
- Transit Funded Projects
- Air Quality Memo 39a

**Surface Transportation Program (STP)
2020-2025 Transportation Improvement Program (TIP)**

Print Date: 6-Aug-19

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 Funding and Phasing (Fiscal Year)					Concept Development		8/6/2019		
					Location/ Limits					Concept/ Type of Improvement	2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule		
SALT LAKE/ WEST VALLEY URBAN AREA																				
Salt Lake	Bluffdale		NEWPROJ()	16929	14600 South Railroad Bridge	2018	\$ 128,600	\$ 119,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	2013	\$ 5,234,000	\$ 5,236,150	\$ 5,236,149	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Estimated Project Construction Start Date (07/12/2017)
Salt Lake	Bluffdale	Var	F-LC35 (249)	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	2014	\$ 6,474,700	\$ 6,036,363	\$ 1,724,755	\$ 7,322,608	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held on 19 Dec 2017. Project to Construct Jan 2019
Salt Lake	Cottonwood Heights	Var	NEWPROJ()	15907	Creek Road & Highland Drive Intersection	2017	\$ 2,771,100	\$ 2,403,497	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	2009	\$ 6,626,000	\$ 5,893,000	\$ 4,980,828	\$ 912,677	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Actual Construction Start Date (03/04/2019)
Salt Lake	Cottonwood Heights		F-2082 (11)11	8110	Highland Drive & I-215 ; I-215 Westbound On-Ramp to La Cresta	2010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Combined with Fort Union Blvd & Highland Dr Intersection
Salt Lake	Draper		NEWPROJ()	16923	1300 East; Wayne's World to Nashi Lane	2018	\$ 3,600,000	\$ 3,270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Salt Lake	Draper		F-R299(141)	10011	13800 South; Bangert Hwy to 300 East	2011	\$ 4,220,000	\$ 3,776,000	\$ 3,513,400	\$ 10,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Under Construction (06/21/2017)
Salt Lake	Herriman		NEWPROJ()	14937	Herriman Parkway; 6400 West to 6800 West	2016	\$ 5,364,600	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Exchanged from Fed to State (orig FF - \$2,000,000 to State funds of \$1,530,000)
Salt Lake	Holladay		NEWPROJ()	14828	Highland Drive; Arbor Lane to Van Winkle Expressway	2016	\$ 183,800	\$ 171,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2016
Salt Lake	Holladay		NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	2015	\$ 2,459,100	\$ 2,243,673	\$ 317,576	\$ 1,926,096	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (08/02/2017)
Salt Lake	Magna	Var	NEWPROJ()	15912	2810 South at 8000 West Realignment	2017	\$ 2,000,900	\$ 1,203,189	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Salt Lake	Magna		NEWPROJ()	16928	8000 West; 2600 South to 3100 South	2018	\$ 1,346,700	\$ 1,255,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Salt Lake	Millcreek		NEWPROJ()	16930	3900 South; 2300 East to Wasatch Blvd	2018	\$ 8,652,500	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project amended by WFRC in May to advance funding into FY2020
Salt Lake	Millcreek	Var	NEWPROJ()	15911	900 East; 3900 South to 4500 South	2017	\$ 4,358,700	\$ 3,783,866	\$ -	\$ -	\$ -	\$ 1,783,866	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Salt Lake	Murray		NEWPROJ()	14923	Vine Street; 1300 East to Van Winkle Expressway	2016	\$ 5,641,700	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held on 11 Jan 2017. Project to be built separately
Salt Lake	Murray		F-LC35(242)	11987	Vine Street; 900 East to 1300 East	2013	\$ 5,081,000	\$ 4,500,000	\$ 4,000,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Advertized and Contract Awarded - May 2019
Salt Lake	Riverton	Var	NEWPROJ()	15913	4150 West; 12600 South to 13400 South	2017	\$ 17,712,800	\$ 5,500,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Document
Salt Lake	Salt Lake City		NEWPROJ()	16924	1300 East/ Richmond; 2100 South to Southern City Boundary	2018	\$ 4,975,600	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	2012	\$ 11,099,000	\$ 6,426,097	\$ 1,347,174	\$ 5,078,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held Feb 1 2017

**Surface Transportation Program (STP)
2020-2025 Transportation Improvement Program (TIP)**

Print Date: 6-Aug-19

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 Funding and Phasing (Fiscal Year)					Concept Development		8/6/2019
					Location/ Limits	Concept/ Type of Improvement					2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule	
Salt Lake	Salt Lake City	Var	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrian improvements	2017	\$ 3,901,300	\$ 3,548,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,548,613	\$ -	\$ -	\$ -	New Project 2017
Salt Lake	Salt Lake City		Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 2,000,000	\$ 163,152.50	\$ 836,847	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (01/01/2020)
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,409,794	\$ 102,373.76	\$ -	\$ -	\$ 1,409,794	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held Coordination with Phase I
Salt Lake	Salt Lake County/ West Valley/ Kearns		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 16,367,300	\$ 14,175,040	\$ 9,323	\$ 2,365,717	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 4,500,000	\$ 2,300,000	Working On Design	
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 3,453,000	\$ 3,203,756	\$ 419,535	\$ 1,490,465	\$ 1,293,756	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 25 Oct 2017 Working on Environmental Doc
Salt Lake	Sandy	SR-209	NEWPROJ()	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,200,000	\$ -	\$ 2,100,000	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planned Construction Start Date (06/09/2020)
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	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	New Project 2015
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 9400 South to 11400 South (was 10400 South)	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	\$ 4,200,851	\$ -	\$ 838,410	\$ 1,931,221	\$ 1,431,221	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 24 April 2017 Working on Environmental Doc
Salt Lake	South Jordan	Var	NEWPROJ()	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	2017	\$ 953,200	\$ 777,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 777,788	\$ -	\$ -	\$ -	New Project 2017
Salt Lake	South Jordan	Var	F-LC35 (252)	13116	3200 West; 10431 South to 10600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,396,200	\$ 1,000,000	\$ 111,876	\$ 888,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Preparing to Advertise Fall/ Winter of 2018-2019
Salt Lake	South Jordan	Var	NEWPROJ()	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	2017	\$ 1,840,900	\$ 1,632,271	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,632,271	\$ -	\$ -	\$ -	New Project 2017
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	\$ -	\$ 250,000	\$ 1,750,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	Initiating Environmental Work
Salt Lake	South Salt Lake		NEWPROJ()	16925	700 West; 3300 South to Carlisle Avenue (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 6,571,575	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	New Project 2018
Salt Lake	Taylorsville		NEWPROJ()	16931	1780 BRT Connector Road; Bruin Blvd to 4700 South	New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ 1,002,800	\$ 655,220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 655,220	\$ -	\$ -	New Project 2018
Salt Lake	Taylorsville	Var	NEWPROJ()		I-215 Frontage Road; 4100 South to 4700 South	New Construction of Frontage Road and connectors to 2700 West	2017	\$ 8,845,569	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	New Project 2017
Salt Lake	Taylorsville		F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 12,765,000	\$ 11,504,328	\$ 9,323	\$ 2,375,379	\$ 4,298,835	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working On Environmental - Dec 2016
Salt Lake	Taylorsville		F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012		\$ 4,820,791	\$ -	\$ 4,820,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New 2019 HIFP Funds
Salt Lake	UTA		Transfer to FTA	11984	Salt Lake Central Bus Maintenance Facility	Relocate, Replace, and Expand the Bus Maintenance Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Salt Lake	UTA		Newproject-0027()	8599	Transit Oriented Development (TOD) @ 10000 South TRAX Station	Replace 11 acres of surface parking with two parking structures	2010	\$ 13,500,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred as of 19 April 2018
Salt Lake	UTA		Transfer to FTA	16932	University of Utah Hospital Stop Expansion	Extend the bus bays to allow more buses to serve the area simultaneously	2018	\$ 399,400	\$ 372,361	\$ -	\$ 372,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested

**Surface Transportation Program (STP)
2020-2025 Transportation Improvement Program (TIP)**

Print Date: 6-Aug-19

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 Funding and Phasing (Fiscal Year)					Concept Development		8/6/2019	
					Location/ Limits					Concept/ Type of Improvement	2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule	
Salt Lake	West Jordan		F-R299(139)	10009	5600 West; 7800 South to 8600 South	2011	\$ 5,378,000	\$ 4,666,000	\$ 4,682,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Substantially Complete - (11/02/2018)
Salt Lake	West Jordan		NEWPROJ()	16927	7000 South & 1500 West	2018	\$ 1,608,900	\$ 1,499,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,499,977	\$ -	New Project 2018
Salt Lake	West Jordan		NEWPROJ()	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	New Project 2018
Salt Lake	West Jordan		NEWPROJ()	14830	7800 South; Mountain View Corridor to SR-111	2016	\$ 5,202,500	\$ 2,400,000	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Salt Lake	West Jordan	Var	NEWPROJ()	15936	8600 South; 5600 West to 6000 West	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	New Project 2017
Salt Lake	West Jordan/ UDOT		NEWPROJ()	14039	1300 West; 6600 South to 9400 South	2015	\$ 11,442,800	\$ 6,000,000	\$ -	\$ 250,000	\$ 1,250,000	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,800,000	Held Pre - Orientation Meeting Next meeting scheduled for April
Salt Lake	West Valley City	Var	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	2016	\$ 5,558,600	\$ 11,227,683	\$ 7,277,740	\$ 528,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planned Construction Start Date 01/30/2019
Salt Lake	West Valley City	Var	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	2016		\$ 3,421,462	\$ -	\$ 3,421,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New 2018 HIFP Funds
Salt Lake	West Valley City		Newproject-004()	8557	6200 South; 6100 West to SR-111	2010	\$ 6,655,000	\$ 5,463,000	\$ 5,329,341	\$ 133,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Contract Complete - (10/25/2017)
Salt Lake	WFRC	Var	F-R299(50)	16849	Project Planning Support - Salt Lake County	2003	\$ 2,018,867	\$ 2,680,816	\$ 3,388,000	\$ 672,750	\$ 672,750	\$ 997,750	\$ 997,750	\$ 672,750	\$ 672,750	\$ 672,750	\$ 672,750	\$ 672,750	Questions on funding levels and programming out years in ePM
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	2003	\$ 429,046	\$ 260,000	\$ 1,720,000	\$ 485,716	\$ 571,430	\$ 571,430	\$ 571,430	\$ 571,430	\$ 571,430	\$ 571,430	\$ 571,430	\$ 571,430	We will only show the current year plus on in ePM
Salt Lake	West Valley City	Var	New Project - 003()	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	2019	\$ 5,767,800	\$ 5,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,300,000	New Project for FY2025
Salt Lake	Draper	Var	New Project - 004()	17807	Lone Peak Parkway; 12650 South to 12300 South	2019	\$ 5,140,000	\$ 3,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,980,000	New Project for FY2025
Salt Lake	South Jordan	Var	New Project - 005()	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	2019	\$ 2,301,300	\$ 2,145,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,145,502	New Project for FY2025
Salt Lake	South Salt Lake/ UDOT	Var	New Project - 006()	17837	3300 South and 900 West	2019	\$ 840,000	\$ 783,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 783,132	New Project for FY2025
Salt Lake	Murray	Var	New Project - 007()	17838	Winchester and 700 West	2019	\$ 2,753,900	\$ 2,567,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,567,461	New Project for FY2025
Salt Lake	Taylorsville/ UDOT	Var	New Project - 008()	17840	5400 South and 1900 West	2019	\$ 406,500	\$ 364,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,995	New Project for FY2025
Salt Lake	Midvale/ UDOT	Var	New Project - 009()	17841	7200 South and 300 West	2019	\$ 323,000	\$ 287,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,148	New Project for FY2025
Salt Lake	Taylorsville	Var	New Project - 010()	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	2019	\$ 40,400,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	New Project for FY2025

**Surface Transportation Program (STP)
2020-2025 Transportation Improvement Program (TIP)**

Print Date: 6-Aug-19

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 Funding and Phasing (Fiscal Year)					Concept Development		8/6/2019
					Location/ Limits					Concept/ Type of Improvement	2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule
OGDEN/ LAYTON URBAN AREA																	Project Status/ Project Schedule	
Weber	Brigham City		NEWPROJ()	16938	1200 West Box Elder Creek Bridge; 550 South to 650 North	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 791,057	\$ 791,056	\$ -	\$ -	New Project 2018
Davis	Clearfield/ Syracuse		NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	2016	\$ 4,668,700	\$ 4,352,629	\$ 10,000	\$ 402,630	\$ -	\$ -	\$ 3,950,000	\$ -	\$ -	\$ -	\$ -	New Project 2016
Davis	Clinton/ West Point		NEWPROJ()	15899	800 North; 2000 West to 3000 West	2017	\$ 4,567,100	\$ 3,000,000	\$ -	\$ 284,649	\$ 1,250,000	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$3,000,000 to \$2,784,649)
Weber	Farmington City	SR-106	NEWPROJ()	16933	Main Street (SR-106); Park Lane to Shepard Lane	2018	\$ 1,986,400	\$ 1,851,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 851,921	\$ 1,000,000	\$ -	\$ -	New Project 2018
Weber	Harrisville		F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	2013	\$ 3,748,000	\$ 3,524,000	\$ 548,192	\$ 398,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project is preparing to advertise
Weber	Harrisville		F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	2013	\$ 2,577,523	\$ -	\$ -	\$ 2,577,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New 2019 HIFP Funds
Weber	Harrisville		F-R199(133)	11993	Washington Blvd & Larsen Lane ((was PIN 11091))	2012	\$ 669,000	\$ 534,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	(Project combined with Larsen Lane; North Harrisville Rd to Washington Blvd)
Weber	Hooper		NEWPROJ()	14045	4700 West; 4800 South to 5100 South	2015	\$ 2,915,200	\$ 2,717,841	\$ -	\$ 1,223,029	\$ 1,223,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$2,717,841 to \$2,446,057)
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	2014	\$ 3,271,900	\$ 3,050,392	\$ 3,050,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	AC - Exchange Program - Active
Weber	Kaysville/ Farmington		NEWPROJ()	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	2018	\$ 10,833,600	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	New Project 2018 Consider Funding Exchange
Davis	Layton		NEWPROJ()	14844	Gordon Avenue; 1600 East to Highway 89	2016	\$ 3,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	New Project 2016
Weber	Marriott-Slaterville		NEWPROJ()	15904	1200 West; 400 North to Farr West Boundary	2017	\$ 5,605,300	\$ 3,762,110	\$ -	\$ 385,899	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$3,762,110 to \$3,385,899)
Weber	North Ogden	2019	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	2016	\$ 5,370,300	\$ 4,600,000	\$ -	\$ 520,654	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$4,600,000 to \$3,519,000)
Weber	North Ogden	2019	NEWPROJ()	14842	450 East/ 400 East; 2600 North to Elberta Drive	2016	\$ -	\$ 1,829,346	\$ -	\$ 1,829,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New 2018 HIFP Funds
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	2014	\$ 1,938,300	\$ 1,778,176	\$ 1,778,176	\$ 385	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Physically Complete (12/02/2017) Open ROW
Weber	North Salt Lake		NEWPROJ()	16937	Main Street; Center Street to 350 North	2018	\$ 1,312,200	\$ 1,223,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 611,682	\$ 611,682	\$ -	\$ -	New Project 2018
Weber	Ogden		NEWPROJ()	14840	20th Street; Washington Blvd to Monroe Blvd	2016	\$ 6,477,200	\$ 3,000,000	\$ -	\$ -	\$ 1,075,481	\$ 1,775,481	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$3,000,000 to \$2,850,961)
Weber	Ogden/ UTA	BRT	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	Funding Transferred Requested
Davis	Ogden/ UTA		Transfer to FTA	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	2017	\$ 5,000,000	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Box Elder	Perry		NEWPROJ()	14841	1200 West; 3600 South to Willard City Boundary	2016	\$ 2,915,200	\$ 2,717,841	\$ -	\$ -	\$ 873,029	\$ 1,573,029	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$2,717,841 to \$2,446,057)

**Surface Transportation Program (STP)
2020-2025 Transportation Improvement Program (TIP)**

Print Date: 6-Aug-19

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 Funding and Phasing (Fiscal Year)				Concept Development		8/6/2019	
					Location/ Limits					Concept/ Type of Improvement	2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule
Weber	Plain City		NEWPROJ()	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,900,758	\$ -	\$ -	\$ 1,000,000	\$ 2,900,758	\$ -	\$ -	\$ -	\$ -	Working on the Environmental Document
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	6568	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ 1,712,089	\$ 1,712,089	\$ -	\$ -	Preliminary Engineering - Completing Environmental Document
Weber	South Ogden		NEWPROJ()	16936	40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 4,745,200	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 3,000,000	\$ -	New Project 2018
Davis	Sunset	2018	F-LC11 (53)	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,547,000	\$ 2,258,000	\$ -	\$ 1,016,100	\$ 1,016,100	\$ -	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$2,258,000 to \$2,032,200)
Davis	Syracuse City	2019	NEWPROJ()	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,282,100	\$ 3,000,000	\$ 519,423	\$ 2,490,577	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Orientation Meeting held 15 June 2017 Working on Environmental Doc
Davis	UDOT	37	F-0037(4/0)	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 2,695,231	\$ 2,200,000	\$ 495,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Approved Environmental Document - PE
Davis	UDOT	I-15	F-I15-7(301)313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	I-15; South Davis Operational Upgrades	2013	\$ 121,000,000	\$ 22,830,999	\$ 22,830,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Physically Complete (11/18/2016) <i>Open ROW and/or Utilities</i>
Davis	UTA		NEWPROJ()	14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	Waiting to Begin
Weber	Washington Terrace	LC57	Newproject-006()	8559	Adams Avenue; City Limits to US-89	Reconstruct	2010	\$ 5,290,000	\$ 4,964,287	\$ 4,730,764	\$ 233,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Substantially Complete (09/17/2015) <i>Open ROW and/or Utilities</i>
Weber	West Haven	2018	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 3,870,700	\$ 2,500,000	\$ -	\$ 324,858	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$2,500,000 to \$2,324,857)
Davis	West Point/ Clearfield	2018	F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	Project to be Exchanged (orig FF - \$2,500,000 to \$2,250,000)
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, 7223	Planning - Urban Transportation	2003	\$ 2,831,042	\$ 2,639,380	\$ 2,277,130	\$ 362,250	\$ 362,250	\$ 537,250	\$ 537,250	\$ 362,250	\$ 362,250	\$ 362,250	Questions on funding levels and programmin out years in ePM
Var	WFRC	Var	F-LC11 (50)	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 1,040,000	\$ 364,285	\$ 428,570	\$ 428,570	\$ 428,570	\$ 428,570	\$ 428,570	\$ 428,570	We will only show the current year plus on in ePM
Davis	Woods Cross	2018	NEWPROJ()	14042	1500 South Phase 3; 1350 West to 1100 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 3,003,400	\$ 2,753,641	\$ 2,893,486	\$ 171,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Design, Planned Construction Start Date (10/25/2017)
Davis	Farmington	SR-106	New Project - 011()	17793	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,053,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,053,670	New Project for FY2025
Davis	Syracuse City	500 West	New Project - 013()	17794	500 West Phase II; 2010 South to 2800 South	Widen roadway and Signal Installation	2019	\$ 3,990,800	\$ 3,720,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,720,623	New Project for FY2025
Weber	Washington Terrace	300 West	New Project - 014()	17795	300 West; 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	2019	\$ 3,024,100	\$ 2,702,831	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,702,831	New Project for FY2025
Davis	Woods Cross	800 West	New Project - 015()	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 984,975	New Project for FY2025
Weber	Harrisville	Harrisville Road	New Project - 016()	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	\$ 3,460,200	\$ 3,109,407	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,109,407	New Project for FY2025

**Surface Transportation Program (STP)
2020-2025 Transportation Improvement Program (TIP)**

Print Date: 6-Aug-19

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 Funding and Phasing (Fiscal Year)					Concept Development		8/6/2019
					Location/ Limits	Concept/ Type of Improvement					2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule	
OGDEN/ LAYTON LOCAL PROJECT'S 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									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									Preliminary Engineering
Weber	Ogden		New	11995	Harrison Blvd./ 2nd Street/ Sheridan Drive	Intersection Realignment/ Improvements	2013	\$ 3,118,000	\$ 2,500,000	\$ -									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									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									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									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									Combined with Hooper - Preliminary Engineering
Weber	South Ogden	3354	F-R199(70) Exch to \$6,374,999.35	8141	40th Street; Washington Blvd. to Gramercy Avenue	Reconstruct and Widen	2009	\$ 7,562,000	\$ 7,500,000	\$ 7,500,000									AC - Exchange Program - Working on Environmental Document

**Congestion Mitigation/ Air Quality Program (CMAQ)
2020-2025 Transportation Improvement Program (TIP)**

County	Project Type	Sponsor	Type	Project Number	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		8/6/2019
					PIN	Location/ Limits	Concept/ Type of Improvement							2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule
SALT LAKE/ WEST VALLEY URBAN AREA																					
CMAQ - PM_{2.5}																					
Salt Lake	Trans	Cottonwood Heights	PM _{2.5}	Newproject-0028()	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,600,000	\$ 1,486,000	\$ 107,908	\$ -	\$ -	\$ -	\$ 1,486,000	\$ -	\$ -	\$ -	\$ -	Holding Pending Work on LCC Environmental Process	
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 2,438,000	\$ 2,174,000	\$ 157,141	\$ 2,163,524	\$ 476	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Yes, they will advertise this FY.	
Salt Lake	Inter	Holladay	PM _{2.5}	F-LC35 (210)	8555	6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Combined with PIN 8555	
Salt Lake	Trans	Holladay	PM _{2.5}	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$ 2,597,900	\$ 1,200,000	\$ 87,139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	New Project 2018	
Salt Lake	Trans	Murray	PM _{2.5}	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$ 1,842,400	\$ 1,694,362	\$ 123,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,694,362	\$ -	\$ -	New Project 2017	
Salt Lake	Trans	Transfer to FTA	PM _{2.5}	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 East to 600 East Now project limits 300 E to 500 E	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Trans	Transfer to FTA	PM _{2.5}	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Trans	Transfer to FTA	PM _{2.5}	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ 600,000	\$ 1,505,134	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Bike	UTA	PM _{2.5}	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ -	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Inter	West Jordan	PM _{2.5}	F-LC35(217)	11094	7800 South & 1300 West	Intersection Improvements	2012	\$ 847,000	\$ 450,000	\$ 33,403	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Construction Start Date (10/08/2017)	
Salt Lake	Inter	West Jordan	PM _{2.5}	F-LC35(218)	11095	9000 South & 4000 West	Intersection Improvements	2012	\$ 1,000,000	\$ 780,000	\$ 57,367	\$ 779,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Construction Start Date (05/29/2018)	
Salt Lake	Bike	West Jordan	PM _{2.5}	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	\$ 321,785	\$ 300,000	\$ 22,511	\$ 83,907	\$ 216,093	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planning to Advertise FY2019	
Salt Lake	Trans	UTA	PM _{2.5}	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 2,500,000	\$ 181,540	\$ -	\$ 1,750,000	\$ 580,000	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Bike	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	\$ 750,000	\$ 530,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Bike	Bluffdale	Var	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	\$ -	\$ -	\$ -	\$ -	\$ -	Brian, Good as is, may need a bit more from 2020	
Salt Lake	Trans	Bluffdale	Var	New Project	16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$ 77,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,064,687	\$ -	New Project 2018	
Salt Lake	Inter	Cottonwood Heights	Var	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 2,655,000	\$ 2,655,000	\$ 192,796	\$ 247,526	\$ 152,474	\$ 2,255,000	\$ -	\$ -	\$ -	\$ -	\$ -	Jessica, Project will not advertise in FY19	
Salt Lake	Trans	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 659,043	\$ -	\$ -	Holding Pending Work on LCC Environmental Process	
Salt Lake	Trans	Murray/ UDOT	Var	New Project	11086	State Street (US-89) and Vine Street Intersection	Intersection Improvements	2018	\$ 311,500	\$ 290,411	\$ 21,089	\$ -	\$ 290,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018	
Salt Lake	Trans	Riverton	Var	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,333	\$ -	\$ -	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ -	Set up the Orientation Meeting Fall of 2019	

**Congestion Mitigation/ Air Quality Program (CMAQ)
2020-2025 Transportation Improvement Program (TIP)**

County	Project Type	Sponsor	Type	Project Number	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		8/6/2019			
					2019	2020						2021	2022	2023	2024	2025	Project Status/ Project Schedule						
Salt Lake	Trans	Salt Lake City	Var	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 1,700,000	\$ 250,000	\$ 18,154	\$ 23,308	\$ -	\$ 226,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Jessica, Currently in ePM, there is \$243,154 in FY 2019 and \$347,528 in FY 2020. I'd shift both of those back a year. I believe the current obligation is enough to get us through the end of the FY, because I foresee the only amount we'll spend is to	
Salt Lake	Trans	Salt Lake City	Var	New Project	14939	Bonneville Bike Trail	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459	\$ -	\$ -	\$ -	\$ -	\$ 447,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2016	
Salt Lake	Trans	Salt Lake City	Var	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$ 1,000,000	\$ 930,000	\$ 67,533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 930,000	\$ -	\$ -	\$ -	\$ -	New Project 2017	
Salt Lake	Trans	Salt Lake City	Var	New Project	16940	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$ 637,027	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	On Going Program	
Salt Lake	Trans	Salt Lake City	Var	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 1,700,000	\$ 324,000	\$ 30,789	\$ -	\$ -	\$ -	\$ 424,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program	
Salt Lake	Trans	Salt Lake City	Var	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,530	\$ 29,085	\$ -	\$ -	\$ -	\$ -	\$ 400,530	\$ -	\$ -	\$ -	\$ -	\$ -	On Going Program	
Salt Lake	Trans	Salt Lake City	Var	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	On Going Program	
Salt Lake	Trans	Salt Lake County	Var	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	New Project 2017	
Salt Lake	Trans	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 831,938	\$ 831,938	\$ -	\$ -	\$ -	Holding Pending Work on LCC Environmental Process	
Salt Lake	ATMS	UDOT	Var	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ 5,412,719	\$ 834,987	\$ 4,585,930	\$ -	\$ 1,082,544	\$ 1,082,544	\$ 1,082,544	\$ 1,082,544	\$ 1,082,544	\$ -	\$ -	\$ -	On Going Program	
Salt Lake	Trans	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	\$ 136,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Will Obligate the full amount per year.	
Salt Lake	ATMS	UDOT	Var	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 2014	
Salt Lake	ATMS	UDOT	Var	F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ 108,613	\$ 322,949	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Yes	
Salt Lake	ATMS	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	\$ -	\$ -	\$ -	\$ 1,000,171	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Left Message - Could we do something in 2019?	
Salt Lake	Trans	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	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2016	
Salt Lake	Trans	UTA	Var	CM-9999()	2351	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 2,332,760	\$ 2,005,036	\$ 327,724	\$ 2,508,065	\$ 318,733	\$ 318,733	\$ 318,733	\$ 318,733	\$ 318,733	\$ 318,733	\$ 326,305	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Trans	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	\$ 68,985	\$ -	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Salt Lake	Trans	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	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Salt Lake	Trans	UTA	Var	CM-9999()	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	\$ 1,855,411	\$ 1,104,800	\$ 163,125	\$ 1,141,600	\$ -	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ -	\$ -	\$ -	Are the Vans Expanding in 2019 or 2020	
Salt Lake	Trans	UTA\UDOT	Var	F-0172(18)	7650	5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South	ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)	2010	\$ 5,000,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	Scoping
Salt Lake	ATMS	UTAH/ Local Governments	Var	F_R299(102)	7947	Salt Lake County Area Signal Detection Upgrade	Traffic Signal Control Software & Update Signal Hardware (Controllers, etc)	2009	\$ 5,485,000	\$ 2,779,250	\$ 286,247	\$ 2,975,000	\$ 5,657	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Phased/ Underway - Awarded	

**Congestion Mitigation/ Air Quality Program (CMAQ)
2020-2025 Transportation Improvement Program (TIP)**

County	Project Type	Sponsor	Type	Project Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year 2019	Estimated CMAQ Funds and Phasing (Fiscal Year)				Concept Development		8/6/2019	
					PIN	Location/ Limits							Concept/ Type of Improvement	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule
Salt Lake	ATMS	UTAH/ Local Governments	Var	F_R299(102)	14910	Salt Lake County Area Signal Detection Upgrade	Improve and add Signal Detection and Coordination	2009		\$ 2,500,000	\$ 239,550	\$ 2,337,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Phased/ Underway - Awarded
Salt Lake	Bike	Salt Lake City	Var	New Project - 020()	17849	SLC Bike Share (GREENbike) Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 643,570	\$ 200,000	\$ 14,523	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	Project Phased/ Underway - Awarded
Salt Lake	Trans	UTA	Var	New Project - 021()	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	\$ 4,200,300	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	Project Phased/ Underway - Awarded
Salt Lake	Inter	Sandy	Var	New Project - 022()	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$ 3,446,300	\$ 2,600,000	\$ 188,802	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	Project Phased/ Underway - Awarded

**Congestion Mitigation/ Air Quality Program (CMAQ)
2020-2025 Transportation Improvement Program (TIP)**

County	Project Type	Sponsor	Type	Project Number	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		8/6/2019
					2019	2020	2021						2022	2023	2024	2025	Project Status/ Project Schedule				
OGDEN/ LAYTON URBAN AREA																					
CMAQ - PM _{2.5}																					
Davis	Trans	Centerville	PM _{2.5}	New Project	15917	Parrish Lane (SR-105) 400 West Intersection	Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 780,040	\$ -	New Project 2017	
Weber	Trans	Ogden	PM _{2.5}	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 659,686	\$ 601,873	\$ 43,706	\$ -	\$ -	\$ 601,873	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2016	
Weber	Trans	Ogden/ UTA	PM _{2.5}	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 127,078	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Weber	Trans	South Ogden/ UDOT	PM _{2.5}	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	New Project 2018	
Davis	Trans	UDOT	PM _{2.5}	F-115-7(309)318	11092	650 North & I-15 Interchange/ Intersections	Intersection Improvements	2012	\$ 4,636,000	\$ 2,840,000	\$ 133,614	\$ 2,839,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Active - Planned Construction Start Date (12/31/2016) - Awarded	
Weber	Trans	UDOT	PM _{2.5}	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	Trans	UTA	PM _{2.5}	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116,900	\$ 1,000,000	\$ 72,616	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Weber	Trans	UTA	PM _{2.5}	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400,000	\$ 950,000	\$ 68,985	\$ -	\$ -	\$ -	\$ 870,000	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Davis	Bike	Centerville	Var	F-LC57(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	\$ 970,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Environmental Doc. - City is also replacing Culverts prior to project implementation	
Davis	Bike	Clearfield	Var	New Project	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freepoint Center	New Construction - Pedestrian/ Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ -	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested	
Davis	Trans	Clinton	Var	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 550,616	\$ 39,984	\$ 93,230	\$ -	\$ 457,386	\$ -	\$ -	\$ -	\$ -	\$ -	Will not advertise until Nov-Dec 2019	
Weber	Trans	Ogden	Var	New Project	16946	Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$ 595,302	\$ 555,000	\$ 40,302	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 555,000	\$ -	New Project 2018	
Weber	Trans	Ogden/ UDOT	Var	New Project	16947	Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$ 2,700,000	\$ 1,500,000	\$ 108,924	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	Project Could Move Up if Funds Become Available	
Box Elder	Trans	Perry	Var	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	\$ -	\$ -	\$ -	\$ -	\$ 477,338	\$ -	\$ -	\$ -	New Project 2016	
Weber	Trans	Riverdale	Var	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 500,000	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	New Project 2016	
Davis	ATMS	UDOT	Var	CM-9999()	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$ 5,330,902	\$ 4,970,000	\$ 360,902	\$ 3,620,895	\$ -	\$ 1,070,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	On Going Program	
Weber	Trans	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	\$ 64,000	\$ 64,000	\$ -	\$ -	\$ -	\$ -	On Going Program	
Weber	Inter	UDOT	Var	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	Funding Can be Moved Back (from 21 to 23)	
Davis	ATMS	UDOT	Var	New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$ 332,900	\$ 310,363	\$ 22,537	\$ -	\$ -	\$ 150,000	\$ 160,363	\$ -	\$ -	\$ -	\$ -	Not this year but Starting (FY2020) (Tyler & Jaime)	
Davis	ATMS	UDOT	Var	F-0089(394)	16041	US-89 VMS; Just North of Shepard Lane	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 62,677	\$ 431,562	\$ -	\$ 431,562	\$ -	\$ -	\$ -	\$ -	\$ -	Would this project be able to construct in 2019?	
Davis	Trans	UDOT/ North Salt Lake	Var	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project Combined to I-215 Bridge and Redwood Road Improvementss	

**Congestion Mitigation/ Air Quality Program (CMAQ)
2020-2025 Transportation Improvement Program (TIP)**

County	Project Type	Sponsor	Type	Project Number	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		8/6/2019
					PIN	Location/ Limits	Concept/ Type of Improvement							2019	2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule
Davis	Trans	UTA	Var	F-LC11(48)	10021	Fruit Heights/ Kaysville 400/200 North Park n Ride Lot	Expand Park n Ride Lot	2011	\$ 1,498,000	\$ 1,233,000	\$ 89,536	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233,000	\$ -	Project Phasing/ Time
Davis	Trans	UTA	Var	New Project	15915	Davis County Ski Route Buses	Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort.	2017	\$ 1,020,000	\$ 912,830	\$ 66,286	\$ -	\$ 912,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Weber	Trans	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	\$ 861,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Weber	Trans	UTA	Var	CM-9999()	Tran SEC.	Lease Vans in Weber Co	Air Quality - FTA Fund Transfer	1994	\$ 509,707	\$ 475,200	\$ 34,507	\$ 504,400	\$ -	\$ 118,800	\$ 118,800	\$ 118,800	\$ 118,800	\$ -	\$ -	\$ -	On Going Program
Weber	Trans	UTA	Var	CM-9999()	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 1,098,363	\$ 1,024,004	\$ 74,359	\$ 1,137,310	\$ 157,130	\$ 157,130	\$ 157,130	\$ 157,130	\$ 157,130	\$ 161,754	\$ -	\$ -	Funding Transferred Requested
Weber	Trans	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	\$ 950,000	\$ 1,863,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Weber	Bike	West Haven	Var	STP-LC11(25)	12166	River Parkway Trail; D&RGW Rail to 1800 So, Weber	Air Quality - Bike Ped Facility	2003	\$ 1,500,000	\$ 136,009	\$ 9,876	\$ 136,010	\$ 389,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Davis	Inter	Centerville	Var	New Project - 017()	17845	Marketplace Drive & Parrish Lane	Intersection & Pedestrian Improvements	2019	\$ 1,757,800	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	Project Phased/ Underway - Awarded
Weber	Inter	Roy	Var	New Project - 018()	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$ 48,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 673,470	\$ -	Project Phased/ Underway - Awarded
Davis	Inter	Clinton	Var	New Project - 019()	17848	1500 West & 1300 North Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 2,190,100	\$ 850,000	\$ 61,724	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	Project Phased/ Underway - Awarded

Transportation Alternatives Program (TAP)
2020-2025 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 2019	Estimated TAP Funds and Phasing (Fiscal Year)				Concept Development		8/6/2019
					Location/ Limits	Concept/ Type of Improvement						2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule
Salt Lake	UTA		New Project	16950	Salt Lake Urbanized Area Bike Rack Expansion	Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes	2018	\$ 91,200	\$ 33,198	\$ -	\$ 33,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Salt Lake	Millcreek		New Project	16951	3300 South Sidewalk; 2600 East to 2700 East	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 429,500	\$ 400,423	\$ -	\$ -	\$ 400,423	\$ -	\$ -	\$ -	\$ -	\$ -	New Project
Salt Lake	Magna	Var	New Project - 026()	17867	2820 South; 7584 West to 7630 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 199,000	\$ 185,528	\$ -	\$ -	\$ -	\$ 185,528	\$ -	\$ -	\$ -	\$ -	New Project 2019
Salt Lake	Magna	Var	New Project - 027()	17868	Utah & Salt Lake Canal Trail, Phase 5	New Trail Construction	2019	\$ 100,000	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	New Project 2019
Salt Lake	West Valley City	Var	New Project - 028()	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$ 600,000	\$ 451,458	\$ -	\$ -	\$ -	\$ 451,458	\$ -	\$ -	\$ -	\$ -	New Project 2019
Salt Lake	Millcreek	Var	New Project - 029()	17870	4500 South (SR-266); 1500 East to 1630 East	Construct Missing Sidewalk	2019	\$ 357,600	\$ 333,390	\$ -	\$ -	\$ -	\$ 333,390	\$ -	\$ -	\$ -	\$ -	New Project 2019
Salt Lake	Salt Lake City	Var	New Project - 030()	17871	SLC Bike Share (GREENbike) Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 375,416	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	New Project 2019

Transportation Alternatives Program (TAP)
2020-2025 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 2019	Estimated TAP Funds and Phasing (Fiscal Year)				Concept Development		8/6/2019	
					Location/ Limits	Concept/ Type of Improvement						2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule	
OGDEN/ LAYTON URBAN AREA																			
Davis	Clinton		New Project	14854	D&RGW Trail Street Crossings at 1300 North and 2300 North	Construct Improvements to Stop midblock crossing and require trail users to cross at the intersection crosswalks	2016	\$ 111,100	\$ 103,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	Farmington		New Project	14851	200 West and 125 South	Pedestrian Crossing Signal Installation	2016	\$ 148,000	\$ 137,732	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	\$ 69,200	\$ 65,000	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	South Ogden		New Project	14852	Jefferson Avenue; Madison to 4400 South	Construct Sidewalk (Safe Routes to School Project)	2016	\$ 343,800	\$ 320,525	\$ 41,954	\$ 278,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	South Ogden, Washington Terrace, Riverdale		New Project	14856	Three City Alternative Planning Study	Develop a bike and Pedestrian Alternative Transportation Plan to connect the three communities	2016	\$ 96,535	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Weber	West Haven		F-LC57(33)	12166	River Parkway Trail; 1800 South to City Cemetery	New Construction of Bike/ Ped Trail	2014	\$ 1,280,465	\$ 966,311	\$ 107,533	\$ 858,778	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Working on Design
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	Davis & Weber County		New Project	15924	Davis and Weber County Bicycle Counters	Project will place automatic counters at strategic locations around Davis and Weber Counties to begin collecting vital user data.	2017	\$ 500,000	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Davis	North Salt Lake		New Project	15922	Orchard Drive Sidewalk; 183 South to 83 South	Construct sidewalk along the eastside of Orchard Drive	2017	\$ 301,400	\$ 271,672	\$ -	\$ 271,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2017
Davis	UTA		New Project	15923	Update Bike Cars on FrontRunner	Construct new bike racks on 6 of UTA's 16 FrontRunner bike cars.		\$ 116,900	\$ 95,000	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Funding Transferred Requested
Weber	Plain City		New Project	16952	1975 North; 3600 West to 3525 West	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 360,000	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Davis	Farmington		New Project	16953	State Street and 400 West	Relocate and Signalize Pedestrian Crossing	2018	\$ 250,000	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Davis	Farmington		New Project	16954	326 West Park Lane	Construct missing sidewalk	2018	\$ 76,200	\$ 71,041	\$ -	\$ -	\$ 71,041	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2018
Davis	North Salt Lake	Var	New Project - 023()	17864	Redwood Road West side path connections	Construct Missing Sidewalk	2019	\$ 229,600	\$ 182,600	\$ -	\$ -	\$ -	\$ 182,600	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2019
Salt Lake	Ogden	Var	New Project - 024()	17865	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	\$ 407,100	\$ 239,000	\$ -	\$ -	\$ -	\$ 239,000	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2019
Salt Lake	Roy	Var	New Project - 025()	17866	3100 West; 4800 South to 5000 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 301,700	\$ 271,530	\$ -	\$ -	\$ -	\$ 271,530	\$ -	\$ -	\$ -	\$ -	\$ -	New Project 2019

Transportation Alternatives Program (TAP)
2020-2025 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 2019	Estimated TAP Funds and Phasing (Fiscal Year)				Concept Development		8/6/2019	
					Location/ Limits	Concept/ Type of Improvement						2020	2021	2022	2023	2024	2025	Project Status/ Project Schedule	
Funding Swapped with UDOT TAP funds on West Haven 'River Parkway Trail; 1800 South to City Cemetery'																			
OGDEN/ LAYTON URBAN AREA																			
Davis	Clinton		New Project	14854	D&RGW Trail Street Crossings at 1300 North and 2300 North	Construct Improvements to Stop midblock crossing and require trail users to cross at the intersection crosswalks	2016	\$ 111,100	\$ 103,579	\$ 103,579	\$ 7,522	\$ 111,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	Farmington		New Project	14851	200 West and 125 South	Pedestrian Crossing Signal Installation	2016	\$ 148,000	\$ 137,732	\$ 137,732	\$ 10,002	\$ 147,734	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting
Davis	West Bountiful		New Project	14855	Pages Lane Bike Lanes; 800 West to Legacy Trail	Construct Bike/ Pedestrian Facility	2016	\$ 450,000	\$ 375,000	\$ 375,000	\$ 27,231	\$ 402,231	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Set Up Orientation Meeting

Other Federal Highway Administration Funds ePM Tables For –

**Box Elder County
Davis County
Morgan County
Salt Lake County
Tooele County
Weber County
Including Statewide Programs**

National Highway Performance (NHPP)
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
Rail/ Highway Crossing – Hazard Elimination
Recreational Trails Program
Safe Routes to School
Economic Recovery
TIGER Discretionary Funds
Other Federal Funds



UDOT electronic Program Management

STIP Planning Fund Table



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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
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 MITIGATION / AIR (BOX ELDER)	CMAQ	93.23	Y	F
CMAQ_CACHE	CONGESTION MITIGATION/AIR QUALITY (CACHE)	CMAQ	93.23	Y	F
CMAQ_CACHE1	CMAQ CACHE @ 100%	CMAQ	100.00	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_TOOELE1	CMAQ TOOEELE @ 100 %	CMAQ	100.00	Y	F
CMAQ_WFRC	CONGESTION MITIGATION/AIR QUALITY (WFRC)	CMAQ	93.23	Y	F
CMAQ_WFRC_1	CMAQ WFRC @ 100 % PRO-RATA	CMAQ	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_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_IMD	EARMARK - IM DISCRETIONARY (2010)	EARMARK	90.00	Y	F
EM_2011_PLHD	EARMARK - PUBLIC LANDS HWY DISCRETIONARY	EARMARK	100.00	Y	F
EM_2011_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	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_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_2018_FBD	FERRY BOAT DISR FUNDS - 2018	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
EM_RN29	STP 5590 REPURPOSED EARMARK	EARMARK	80.00	Y	F
EM_RPF0@80	EM_RPF0@80 REPURPOSED EARMARK 80/20	EARMARK	80.00	Y	F
EM_RPF1@93.2	REPURPOSED EARMARK @93.23	EARMARK	93.23	Y	F
EM_RPF9@80	REPURPOSED EARMARK @ 80	EARMARK	80.00	Y	F
EM_RPF9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
EM_RPS0@93.2	REPURPOSED EARMARK SPECIAL	EARMARK	93.23	Y	F
EM_RPS9@100	REPURPOSED EARMARK @ 100%	EARMARK	100.00	Y	F



UDOT electronic Program Management

STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EM_RPS9@80	REPURPOSED EARMARK @ 80%	EARMARK	80.00	Y	F
EM_RPS9@93.2	REPURPOSED EARMARK @ 93.23	EARMARK	93.23	Y	F
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_2010	EMERGENCY RELIEF - 2010 EVENTS (93.23%)	ER	93.23	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_INFRA@100	INFRA GRANT	MISC	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
FA_STIC_2017	FY17 STIC INCENTIVE PROGRAM	MISC	100.00	Y	F
FA_STIC_2018	STIC - INCENTIVE PROGRAM	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	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_100	FTA SECTION 5310 @ 100 %	LOCAL	100.00	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
FTA_5311_80	FTA SECTION 5311 @ 80%	LOCAL	80.00	Y	F
FTA_5312_85%	FTA SECTION 5312 LONO FUNDS	LOCAL	85.00	Y	F
FTA_5312_90%	FTA SECTIN 5312 LONO FUNDS @ 90%	LOCAL	90.00	Y	F
FTA_5316_10	FTA- 5316 JOB ACCESS & REVERSE COMMUTE	STATE	58.80	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



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	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 RURAL ROADS @100%	SAFETY	100.00	Y	F
HSIP_HRRR_SR	HSIP HIGH RISK RURAL ROAD - SPECIAL RULE	SAFETY	93.23	Y	F
IM	INTERSTATE MAINTENANCE	IM	94.18	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
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
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
MAG_EXCHANGE	STATE/ FEDERAL FUNDS EXCHANGE W/MAG	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_EXEMPT	NAT'L PERFORM PROG - EXEMPT	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
OTHER_STATE	OTHER STATE AGENCY	STATE	0.00	Y	S
PL_CMPO	PLANNING MPO (CACHE)	STP	93.23	Y	F
PL_CMPO_100	PLANNING FUND CMPO 100%	PL	100.00	Y	F
PL_DMPO	PLANNING MPO (DIXIE)	STP	93.23	Y	F
PL_MAG	PLANNING MPO (MAG)	STP	93.23	Y	F
PL_WFRC	PLANNING MPO (WFRC)	STP	93.23	Y	F
R/H_DEVIC90S	RAIL/HWY DEVICES WITH STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_DEVICES1	RAIL/HWY DEVICES @ 100%	RAIL/HWY	100.00	Y	F
R/H_DEVICES90	RAIL/HIGHWAY DEVICES @90/10	RAIL/HWY	90.00	Y	F
R/H_HZ_EL90S	RAIL/HWY HAZARD ELIM W/ STATE MATCH	RAIL/HWY	90.00	Y	F
R/H_HZ_ELM1	RAIL/HWY HAZARD ELIM @100 %	RAIL/HWY	100.00	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



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SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	Y	F
SPR_P_100%	SPR PLANNING FUNDS @ 100%	SPR	100.00	Y	F
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_BR_100%	JHC BRIDGE FUNDS @ 100 % PRO-RATA	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_EXCHANGE	STP FUNDS EXCHANGE WITH MPO	STP	93.23	Y	F
STP_FLX_100%	STP_ FLEXIBLE @ 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_HIF_O/L	HIGHWAY INFRASTRUCTURE - OGDEN/LAYTON	STP	93.23	Y	F
STP_HIF_P/O	HIGHWAY INFRASTRUCTURE - PROVO/OGDEN	STP	93.23	Y	F
STP_HIF_RURL	HIGHWAY INFRASTRUCTURE - NON URBAN	STP	93.23	Y	F
STP_HIF_SL	HIGHWAY INFRASTRUCTURE - SALT LAKE	STP	93.23	Y	F
STP_HIF_ST	HIGHWAY INFRASTRUCTURE FUNDS	STP	93.23	Y	F
STP_HIF_SU	HIGHWAY INFRASTRUCTURE - SMALL URBAN	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_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	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_UB_P/O_U	UDOT'S URBAN STP FROM MAG EXCHANGE	STP	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



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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_ATMS_AM	ATMS ASSET MANGEMENT (LIFE CYCLE REPLACE	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
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_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	N	S
ST_EXCHANGE	STATE CONST - FUNDS EXCHANGE PROGRAM	STATE	0.00	Y	S
ST_EXCH_MAG	STATE FUND EXCHANGE WITH MAG	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_ICTD	IMPACTED COMMUNITIES TRANS DEVELOP FUND	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 CAMPAIGN	STATE	0.00	Y	S
ST_LIGHTING	STATE CONST - LIGHTING	STATE	0.00	Y	S



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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_PVMT_TAP	STATE TAP FUNDS FROM PVMT PROG.	STATE	0.00	Y	F
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
ST_SRPLS_DOC	STATE SURPLUS PROPERTY DOCUMENTATION	STATE	0.00	Y	S
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_T&S_FUND	STATE TRAFFIC & SAFETY FUNDS	STATE	0.00	Y	S
ST_TF_HB2	TRANSPORTATION FUND - HB2 (2018)	STATE	0.00	Y	S
ST_TIF	STATE TIF FUNDS	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	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_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_SB229	TIF FUNDS - SB229 (2012)	STATE	0.00	Y	S
ST_TOLL_CR	STATE TOLL CREDIT	STATE	0.00	Y	S
ST_TRANS_SOL	STATE TRANSPORTATION SOLUTIONS	STATE	0.00	Y	S
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	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 PROGRAM - JHC	TAP	93.23	Y	F
TAP_SU_JHC1	TAP SM URBAN JHC @ 100%	TAP	100.00	Y	F
TAP_SU_MAG	TRANS ALT PROGRAM SO. UTAH CO.	TAP	93.23	Y	F
TAP_URB_MAG	TRANS ALT PROGRAM - MAG	TAP	93.23	Y	F
TAP_URB_MAG1	TAP MAG AT 100% PRO RATA	TAP	100.00	Y	F
TAP_URB_O/L	TRANS ALT. PROGRAM- OG/LAYTON	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	TRANS INVESTMENT GEN ECON RECOVERY	BRIDGE	100.00	Y	F
TIGER_MAG	TIGER FIRST MILE/LAST MILE FOR MAG AREA	MISC	100.00	Y	F



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TIGER_SUMMIT	TIGER FIRST MILE/LAST MILE SUMMIT CO	MISC	100.00	Y	F
TIGER_TOOELE	TIGER FIRST MILE/LAST MILE TOOELE CO	MISC	100.00	Y	F
TIGER_VI	NATL INFRA INVEST TIGER VI	MISC	80.00	Y	F
TIGER_WFRC	TIGER FIRST MILE/LAST MILE FOR WFRC AREA	MISC	100.00	Y	F
TIGGER	TRANSIT -GAS/ ENERGY REDUCTION GRANT	STP	100.00	Y	F
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O

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 5337 – Capital Investment Program – State of Good Repair

Section 5339 – Capital Investment Program – Bus & Bus Facilities

Section 5310 – Elderly Persons and Persons with Disabilities

Capital Investment Program – Discretionary Grants

Capital Investment Program – Local Funds

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

PUBLIC TRANSIT PROGRAM

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
					(Fiscal Year)					
					2020	2021	2022	2023	2024	2025
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	205,532,320	41,106,464	22,205,206	22,676,931	22,903,701	23,132,738	24,259,028	24,501,618	24,746,634
UTA	ADA Operating Assistance for Paratransit Service	51,383,080	10,276,616	5,551,301	5,669,233	5,725,925	5,783,184	6,064,757	6,125,405	6,186,659
SUBTOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307		256,915,400	51,383,080	27,756,507	28,346,164	28,629,626	28,915,922	30,323,785	30,627,023	30,933,293
OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307										
UTA	Preventive Maintenance of Buses, Rail Vehicles and Facilities	93,793,060	18,758,612	10,133,171	10,348,439	10,451,924	10,556,443	11,070,417	11,181,121	11,292,932
UTA	ADA Operating Assistance for Paratransit Services	23,448,265	4,689,653	2,533,293	2,587,110	2,612,981	2,639,111	2,767,604	2,795,280	2,823,233
SUBTOTAL: OGDEN/ LAYTON URBANIZED AREA FORMULA - SECTION 5307		117,241,325	23,448,265	12,666,464	12,935,549	13,064,905	13,195,554	13,838,021	13,976,401	14,116,165

DRAFT - 2020 – 2025 Transportation Improvement Program (TIP)

Grantee	Project Description	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5307 Related LOCAL Funds Obligated in FY 2019	Estimated Planned LOCAL Amount and Phasing					
					(Fiscal Year)					
					2020	2021	2022	2023	2024	2025
SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS										
UTA	LOCALLY FUNDED Security Equipment	2,569,154	513,831	277,565	283,462	286,296	289,159	303,238	306,270	309,333
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	2,569,154	2,569,154	277,565	283,462	286,296	289,159	303,238	306,270	309,333
OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS										
UTA	LOCALLY FUNDED Security Equipment	1,172,413	234,483	126,665	129,355	130,649	131,956	138,380	139,764	141,162
UTA	LOCALLY FUNDED Transit Enhancements (Street Furniture, Stop / Station Amenities, Signage, Bike Racks, Transit Access Improvements)	1,172,414	1,172,414	126,665	129,355	130,649	131,956	138,380	139,764	141,162

DRAFT - 2020 – 2025 Transportation Improvement Program (TIP)

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

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	Funds Obligated Through FY 2019	Estimated Federal Funding and Phasing (Fiscal Year)					
						2020	2021	2022	2023	2024	2025
CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS											
UTA	Ogden - WSU Bus Rapid Transit	5309	79,000,000	22,814,302	-		46,150,000				
		CMAQ		199,695	2,750,000						
		STP		344,927	3,250,000					1,500,000	
				1,991,076	-						
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS			79,000,000	25,350,000	6,000,000	-	46,150,000	-	-	-	1,500,000

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

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	ESTIMATED 5337 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
						2020	2021	2022	2023	2024	2025
FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR											
UTA	High Intensity Fixed Guideway & High Intensity Motor Bus State of Good Repair & Preventive Maintenance	5337 State of Good Repair	171,192,841	34,238,568	17,781,947	17,781,947	19,876,550	20,075,315	20,276,068	20,478,829	20,683,617
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON and PROVO-OREM URBANIZED AREAS FORMULA FUNDS - SECTION 5337 STATE OF GOOD REPAIR			171,192,841	34,238,568	17,781,947	17,781,947	19,876,550	20,075,315	20,276,068	20,478,829	20,683,617

*Section 5337 State of Good Repair money is only recieved for fixed guideway systems that have been in operation at least 7 years, and can be used for improvements on the whole system. 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 - 2020 – 2025 Transportation Improvement Program (TIP)

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	5339 Funds Obligated in/prior FY 2019	Estimated Phasing					
							2020	2021	2022	2023	2024	2025
FORMULA FUNDING - SECTION 5339 BUS & BUS FACILITIES												
UTA		Bus Purchases, overhauls, and bus related stop and operator relief facilities improvements.	5339 Bus & Bus Facilities Formula	25,696,319	5,139,264			3,696,588	3,696,588	4,344,371	4,387,815	4,431,693
UTA		Depot District Technology Center	5339 Bus & Bus Facilities Formula	17,981,634	3,596,327	10,688,719	3,696,588					
TOTAL: SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS FORMULA FUNDING - SECTION 5339 BUS & BUS FACILITIES FORMULA FUNDS				17,981,634	3,596,327	10,688,719	3,042,579	3,121,022	3,152,233	3,183,755	3,247,430	3,312,379

DRAFT - 2020 – 2025 Transportation Improvement Program (TIP)

SALT LAKE/WEST VALLEY TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
						2020	2021	2022	2023	2024	2025
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310											
Salt Lake City / West Valley City	ADMINISTRATION	5310	592,112	-	-	127,814	66,463	67,792	69,148	70,531	71,942
Salt Lake City / West Valley City	TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	5310	3,552,673	710,535	-	766,881	398,778	406,754	414,889	423,187	431,650
Salt Lake City / West Valley City	OTHER 5310 CAPITAL (Infrastructure etc.)	5310	296,056	59,211	-	63,907	33,232	33,896	34,574	35,266	35,971
Salt Lake City / West Valley City	5310 OPERATIONS	5310	2,368,449	1,184,224	-	319,534	166,158	169,481	172,870	176,328	179,854
WFRC TOTAL: SALT LAKE/WEST VALLEY URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES			6,809,289	1,953,970	-	1,278,135	664,630	677,923	691,481	705,311	719,417

OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

PUBLIC TRANSIT PROGRAM

Sponsor	Project Description	Fund Source (FTA Section)	Estimated Total Project Cost	Local Share of Project	5310 Funds Obligated in FY 2019	Estimated Federal Share and Phasing					
						2020	2021	2022	2023	2024	2025
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310											
Ogden / Layton	ADMINISTRATION	5310	341,983	-	-	73,821	38,387	39,154	39,938	40,736	41,551
Ogden / Layton	TRADITIONAL 5310 CAPITAL (Vehicles, Mobility Management, ITS)	5310	2,051,899	410,380	-	442,924	230,320	234,926	239,625	244,418	249,306
Ogden / Layton	OTHER 5310 CAPITAL (Infrastructure etc.)	5310	170,992	34,198	-	36,910	19,193	19,577	19,969	20,368	20,776
Ogden / Layton	5310 OPERATIONS	5310	854,958	427,479	-	184,552	95,967	97,886	99,844	101,841	103,878
WFRC TOTAL: OGDEN/ LAYTON URBANIZED AREAS - SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES			3,419,831	872,057	-	738,206	383,867	391,544	399,375	407,363	415,510

Air Quality Memorandum

REPORT NO. 39a – DRAFT

DATE May 24, 2019

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2020-2025 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Fixing America’s Surface Transportation Act (FAST Act) 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 Act 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 2020-2025 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 2020-2025 TIP are found to conform.

Wasatch Front Regional Council

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

The following conformity findings for the WFRC 2020-2025 TIP are based on the transportation systems and planning assumptions described in the WFRC 2019-2050 RTP and the Air Quality Memorandum 39 dated May 24, 2019.

- X The 2020-2025 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 2020-2025 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 2020-2025 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 2020-2025 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 2020-2025 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.
- X The 2020-2025 TIP conforms to the interim “Build less than 2017” emissions test for the Northern Wasatch Front ozone non-attainment area. All projects in western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

TIP Timeframe

All projects which must be started no later than 2025 in order to achieve the transportation system envisioned by 2019-2050 RTP are included in the 2020-2025 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 39. 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 39 finds that the WFRC 2019-2050 RTP for the Salt Lake/West Valley Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity finding for the 2019-2050 RTP has been submitted to FHWA and FTA for review and concurrence.

All of the regionally significant projects in the 2020-2025 TIP are identified in the 2019-2050 RTP without any substantial changes to design or scope. All of the projects identified in the 2019-2050 RTP are included in the regional emissions analysis.

Public Comment

The 2020-2025 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 39 and 39a (this document) are available to the public upon request and have been posted to the WFRC website (www.wfrc.org).

The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah’s rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

TIP Public Comments and Responses

Comment	Response
Several requests were made to increase or improve specific transit service or operations.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated. The ability to enhance transit service is contingent on the availability of funding.
Suggestions were given about the design of a few specific highway and transit projects.	These suggestions will be considered during the project development process as WFRC meets with project sponsors – local governments, UDOT, and/ or UTA.
There were several requests that bike lanes or paths be included in funded projects or as new, independent projects.	Progress is occurring in addressing the need for safe and effective transportation for cyclists in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions. This can include both existing and new projects.
A few commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.	The 2020-2025 TIP provides projects that include transportation investments across all modes of travel, including transit, biking, walking, and driving. These investments will help address concerns regarding air quality, mobility, and quality of life. The ability to make improvements is contingent on the availability of funding. A significant portion of the TIP funding is restricted for particular transportation modes.
Comments were made in favor of several specific highway and transit projects.	Thank you.
Double tracking of FrontRunner was requested by a few individuals.	WFRC understands the need to double track FrontRunner. This project is included in the adopted 2019-2050 Regional Transportation Plan, but funding has not yet been identified.

TIP 2020-2025 Public Comment List

Interactive Map Comments - Project Specific						
ID	Comment	Project Description	County Name	Project Status	Project Cost (\$)	Forecast Start Year
1	If anything is done to this interchange, it's removing it. It creates an imposing divide in the neighborhood, sends speeding cars into the city's downtown and side streets and is generally unnecessary. Any money spent on anything but removal is wasteful spending.	SR-270; 9th South Connector Bridge Rehabilitation	Salt Lake	Close Out	\$5,395,000	2013
2	There are two interchanges within 4 blocks of this one. This interchange takes away valuable developable land adjacent to TRAX stations in a fast growing neighborhood. It can and should be removed.	SR-270; 9th South Connector Bridge Rehabilitation	Salt Lake	Close Out	\$5,395,000	2013
3	hopefully this will include bicycle lanes	SR-68; 9000 South to 12600 South (Restripe)	Salt Lake	Under Construction	\$2,000,000	2019
4	What does New Capacity mean?	West Davis Highway	Davis	Scoping	\$799,700,000	2020
5	Bike infrastructure along this stretch is absolutely critical.	SR-68; Bangerter Hwy to 12600 S	Salt Lake	Under Construction	\$47,764,788	2017
6	Think of the transit and biking improvements that could be funded for the same price tag as this totally unnecessary road project.	I-15 NB; Bangerter Hwy to I-215	Salt Lake	Under Construction	\$165,000,000	2019
7	In my opinion, this two lane stretch of road is in more need of improvement than any other section in the valley. The section has become increasingly more gridlocked during the past few years with the booming growth in the area. The growth of the area combined with the busy railroad crossing has made this area un-drivable during commute hours. I'm very glad to hear about the proposed improvements. Removing the two lane bottleneck and railroad crossing will do wonders for this part of the valley.	SR-172; 5600 W. Railroad Crossing	Salt Lake	Active	\$86,826,081	2019

TIP 2020-2025 Public Comment List

8	The level of traffic congestion in the canyons during ski season is already frustrating, dangerous, and deleterious to our tourism industry. Widening the roads to encourage more cars to pour into the canyon on snowy winter mornings is not the solution. No parking awaits them at their destination, so they will try to park by the side of the road and walk up with their gear - further slowing traffic and increasing the likelihood of casualties. Investment instead should be concentrated on expanding the park-and-ride facilities in a radius around the canyon base, and making the shuttle service sufficiently frequent and easy to use that driving a personal car up the canyon is comparatively inconvenient.	ROW desc. for Big and Little Cottonwood Canyons	Salt Lake	Active	\$100,000	2017
9	The growth in this city justifies a south bound meter ramp. Week days always has delays in the morning which can be fixed.	I-15; 200 North Kaysville South Bound Ramp Meter	Davis	Awarded	\$1,050,000	2018
10	All lanes on this part of freeway are in horrible shape and should be moved up to a priority project instead of waiting until 2024!	I-15; Pages Lane to Lagoon	Davis	STIP	\$40,000,000	2024
11	This new project is exciting, are there any plans on how construction impacts will be mitigated?	West Davis Highway	Davis	Scoping	\$799,700,000	2020
12	The traffic around Lagoon has been terrible this year, what is being done with the city to improve the regional mobility into this high and occasional demand on the transportation infrastructure?	US-89; Lagoon to Cherry Hills	Davis	STIP	\$2,000,000	2020
13	This road is almost unusable at some high demand times. Every avenue of approach into Lagoon needs to be redesigned.	SR-227 and SR-225 Ramp Rehabilitations	Davis	Awarded	\$2,972,187	2019
14	I totally support this project. I almost died one night when I was driving south and a car at the intersection turned right because s/he couldn't see I was coming at 60 mph	Bacchus Highway	Salt Lake	Awarded	\$2,145,502	0
15	This has been procrastinated for a long time. Let's get it done and maybe save a few lives.	US-189; Wallsburg to Charleston	Wasatch	Scoping	\$53,054,000	2023

TIP 2020-2025 Public Comment List

16	Improve pedestrian access and make it easier for busses from West Ogden to reach Intermodal Center.	SR-53; 24th Street Viaduct Rehab, Ogden, C-655	Weber	Scoping	\$9,550,000	2020
17	Design lighting to reduce light pollution.	SR-235, North Ogden City Main Street, Phase II	Weber	Scoping	\$40,000	2018
18	Improve bike access.	SR-204; Wall Ave. 20th to 21st Safe Sidewalk	Weber	Scoping	\$65,000	2018
19	I80/1300 East interchange please upgrade the interchange for all modes. 1300 East is awful for bikes and pedestrians yet is used frequently as a connection to Sugar House Downtown, Highland Park, Sugar House Pk, and Millcreek city center	I-80/ I-215 East Interchange Study	Salt Lake	Scoping	\$5,000,000	2020
20	The Midvalley Connector would be extremely valuable to our business (and likely others in the area) to address challenges our employees often have with frequent and reliable access to public transit (especially those who heavily utilize trax and also our student population at SLCC)	Midvalley Connector BRT Bus Rapid Transit	Salt Lake	Awarded	\$2,000,000	0
21	For this to be successful the stretch of 4700 S between 2200 W and 2700 W needs to be addressed. During peak rush hour, west bound traffic consistently backs up at this location. It can 15-20 minutes to through this section of road. Based on this bus route I am concerned that it will not be used by students at SLCC. It runs close to the school but there is still walking involved with getting on campus. I think it would be more effective if the route when through the campus.	Midvalley Connector BRT Bus Rapid Transit	Salt Lake	Awarded	\$2,000,000	0
22	Bike Lane in the works?	SR-113; Shoulder Widening Charleston to Midway	Wasatch	Active	\$4,995,000	2019

TIP 2020-2025 Public Comment List

23	I often see cyclists along this route. It is pretty scary at a few spots. I would love to see a bike lane to promote healthy lifestyle and safer roads for drivers and cyclists	US-189; Wallsburg to Charleston	Wasatch	Scoping	\$53,054,000	2023
24	This follows the Route 603 bus line which turns at west from Harrison onto 25th Street. There is no signal at that intersection so, unless a signal were added for the BRT, there would be times when the bus would have to wait for an extended period of time. This isn't terribly long now, but will get worse as traffic increases with increased density planned along the BRT route. Adding a signal at 25th when there is already one at 24th and 26th would not be ideal. The route could potentially turn onto 26th then head north again at Monroe before turning onto 25th.	Ogden-WSU BRT Construction	Weber	Awarded	\$1,500,000	0

Interactive Map Comments - General Form Comments

ID	Comment
1	I can't think of one time adding more lanes or roads reduced congestion in the long term. When I think of NoVA, NoNJ, SoCal or Atlanta it has never worked. If you make something easier more will use it. Why not use tech and tax policy to reduce congestion. Four to a vehicle you park for free or receive a monthly tax credit. Verify using tech. Express bus service to the top 10 regions on the WF for employees. You drive an electric vehicle you park for free or charge for free. More concrete uses up valuable land that could be put to use providing jobs and tax dollars. We need a new approach on how to get to work and home each day. More roads is a dated, expensive, and time consuming mode.
2	Please increase funding for bike lanes and public transit. So much funding goes to vehicle transportation; more needs to go to mass transit and non-polluting transit such as bikes.
3	Front runner needs to run on separate tracks, so southbound trains don't have the delays from the north end. Having to wait for trains to share tracks is inefficient. It forces trains to keep tight schedules and they don't wait long enough for all passengers to get on. Train hosts need to stand out on the platform and make sure gets on.
4	The road on bus route 603 at 25th and Monroe the road really needs to be fixed it is in bad shape.
5	The road from north of 12th and Wall the road is narrow very little shoulder for bikes. No2 bathroom at the Ogden station there is no access to bathroom on the weekend
6	I am very excited to see the plan for the 4500/4700 south commuter connection that will run to Salt Lake Community College. This will be so beneficial for students and other folks who need to get to the middle of the valley. As a Taylorsville resident, I fully support this plan.

TIP 2020-2025 Public Comment List

7	<p>The most important thing UTA can do to combat the extreme growth in Utah is to double track the front runner all the way from Provo to Ogden. Don't waste the money putting in more single track south of Provo and north of Ogden. The most congestion you have is between Provo and Ogden. As soon as one train is delayed it throws the whole system off and everything is late. More people would consistently use the front runner if it was remotely on time and ran every 15 minutes which would be possible if it was double tracked.</p>
8	<p>The amount we spend on highways compared to transit and active transportation is far out of balance. We are at the point of diminishing returns when it comes to the benefits freeway capacity projects. Going forward, at least half of the TIF funding should go towards transit, trails, and high comfort bike lanes.</p> <p>The double tracking and electrification of Frontrunner needs to be at the top of the priority list. This is the only way that we will be able to move additional people north/south through urban area in the future. Our air quality and economy depend on it.</p> <p>In addition, we need to invest real money into trails and protected bike lanes. The 9-Line trail, which will connect east/west across Salt Lake City is a transformative and very popular project, and will cost about \$20M total. By comparison, squeezing in one more lane onto I-15 costs \$180M, and will have a marginal benefit to travelers. We could have built 9 transformative urban trail projects in the Salt Lake valley with that money.</p>
9	<p>This sounds great and I'm glad you guys have plans to expand your services throughout Utah. One thing I can suggest for improvement would be to either update your Out of Service schedule to start a bit later in the day, have Frontrunner trains that run more often, or some hybrid mix of both of these. I've lived in Ogden most of my life, and living in SLC was financially out of my reach for school. Attending graduate school at the U of U was hard having to travel between Ogden and SLC. It was a bit harder with how often trains went out of service. I think I understand why you guys schedule Out of Service times for the trains, but maybe you can spread them out more throughout the day or reduce them somehow. Also, running Frontrunner on Sundays would help a ton; I had to go work on team projects quite often on Sundays as a graduate student and sitting in the 455 bus for 2.5 hours is hard. Even if it's a few hours during the day, and you have fewer trains running on Sundays, I'm sure several passengers would benefit from this.</p> <p>I'm not complaining or anything like that, these are just suggestions that would be nice to see implemented in some form. Thank you!</p>

Open House Comments

ID	Date / Comments
1	<p>7/9/2019 Widen Harrison Blvd. from 12th to 48th. Widen Washington to 3100 N. BRT Routing 645 to Weber State - use the routing it used to take hospital, light to monroe to Harrison back to hospital</p>
2	<p>7/9/2019 OK street 36th 640 by stops going to Weber by Wells Fargo needs seating there. On 36th above Harrison the sign 640 470 etc stop going west needs bigger numbers on sign</p>

TIP 2020-2025 Public Comment List

3	<p>7/9/2019</p> <p>More messages while on bus if they are going to be late. Custom service if ticket kiosk are down. Reminders to collect item, remind when services are available ie no Sunday services</p>
4	<p>7/9/2019</p> <p>Add tickets on to the UTA app re way the RTD app in Denver is made. It's more convenient for paying</p>
5	<p>7/9/2019</p> <p>Just feel like buses should run more often on the weekends out to the BDO and other industrial places having the bus run earlier would help with park and ride and reduce traffic</p>
6	<p>7/11/2019</p> <p>Need pedestrian bike bridge across interstate 15 - Big Cottonwood - South end of the valley need to finish 900 W bridge for Parleys Trail Standards to accommodate bikes/peds on UDOT roads that make "high comfort" road.</p>

E-mail Comment	
ID	Comment
1	<p>I am interested in developing more safe bike lanes in western Weber county, specifically on Highway 37 (39?) or 5900 west in Hooper. This road is a main travel corridor for many biking clubs and casual riders and is actually used for the tour of Utah races. But, it also has high usage for commuters, high school students, and large agricultural vehicles. Unfortunately, there are little or no shoulders to allow safe biking. I am requesting that this situation be considered and incorporated in the transportation plan. I would love to talk about this in more detail when you are available. Thank you for your time</p>

DATE: August 8, 2019
AGENDA ITEM: 4c
SUBJECT: Recommendations for Congestion Mitigation Air Quality (CMAQ) Program
PREPARED BY: Wayne Bennion

BACKGROUND:

Based on discussion at the April 2019 Trans Com meeting and as directed by Trans Com, WFRC staff convened a working group comprised of a few Trans Com members and Technical Advisory Committee members to review the CMAQ Program. The purpose of the review was to determine if there were ways to enhance the air quality improvements accomplished by the Program. Staff will share the recommendations made by the working group, which are outlined in the enclosed memo, and ask for input from Trans Com.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Wayne Bennion (801) 363-4230 x 1112

EXHIBITS:

Memorandum - Recommendations for CMAQ Program



WASATCH FRONT REGIONAL COUNCIL

MEMORANDUM

To: Trans Com and Trans Com Technical Advisory Committees
Cc: Congestion Mitigation Air Quality (CMAQ) Working Group
From: Wayne Bennion
Date: July 9, 2019
Re: **Recommendations for CMAQ Program**

At their April 17, 2019 meeting, Trans Com directed WFRC staff to form a working group to review the CMAQ program administered by WFRC with the intent to determine if there are approaches that could enhance the air quality improvements achieved by the CMAQ program. The working group included members of Trans Com and the Technical Advisory Committees (TACs) and met twice in June. At the first meeting WFRC staff reviewed the existing CMAQ program and project selection process, and air quality benefit cost ratios of representative projects previously funded through the program. The working group began discussing ideas for the program. At the second meeting, this discussion continued, including potential benefit cost ratios of a few additional projects, which were in the range of previously funded projects.

These discussions resulted in the group agreeing on the following recommendations for the program:

- 1) Increase outreach and cultivation of effective projects each fall.
 - a) Develop outreach plan in consultation with WFRC's communication consultant and the Utah Clean Air Partnership (UCAIR), with review from the CMAQ Working Group, with the intent of increasing the number of CMAQ applications received in the higher range of air quality benefit.
 - b) Communicate with a broader audience about eligible CMAQ project types and their performance.
- 2) Include information on project benefits in addition to air quality when recommendations are presented to the TACs and Trans Com each spring.
 - a) Share more information as the TACs and Trans Com consider projects submitted so they can more fully understand all project impacts and benefits.
 - b) Encourage consideration of whether the air quality benefit of a project is sufficient to warrant CMAQ funding.
- 3) Work with the TACs to develop consistent lengths of effectiveness for the various project types to include in the technical evaluation.
 - a) Length of effectiveness is part of the air quality benefit calculation. For example, a project that reduces 10 kilograms of pollutants each day for 1 year is measured as less effective than a project that reduces 5 kilograms of pollutants each day for 5 years.

These recommendations, developed by the CMAQ working group, will be discussed with the TACs on July 31, and then with Trans Com on August 14, for inclusion in the next CMAQ project selection process that begins this fall.

DATE: August 8, 2019
AGENDA ITEM: 5
SUBJECT: WFRC Funding Opportunities for Local Governments
PREPARED BY: Wayne Bennion

BACKGROUND:

The Wasatch Front Regional Council administers six programs that provide resources for local governments, totaling approximately \$40 million annually. 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 briefly describing these programs, to increase awareness of funding and resource opportunities, as well as to encourage efficiency and coordination among the programs for applicants.

RECOMMENDATION:

This is an information item only.

CONTACT PERSON:

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

DATE: August 6, 2019
AGENDA ITEM: 6
SUBJECT: TIGER First Mile/ Last Mile Construction Update
PREPARED BY: Hugh Van Wagenen

BACKGROUND:

In February of 2018, Utah Transit Authority received a grant from the Federal program Transportation Investment Generating Economic Recovery (TIGER) to tackle 161 projects totaling \$31.8 million to improve first mile / last mile connections to transit. The award was only possible with the help of many partners (cities, counties, MPOs, UDOT, UPRR) and was a major win of a competitive Federal grant. This presentation will give the construction progress of the 161 projects.

The overall goal is to “reduce and remove barriers to transit access and transportation corridors in order to connect communities, employment centers, educational institutes, public services, and other community resources...improve safety for pedestrians and cyclists, with an emphasis on developing mobility for transportation disadvantaged communities and the creation of ladders of opportunity.”

RECOMMENDATION:

This is an information item only.

CONTACT PERSON:

Hugh Van Wagenen, 801-363-4250 ext. 1124, hugh@wfrc.org

DATE: August 8, 2019
AGENDA ITEM: 7
SUBJECT: **ACTION:** 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 (801) 363-4230 x 1112

EXHIBITS:

Joint resolution certifying the transportation planning process

DRAFT - RESOLUTION
Urban Transportation Planning Process Certification – 2019

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

Chair

Executive Director

Executive Director

ATTEST

Date

Date

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

August 2019

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 Executive Director of the Utah Transit Authority. The Council also includes up to seven non-voting representatives identified at the discretion of the Regional Council. Non-voting members currently include 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 a cooperative, continuing and comprehensive effort 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 agency representatives, and various city, county, state, federal and other agencies and interest groups concerned with regional transportation and growth-related planning. The Committee serves as the policy advisory body of the Regional Council on long-range transportation planning, land use and other growth issues. The RGC is responsible for the Region's Long-Range Transportation Plan, corridor preservation, and developing regional growth planning strategies in a cooperative, continuing and comprehensive effort with local governments, 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 four to six times a year.

f. Representatives of the Utah Air Quality Board (UAQB) are members of Trans Com and the Regional Growth Committee.

g. On August 25, 2005 the Wasatch Front Regional Council approved a Memorandum of Agreement for Air Quality and Transportation Planning between WFRC and the State Division of Air Quality. 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 small area estimates to July 1, 2018, 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 2050 after internal and external review, have been incorporated into the travel demand model, and were released publicly on WFRC’s open data website in May 2019. These forecasts are used as the primary basis for area wide planning.

Traffic and other travel information such as vehicle miles of travel (VMT) and annual average daily traffic (AADT) data for specific road segments are gathered by UDOT and updated annually. UDOT has included Utah MPOs as sub-licensees for its recent purchase of commercial real time traffic speed data (HERE) and bike/pedestrian count data (STRAVA). UTA continues to monitor and share 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. Route, stop and ridership data is publicly available on UTA’s open data website as of August 2019.

The WFRC uses geographic information systems (GIS) to collect and store information to support the development of plans and programs. These GIS layers include environmental sites and conditions, household and job distribution, proposed transportation projects and facilities, active transportation infrastructure, travel volumes and performance, and critical education, health, retail, government and recreation destinations, among others.

WFRC recently updated the socioeconomic forecasts to be consistent with the 2010 Census and the 2017 baseline published by the Kem C. Gardner Policy Institute (UUGPI), at the University of Utah, the statutorily-defined authority for demographic estimates and county-level projections in Utah. These revised forecasts have been used as a foundation for the 2019 - 2050 Regional Transportation Plan (RTP).

GIS layers also provide a valuable resource for communicating and receiving feedback for plans, programs, and other information to and from the public, elected officials, partners, and stakeholders. For example, mapping of the RTP and TIP projects allows better visual understanding of plans and programs and GIS-related web applications allow for commenting on individual projects shown on maps displayed in a browser.

b. Modeling Process – The Regional Council is engaged in an ongoing refinement of its travel models. As 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. Modeling-specific policy and technical committees meet regularly with representation from WFRC, MAG, UDOT and UTA. These same agencies jointly employ an Interagency Modeling position to ensure consistency and coordination across agencies.

WFRC completed a household travel survey in 2012 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses data from this survey to update, refine, and calibrate the auto ownership, trip generation, distribution, mode choice, and highway assignment modules of the travel model. In addition, the survey results are used as important inputs to WFRC's analyses, such as Access to Opportunity (ATO), of transportation system performance. WFRC and its partners are planning to conduct a new household travel survey in 2022.

UTA conducts an On-Board Survey of transit ridership origin and destination data every five years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2015, and UTA plans to initiate a new survey in late 2019.

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
- Traffic analysis zone structure refinement, with the inclusion of hundreds of additional zones
- Updated 2015 base-year data layers (model was calibrated to 2015 conditions and validated to 2015 observed data, including volumes and transit boardings)
- Validated modeled speeds to 2019 conditions
- Trip generation, distribution, mode choice, and assignment model recalibration
- Refinement of the user interface
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Recalibrated high occupancy and tolling lane functionality
- 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 land conditions and policy assumptions, household and workplace estimates and projections 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 actively used to determine the regional distribution of important existing and future socioeconomic conditions that inform travel modeling, project need and prioritization for the RTP.

In 2018, WFRC began a concerted effort to quantify ATO in order to better understand and communicate the important relationship between land uses and transportation facilities. ATO measures and maps can be used to express localized needs and potential gains from transportation enhancements, relative to where households live, work, and desire goods, services, and other opportunities. The ATO concept is being developed at a regional scale, expressed at the Traffic Analysis Zone (TAZ) level, and also at finer neighborhood/community scales, using travelsheds computed from GIS-based network analysis. ATO metrics were used as a guide in RTP project prioritization and are anticipated to be used as part of the 2019 TIP project scoring process.

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 an integrated land use and transportation Vision map and a series of Growth Principles known as Wasatch Choices 2040. In 2007 and 2011, Wasatch Choices 2040 was refined.

The Wasatch Choice for 2040 Vision, 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 2040 Vision 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. The 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) Since 2015, WFRC has been working to develop a new, from scratch, vision that will have the 2019-2050 RTP as an element, together with the 2019-2025 Comprehensive Economic Development Strategy (CEDS). The Vision is called Wasatch Choice 2050 (WC2050). Although the name is similar to previous visions, the effort will be developed de novo by working with local governments, asking them for their long-term vision while they consider both regional infrastructure needs and impacts and regional quality of life performance. WC2050 is being 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) and the CEDS. All scenarios will also aid in building the

RTP and increase understanding of how transportation, land use and economic development can together help create a livable metropolitan area.

The Wasatch Choice 2050 Vision is underpinning the 2019 - 2050 RTP, as well as the 2019-2025 CEDS. First, WFRC has adopted integrated regional goals – that are goals for the region including the RTP and the CEDS. These goals, in turn have been the basis for performance measures that have helped WFRC make decisions at each point of the RTP process to date. (See also section (9)). Second, the RTP is being based on three integrated land use and transportation scenarios. The scenarios helped further the RTP plan development, explored the connection between land use and transportation, and gauged support from local governments for various transportation and land use concepts. The WFRC staff analyzed and evaluated each of the scenarios and compared their performance using measures adopted by the Regional Council.

In February and March 2018, the draft preferred scenario was refined in Vision Workshops with local governments to become the Vision map. The Vision was endorsed by the Regional Council in May 2018. Both the RTP development process and the development of the Comprehensive Economic Development Strategy now continued upon the basis of this endorsed vision for transportation, land use, and economic development. The RTP was subsequently adopted May 23, 2019 and the CEDS on May 20, 2019.

WFRC, MAG, and many other partners including UDOT, UTA, Envision Utah, the University of Utah, and Salt Lake County completed a HUD-supported Sustainable Communities Initiative in 2014. The Sustainable Communities Initiative for the WFRC/MAG region focused on implementing the Wasatch Choice for 2040 vision. This three-year process resulted in the creation of a model planning process known as "Envisioning Centers", a suite of state-of-the-practice planning tools and resources, and a website that aims to act as a public engagement portal for communities. The work enabled by HUD through the Sustainable Communities Initiative has helped to support other activities including the Transportation and Land Use Connection Program -- an effort by WFRC to support local governments in 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.

In partnership with Salt Lake County, UDOT, and UTA, WFRC has continued the Transportation and Land Use Connection Program (TLC). This program supports local governments in their planning effort, implementing the Wasatch Choice Vision. Through this program, communities are able to integrate land use and regional transportation plans that in turn reduce demands on the roadway system and increase utilization of the transit and active transportation system. The goals of the program are to maximize the value of investment in public infrastructure, enhance access to opportunity, increase travel options to optimize mobility, and to create communities with opportunities to live, work and play.

TLC offers assistance in the form of staff time, consulting, or training to eligible applicants. In some instances, projects utilize the planning Toolbox developed by the Wasatch Choice Partners. Over the six years of the program, 79 projects have been funded. Of the completed projects, 91 percent have made the next step toward implementation. This demonstrates the success of the program in helping communities overcome challenging implementation hurdles.

(2) Air Quality - Air quality is an important issue in transportation planning. The impact on air quality of each update of the Regional Transportation Plan and Transportation Improvement Program is evaluated and discussed in the respective Air Quality 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 conformity analysis for the 2019 - 2050 RTP addressing carbon monoxide (CO), particulate matter (PM10, and PM2.5), and ozone is contained in Air Quality Memorandum 39. The conformity analysis for the draft 2020-2025 TIP is documented in Memorandum 39a. Each of these memoranda received a public review and comment period earlier this year. Air Quality Memorandum 39 was approved by the Wasatch Front Regional Council in May, and subsequently received concurrence from FHWA and FTA.

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 (DAQ) in updating and revising the PM10 and PM2.5 State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. They will also work closely with the DAQ in developing the Ozone State Implementation Plan.

In October 2008, EPA approved the Transportation Conformity SIP submitted by DAQ. The Conformity SIP defines the interagency consultation procedures for DAQ, WFRC, UDOT, and other agencies involved in air quality planning and transportation planning. The interagency consultation procedures defined in the Conformity SIP will be employed throughout the PM10, PM2.5 and ozone SIP development process. The Interagency Consultation Team met three times during FY19.

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

(3) Energy - Energy-related impacts were evaluated for the 2019 - 2050 Regional Transportation Plan in 2019. The Department of Energy (DOE) has identified several program ***To Be Reviewed and Approved*** by the Regional Council on August 22, 2019

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, compressed natural gas (CNG) fueled transit vehicles, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on 5400 South, variable message signs, ramp metering, park and ride lots, incident management, and others. Projects implementing these strategies will continue to be programmed in the TIP. Congestion reducing strategies are identified and promoted as part of each Urban Surface Transportation Program project orientation meeting.

(4) Public Involvement - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, 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. The process is consistently implemented.

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

Communications Audit

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

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

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

Formal Public Comment Periods

A formal public review and comment period was held for the Proposed 2019-2050 Regional Transportation Plan (RTP) in February and March, 2019. A similar comment period was held

for the Draft 2020-2025 Transportation Improvement Program (TIP) from June 29 through August 3, 2019. WFRC placed public notices in local newspapers, in English and Spanish formats, as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated social media posts to notify the public of the opportunity to comment.

Partner Events, Conferences, and Conventions

In partnership with numerous agencies, cities, and counties, WFRC coordinated and hosted the second annual Golden Spoke Bicycle Ride. The Golden Spoke is over 100 miles of safe, separated, and connected multi-use trails.

WFRC and its partners sponsored an exhibit booth at the American Planning Association (APA) Utah, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), Bike Utah, and UDOT conferences and conventions. The Wasatch Choice 2050 (WC2050) Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were on display at the various conferences and conventions.

Presentations to Stakeholder Groups

In developing the WC 2050 Vision and 2019-2050 RTP, WFRC staff met with several regional stakeholders and transportation groups including the Utahns for Better Transportation; Property Reserve, Inc.; Farmland Reserve, Inc.; Suburban Land Reserve, Inc.; Salt Lake, Davis, and Weber county chambers of commerce; transportation subcommittees, and The University of Utah Department of City and Metropolitan Planning staff and students. WFRC staff also met with and presented to local groups, including National Association for the Advancement of Colored People, Salt Lake County Diversity Dinner, Trumpeters Club, Box Elder Planners Association, Salt Lake City Transportation Advisory Committee, American Public Works Association, UTA Transit Academy, Salt Lake County Association of Community Councils, Congress of the New Urbanism, Utah League of Cities and Towns, Utah Chapter of the American Planning Association, Urban Land Institute, Western Growth Coalition, community action programs, various city councils and planning groups, and secondary school and university classes. WFRC staff fielded questions at these meetings from stakeholders, documenting comments related to the RTP development process.

Online Engagement Tools

WFRC staff successfully leveraged online engagement tools, such as public comment layers on an interactive map, to educate the public and solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft 2020-2025 TIP projects and created an online interactive map showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool.

Additionally, in an effort to refine the Draft WC2050 Vision and successfully obtain stakeholder input, WFRC staff created an online visualization tool, in both English and Spanish formats, utilizing the Esri Story Map program. Through the use of the tool, stakeholders were able to

evaluate the Draft Vision and provide feedback on the proposed projects, land use, and economic development areas.

Environmental Justice

Regional Council staff members have 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. Review materials for the RTP and TIP, including interactive maps for comments, have been provided in English and Spanish.

(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 FY15 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. More information can be found at UtahRideLink.org.

(6) Environmental Justice - Census block group data were mapped and analyzed in 1982, 1994, 2000, 2003, 2005, 2012, and 2017 to identify locations with concentrations of minority households, low income families, persons with disabilities, seniors, and zero-car households. This data will be updated using information from the 2020 Census, American Community Survey, and other administrative records. An “Access to Opportunities” (ATO) analysis was performed on both target and non-target populations. ATO helps to measure how efficiently our transportation system connects residents to activities and destinations. Broadly, ATO metrics quantify how well the current and future transportation system works with land use to help our economy thrive. More directly, increased accessibility can have significant impacts on community livability as well as individual socioeconomic mobility.

WFRC spatially displayed the ATO measure to identify areas across the Wasatch Front region that experience poor job accessibility. This measure was then overlapped with Vulnerable Communities (a dataset encompassing high concentrations of minority, low-income, and zero-car households), which identified areas with critical gaps in the existing transportation system. This analysis helped inform planning efforts in understanding and communicating how well these populations can access existing employment and educational opportunities. Transportation project ideas were then developed that would help improve access for these populations, and were prioritized within the 2019-2050 Regional Transportation Plan.

WFRC held two rounds of “Community Organization” outreach meetings to engage a number of organizations that represent target populations. These meetings helped to determine specific transportation needs, barriers to mobility, and any impacts that might be caused by specific roadway and transit projects. These organizations include but are not limited to the Utah Division of Indian Affairs, Utah Coalition de la Raza, El Periodico de Utah, the Disability Law Center, Utah Aging & Adult Services, the Davis County Association of Human Service Organizations, the Ogden Weber Community Action Partnership, Ogden Rescue Mission, United Way of Northern Utah, Breathe Utah, and Utahns for Better Transportation. Transportation concerns and issues that were noted by these groups were documented in the 2019 - 2050 RTP.

(7) All Modes - The 2019-2050 Regional Transportation Plan (RTP) is the adopted multi-modal, long-range transportation plan for the Wasatch Front Region through the year 2050. All viable modes of transportation, for both people and freight movement, were examined and evaluated. Recommended roadway, transit, and active transportation projects needed between now and 2050 to meet travel demand were developed from a regional visioning exercise, a series of multi-modal transportation and land use scenarios, a complete modeling analysis, and a needs-based and financial phasing review. The 2019-2050 RTP includes new roadway capacity improvements, additions to the existing transit network, improved air and land freight movement, and increased bicycle and pedestrian facilities.

The 2019-2050 RTP promotes shared opportunities for multi-modal transportation development, including light rail, commuter rail, core bus service, bus rapid transit, streetcar, and bicycle and pedestrian pathways and trails. Identified park-and-ride lots are located relative to automobile, pedestrian and bicycle connections for access to rail, bus service, and carpools. Feeder bus service to the light rail system is provided, along with transit hubs for transfers between different travel modes. Transit-to-transit connections are possible, as well as transit to airport travel connections. Access to Salt Lake City International 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 priorities, the 2019-2050 RTP attempts to “collaboratively develop and implement the Wasatch Choice 2050 Vision for regional transportation, land use, and economic development.” The 2019-2050 RTP was developed under the guidelines of the Fixing America’s Surface Transportation Act (FAST Act).

As much as possible, FAST Act and its ten planning factors, such as “enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,” were incorporated into the 2019-2050 RTP.

In 2015, WFRC hired an Active Transportation Planner in order to provide a focus on active transportation and collaborate with a variety of regional partners, local communities, and stakeholders. In addition to WFRC's new position, UDOT and UTA have each hired an Active Transportation Manager to better coordinate their active transportation planning efforts within their agencies and with local communities and MPO partners. The WFRC works closely with all partner agencies to develop and implement priority active transportation networks that reside on UDOT plans, local community plans, and in WFRC's Regional Transportation Plan. The Regional Priority Bicycle Routes from the Utah’s Collaborative Active Transportation Study (UCATS) were reviewed by local communities, transportation partners, stakeholders, and the general public during the RTP process and updated within the 2019-2050 RTP.

In order to build on the UCATS work, UDOT, UTA, WFRC, MAG, and local communities 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 2019-2050 RTP is the first time that WFRC has phased active transportation needs using evaluation criteria developed from the Wasatch Choice 2050 regional goals with input provided by transportation partners and local communities.

The following rail and freight planning documents were developed by the 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. Since that time, a few minor amendments have been adopted. The Utah Freight Plan has been prepared and accepted by the FHWA based on FAST Act requirements. The adoption of the Utah Freight Plan took place at the end of 2017.

Several minor changes and updates were made to Utah’s Primary Freight Network, part of the Utah Freight Plan, during the 2019-2050 RTP time period. The original version of the Freight Network dates back to 2005. The Utah Freight Mobility Group, formed as an advisory group to the Utah Freight Plan project, will continue to serve in this capacity beyond the completion of the Plan itself. 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 completed the Wasatch Front Central Corridor Study (WFCCS), which primarily covers the area between Redwood Road and 700 East in Salt Lake County and extends into southern Davis and northern Utah Counties. The main goal of the study was to develop a balanced and integrated transportation solution for

mobility needs in the I-15 corridor. Both short- and long-term needs were evaluated. Strategies considered include road and transit capacity, technology, surface street connections, first and last mile improvements, and policy strategies. The Point of the Mountain (POM) study focused on economic development strategies at this critical location and the impact that growth will have on surrounding land use and the transportation networks at the Salt Lake and Utah County line. Phase 3 of the POM study took place in FY19. UTA is now conducting a Point of the Mountain Transit Study to further evaluate how public transit investments may support and meet the needs of this growing area.

(8) Social, Economic, and Environmental Factors - Since 1977, the social, economic, and environmental impacts to the transportation plans have been evaluated before each update to the RTP was adopted. Among the impacts evaluated are capital and operating costs, public health, air pollutant emissions, energy consumption, and other environmental impacts. These impacts are documented in each RTP report. In recent years, the WFRC increased its contacts with environmental and other resource agencies to ensure these factors are considered in more depth. 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 2050 Vision centers and transportation infrastructure.

The 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. The plan, adopted in February 2012, 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. Green Infrastructure elements were used to evaluate projects and phasing in the now adopted 2019-2050 Regional Transportation Plan with the understanding that additional environmental review will take place during project development (NEPA process).

(9) The FAST Act identifies ten planning factors that must be considered in the development of long-range plans and transportation improvement programs. The 2019-2050 RTP, adopted in May 2019, addresses all ten planning factors such as improving transportation system

management, mobility, connectivity, safety, and security. The Plan also incorporates federal performance measures.

In addition to identifying planning factors to guide MPOs, MAP-21 and the FAST Act also provided a performance management framework for state DOTs, transit agencies, and MPOs to assess and monitor the performance of the transportation system. Outlined were seven national performance goals for the Federal-aid highway program and two national performance goals for transit agencies (as shown in the table below). Each DOT, transit agency, and MPO is required to coordinate together to set performance targets and report on progress toward meeting national goals and agency targets. The 2019-2050 RTP should help the DOT and transit agency make progress toward achieving performance targets. WFRC incorporated the national goals into the Wasatch Choice 2050 goals and rooted project selection and prioritization in improving the performance of the regional transportation system. The 2019-2050 RTP includes targets and reporting for each applicable performance measure.

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

(10) Management Systems - ISTEA required states to develop six Management Systems (Pavement (PMS), Bridge (BMS), Safety (SMS), Intermodal (IMS), Congestion (CMS), and Public Transit (PTMS)). Since the passage of subsequent transportation funding legislation, only

the PMS, BMS, and CMS elements are required. The WFRC adopted a fully operational CMS (Congestion Management System) in September 1997 and has continued to maintain and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion Management Process (CMP) required by the FAST Act.

UDOT maintains a PMS (Pavement Management System) for state roads, and several local governments practice proactive pavement management as well. UDOT also maintains the BMS (Bridge Management System) for state and local structures throughout the state.

(11) Participation by Private Transit Providers - During the 1986 program year, Trans Com approved a policy statement concerning the participation of private enterprises in the transportation planning process. Among the issues addressed in the policy statement are the notification of private enterprises of their opportunities to participate in plans and programs being considered, how private enterprises will be consulted in preparing plans and programs, and what efforts will be made to analyze opportunities for private enterprises to provide service or participate in capital investments. Since 1986, private transportation providers have been notified annually of the opportunity to participate in the transit planning process and of the Transportation Improvement Program recommendations, but few comments have been received. Private providers were given an opportunity to comment on the draft 2019-2024 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. In preparing the 2019-2050 RTP, WFRC staff, working closely with UDOT, UTA, and the other MPO's in the State reviewed existing revenue and project costs and made reasonable revenue and cost assumptions for a statewide financial model. The financial model takes into account the latest actions by Congress, the State Legislature, and local communities.

Working closely with UTA and MAG, WFRC has been coordinating to update UTA's financial model that tracks all costs and revenues on an annual basis for the 2019-2050 RTP. The work effort has been focused on revising the financial model to better meet the needs of the MPOs, including updating data sources, incorporating new revenue sources such as the state-allocated Transit Transportation Investment Fund (TTIF), setting up the model to account for lifecycle

costs of the transit projects including annual operating costs and State of Good Repair expenses per project over the life of the plan, and creating a dashboard to provide a summary.

The 2020-2025 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies the funding amount and source for each highway and transit project. Specifically, the Financial Plan shows that all of the projects used in the air quality conformity analysis can be expected to be funded. Agency sponsors of federal-aid highway projects are responsible for providing the matching funds for their projects.

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

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

The WFRC staff has worked with the other MPOs and UDOT to coordinate program responsibilities and support 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. For example, this group is expanding the use of automated traffic signal performance metrics.

3. Products

a. Regional Transportation Plan - The Wasatch Front 2019-2050 Regional Transportation Plan (2019-2050 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 2050. A 31-year planning horizon was selected for the 2019-2050 RTP effort and covers the planning period from the year 2019 to 2050. The planning policies and recommendations of the 2019-2050 RTP were prepared under the guidelines of the FAST Act. Developed in close cooperation with representatives from UDOT, UTA, MAG, and local communities, stakeholders, and the general public, the 2019-2050 RTP includes recommendations for road, transit, and active transportation improvements.

b. As the 2019-2050 RTP was prepared, WFRC worked with its partners to develop performance measures that will facilitate better evaluation of the outcomes of the integrated land use and transportation networks per the FAST Act.

The planning process and recommendations are documented in the report entitled Wasatch Front Regional Council 2019-2050 RTP, 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 2019-2050 RTP was developed within the constraints of financial feasibility. The list of recommended highway and transit facility improvements contain only those projects that can be funded by 2050. Reasonable financial assumptions were made concerning both future revenues for transportation improvements and the estimated costs of recommended highway and transit facilities. To coincide with anticipated financing and revenue streams, the implementation of the 2019- 2050 RTP was divided into three separate phases: Phase 1 (2019-2030); Phase 2 (2031-2040); and Phase 3 (2041-2050).

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 WFRC meetings.

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 Trans Com regularly. Measures used in the report are developed in cooperation with UDOT and UTA to reflect their reporting needs and preferences and the data currently being collected by these agencies. The report evaluates congestion trends, highway performance, and transit performance for the region based on observed data. This report will help policymakers understand congestion needs and the effectiveness of selected congestion mitigation strategies.

c. Transportation Improvement Program (TIP) - The WFRC has been preparing Transportation Improvement Programs since 1975. In addition to identifying new projects, WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2020-2025 TIP at its August 2019 meeting and found the TIP to conform with the State Implementation Plan for Air Quality (SIP). The Division of Air Quality (DAQ) was involved in the air quality conformity analysis and was given an opportunity to review the TIP. WFRC has prepared reports to document the TIP and the air quality conformity analysis and findings. The WFRC staff has also continued to prepare annual reports on the obligation of federal highway and transit funds in the region for Trans Com, the Regional Council, and the public.

d. Unified Planning Work Program (UPWP) - The WFRC prepared a Unified Planning Work Program (UPWP) annually from 1974 through 2008. From 2009 through 2020 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 2020 in May 2019. The extensive transportation planning work, including the principal products of the MPO and numerous collaborative efforts and studies in the area, is identified in the UPWP, and the work program is prepared in cooperation with UDOT and UTA.

4. Consistency with Other Requirements

a. Title VI Compliance - The WFRC, UDOT, and UTA comply with Title VI of the Civil Rights Act of 1964.

b. 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 federal transportation authorization bill – In December 2015 the FAST Act was signed as the new transportation bill with an expiration date of September 30, 2020. The WFRC adapted its transportation planning process to correspond with and address the requirements identified in the FAST Act.