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Andrew Gruber  
Executive Director



## Transportation Coordinating Committee (Trans Com) Agenda

A meeting of Trans Com will be held on **Thursday, August 17, 2023 at 2:00pm** at WFRC, 41 N Rio Grande Street, Salt Lake City, UT, and via Zoom. To join the meeting via Zoom [CLICK HERE](#). Meeting ID: 864 5558 7525. For mobile connectivity dial: 1-669-444-9171.

The agenda will be as follows:

1. **Introductions and Consent Agenda**
  - a. [ACTION](#): Approval of Minutes for June 15, 2023
2. **Chair's Report**
3. **Public Comment**
4. **Transportation Improvement Program (TIP)**
  - a. [ACTION](#): Recommend Board Modifications to the 2023-2028 TIP
  - b. [ACTION](#): Recommend Approval of 2024-2029 TIP
5. [WFRC Funding Opportunities for Local Governments](#)
6. **Self-Certification of Transportation Planning Process**
  - a. [ACTION](#): Self-Certification of Transportation Planning Process
7. **Other Business & Adjournment**

Next Meeting: November 9, 2023

### Upcoming events:

- *WFRC Council Meeting, August 24, 2pm*
- *ULCT Annual Convention, September 6-8*
- *Utah Outdoor Recreation Summit, September 6-7*
- *Wasatch Front Economic Development Meeting (WFEDD) September 20, 1:15pm*
- *WFRC Active Transportation Committee, October 11, 9:45am*
- *Wasatch Choice Fall Workshops - November 1, 6, 8, 13, and 20 - 4pm*

Informational materials can be located on WFRC's website at [www.wfrc.org](http://www.wfrc.org).

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*Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit [www.wfrc.org/committees](http://www.wfrc.org/committees) for more information.*

*Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico [apearson@wfrc.org](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.*

*Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar [www.wfrc.org/committees](http://www.wfrc.org/committees) para obtener más información.*

**DATE:** August 17, 2023  
**AGENDA ITEM:** 4a  
**SUBJECT:** **ACTION:** Board Modifications to the 2023-2028 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2023-2028 Transportation Improvement Program (TIP). This modification requires action from the Regional Council and the Transportation Commission / UDOT 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 2023-2028 TIP as requested.”

**CONTACT PERSON:**

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

**EXHIBITS:**

2023-2028 TIP Amendment 10 Resolution and Table

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2023 - 2028  
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2023-2028 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor through delegation to UDOT,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2023-2028 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on August 24, 2023, and all comments were carefully considered,

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

- (1) Approves Amendment Ten to the 2023-2028 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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Mayor Dawn Ramsey  
Chair  
Wasatch Front Regional Council

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: August 24, 2023

## 2023-2028 Transportation Improvement Program (TIP) (Amendment Ten)

### Board Modification

#### New Project

##### Salt Lake/ 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
Tooele	UDOT	SR-112	19491	Highway 112 (SR-112) at 600 West	Install a new signal and construct right turn lanes	R2_TSP (Region Two Transportation Solutions Program)	\$1,500,000	\$0	<i>New Project</i>	<b>\$1,500,000</b>	2023-2024

The scope of the Highway 112 at 600 W project is to install a new signal and construct right turn lanes on SR-112 in the eastbound and westbound directions. Tooele City will widen the north and south legs of the intersection.

Salt Lake	UDOT	Neff's Canyon Trailhead	21277	Neffs Canyon Trailhead Improvements	Resurface Trailhead parking lot and install new restrooms	Federal Consolidated Appropriations Act, 2023	\$858,093	\$0	<i>New Project</i>	<b>\$800,000</b>	2023-2024
						Local Matching Funds				<b>\$58,093</b>	

The scope of the Neffs Canyon Trailhead Improvements project is to resurface the Neff's Canyon Parking Lot and install new restrooms. This project was recently awarded \$800,000 from the Federal Consolidated Appropriations Act, 2023 and Millcreek City will provide the required matching funds.

Salt Lake	Bluffdale	RR Crossing	New	Bluffdale Pedestrian Overpass	Construct Pedestrian Overpass over the Union Pacific's Rail	Railroad Crossing Elimination (RCE) Program FY 2022 Selections	\$3,878,400	\$0	<i>New Project</i>	<b>\$3,232,000</b>	2023-2024
						Local Matching Funds				<b>\$646,400</b>	

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to close a private at-grade crossing and build a non-motorized, ADA-compliant overpass over the Union Pacific rail corridor. The project will eliminate the need for residents to use a 2.5-mile detour to access schools and neighborhoods. The City of Bluffdale will contribute a 20 percent non-Federal match.

Tooele	UDOT	Midvalley Hwy	21278	Midvalley Highway Right of Way	Purchase right-of-way for the highway	ST_TIF State Transportation Investment Funds (TIF)	\$500,000	\$0	<i>New Project</i>	<b>\$500,000</b>	2023-2024
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The scope of the Midvalley Hwy ROW project is to purchase needed right-of-way from the Tooele Army Depot. The time to work through this acquisition process could take up to three years.

Tooele	UDOT	Ibapah Road	21275	Ibapah Road Safety and Rehabilitation Project	Roadway and Safety Improvmnts	Federal Consolidated Appropriations Act, 2023	\$18,131,122	\$0	<i>New Project</i>	<b>\$3,500,000</b>	2023-2024
						Local Matching Funds				<b>\$254,156</b>	
						STP_RURAL Surface Transportation Program Funds for Rural (non				<b>\$6,030,695</b>	
						Nationally Significant Federal Lands and Tribal Projects				<b>\$8,346,271</b>	

The scope of the Ibapah Road Safety and Rehabilitation Project will: Rehabilitate the existing pavement, Install guardrails, Update traffic signs, and Upgrade drainage culverts  
This project was recently awarded the following grants to help fund the project: **\$3,500,000** from the Federal Consolidated Appropriations Act, 2023, **\$254,156.39** from Tooele County for the local match, **\$6,030,695.20** from the Rural Surface Transportation Grant Program, **\$8,346,270.55** from the Nationally Significant Federal Lands and Tribal Projects

## 2023-2028 Transportation Improvement Program (TIP) (Amendment Ten)

### Board Modification

#### New Project

##### 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
Weber	UDOT	US-89	21318	US-89; Wall Avenue (SR-204) to 2700 North (SR-134)	Pavement Rehabilitation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$5,500,000	\$0	<i>New Project</i>	<b>\$5,500,000</b>	2023-2024

The section of pavement on US-89 between SR-204 & SR-134 has begun to deteriorate quicker than the pavement lifecycle anticipated. Because of the severe winter and increasingly high daily traffic volume, the decline of the pavement has accelerated. This project will remove and replace 1.5” of pavement, reducing the rutting and restoring the pavement surface.

Davis	UDOT	US-89	21319	US-89; SR-193 to Weber River	Pavement Rehabilitation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$5,400,000	\$0	<i>New Project</i>	<b>\$5,400,000</b>	2023-2024
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The section of pavement on US-89 between SR-193 & the Weber River bridge has begun to deteriorate quicker than the pavement lifecycle anticipated. Because of the severe winter and increasingly high daily traffic volume, the decline of the pavement has accelerated. This project will remove and replace 1.5” of pavement, reducing the rutting and restoring the pavement surface.

#### Additional Funding

##### 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
Weber	UDOT	SR-204	17427	Wall Ave (SR-204); 23rd Street to US-89	Pavement Preservation	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$5,100,000	\$3,600,000	<i>Additional Funding</i>	<b>\$5,100,000</b>	2023

The scope of the SR-204; 23rd Street to US-89 project is to complete a pavement preservation application. The scope includes placing 1” of bonded overlay on this section of road. The project was originally estimated and placed on the STIP in 2020. Funds were advanced in May to begin the design of this project, which will be constructed in 2024. The project team has updated the engineers estimate. The updated estimate showed a shortfall in project funds to be able to complete the identified scope of work. Region One is requesting the additional funds to cover this shortfall.

Davis	UDOT	SR-108	15680	2000 West (SR-108); 300 North to 1800 North	Reconstruct and Widen to 5 lanes	ST_TIF State Transportation Investment Funds (TIF)	\$86,072,078	\$78,072,078	<i>Additional Funding</i>	<b>\$8,000,000</b>	2023 - 2024
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The scope of SR-108; 300 North to 1800 North is to reconstruct and widen SR-108 to 5 lanes. This project was advertised in June of 2023. The Department received 3 bids, with the apparent low bidder coming in at 116% of the engineer's estimate. The project team has reviewed the bids and determined it is unlikely re-advertising would result in lower bids.

Major bid differences from the engineer's estimate include increased project expenses in: traffic control cost, survey, untreated base course, and granular borrow. Region One recommends adding funds to the project in order to award the project to the apparent low bidder.

## 2023-2028 Transportation Improvement Program (TIP) (Amendment Ten)

### Board Modification

#### New Programs

##### Transit Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UTA	Various	New	5337 Rail Vehicle Replacement	To purchase 20 new light rail vehicles to replace older vehicles	Federal Transit Administration section 5337 Rail Vehicle Replacement Program competitive grant	\$120,000,000	\$0	<i>New Project</i>	\$60,000,000	2023-2024
						UTA - Non Federal Funds				\$60,000,000	

UTA was selected in May 2023 to receive funding to buy 20 new light rail vehicles to replace older vehicles. The project will improve service reliability, safety and significantly improve the accessibility for riders by allowing direct low-floor access to the vehicles. UTA had budgeted \$60,000,000 to overhaul these vehicles over the next several years, but analysis has shown that replacing the vehicles costs less in dollars per year of useful life gained when compared with overhauling the existing vehicles. There are 20 more vehicles beyond these that were funded that will need to be replaced as well. UTA will continue to seek funding for those additional replacements.

Various	UTA	Various	New	Low-No Grant funding to buy 25 low-emission compressed natural gas buses	To purchase 25 low-emission compressed natural gas buses to replace older diesel buses on routes that serve disadvantaged communities	Federal Transit Administration 5339 (c) Low- and No-Emission competitive grant	\$20,128,454	\$0	<i>New Project</i>	\$17,055,353	2023-2024
						UTA - Non Federal Funds				\$3,073,101	

In June of 2023 UTA was selected to receive Low-No Grant funding to buy 25 low-emission compressed natural gas buses to replace older diesel buses on routes that serve disadvantaged communities, and to install one additional CNG fuel pump at the Depot District bus facility. The project will help reduce the agency's carbon footprint and improve air quality. The local match comes from bus replacement funds UTA had already budgeted, and this award leverages those funds to purchase more buses than would have otherwise been possible with only the local funds.

#### New Bridge Projects

##### Salt Lake/ 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	Highland Drive Bridge	20593	Structure 035066D - Highland Drive over Big Cottonwood Creek	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$7,100,000	\$0	<i>New Project</i>	\$6,619,330	2023
						LOCAL_GOVT Local Government Funds (Matching Funds)				\$480,670	

This proposed project (PIN 20593) would perform a full bridge replacement of structure 035066D. The existing structure is currently in low-fair or poor condition. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). Holladay City is in support of the project and is able to provide the necessary match.

Salt Lake	UDOT	8000 South	21293	Structure 035035F - 8000 South over Jordan and Salt Lake Canals	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$3,000,000	\$0	<i>New Project</i>	\$2,796,900	2023
						LOCAL_GOVT Local Government Funds (Matching Funds)				\$203,100	

This proposed project (PIN 21293) would perform a full bridge replacement of structure 035035F. The existing structure is currently in low-fair or poor condition. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). Midvale City is in support of the project and is able to provide the necessary match.



## 2023-2028 Transportation Improvement Program (TIP) (Amendment Ten)

### New Bridge Projects

#### Salt Lake/ 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	13400 South	21295	Structure 035003D - 13400 South over Utah and Salt Lake Canals	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$2,400,000	\$0	<i>New Project</i>	\$2,237,520	2023
						LOCAL_GOV'T Local Government Funds (Matching Funds)				\$162,480	

This proposed project (PIN 21295) would perform a full bridge replacement of structure 035003D. The existing structure is currently in low-fair or poor condition. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). Riverton City is in support of the project and is able to provide the necessary match.

Salt Lake	UDOT	500 South Bridge	21309	Structure 035097F - 500 South over the Jordan River	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$7,400,000	\$0	<i>New Project</i>	\$7,400,000	2023
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This proposed project (PIN 21309) would perform a full bridge replacement of structure 035097F. The existing structure is currently in a low-fair or poor condition. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). Salt Lake City has been contacted and is in support of the project.

#### Ogden/ 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
Weber	UDOT	Country Road	21311	Structure 057038C - Country Road over South Fork of Ogden River	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$1,900,000	\$0	<i>New Project</i>	\$1,900,000	2023

This proposed project (PIN 21311) would perform a full bridge replacement of structure 057038C. The existing structure is currently in a low-fair or poor condition. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). Weber County has been contacted and is in support of the project.

#### Box Elder County

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Box Elder	UDOT	Malad River	20308	Structure 003001F - Malad River Bridge, east of Portage	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$8,900,000	\$0	<i>New Project</i>	\$8,900,000	2023
		5600 West		Structure 003024C - 5600 West 17600 North near Garland							
		West Canal		Structure 003026F - West Canal Bridge, 2.5 miles east of Fickling							
		Corine Canal		Structure 003028C - Corinne Canal Bridge, SE of Fickling							

This proposed project (PIN 20308) would perform a full bridge replacement of four structures **003001F**, **003024C**, **003026F**, **003028C**. The existing structures are currently in a low-fair or poor conditions. These structures are not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). Box Elder County has been contacted and is in support of all four projects.

**DATE:** August 17, 2023  
**AGENDA ITEM:** 4b  
**SUBJECT:** **ACTION:** Recommend approval of the 2024-2029 Transportation Improvement Program  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt the 2024-2029 Transportation Improvement Program (TIP) at its August meeting. Developed in close coordination with UDOT, UTA, and local communities, the TIP includes hundreds of priority transportation projects totaling billions of dollars to enhance mobility, strengthen the economy, connect communities, increase access to opportunities, and improve health along the Wasatch Front.

A draft 2024-2029 TIP was reviewed by Trans Com in June (as delegated by the Regional Council) and approved to release for public review and comment. The public comment period extended from June 24 through July 29, 2023. The extensive outreach included distribution to thousands of stakeholders about opportunities to provide public comment, an interactive map on WFRC's website, a news release, two open houses, coordination with UDOT and UTA, and social media posts. A summary of the public comments with respective responses is included with this memo, along with the list of individual comments received. An analysis of the TIP completed by the WFRC staff shows that the 2024-2029 TIP conforms to the state air quality plans.

**CONTACT PERSON:**

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

**RECOMMENDATIONS:**

The Salt Lake/ West Valley and the Ogden/ Layton Area Technical Advisory Committees (TACs) reviewed the 2024-2029 Transportation Improvement Program (TIP) and the WFRC staff recommends that Trans Com make a motion "to recommend to the Regional Council the adoption of the resolution approving the 2024-2029 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding."

**EXHIBITS:**

- Resolution approving the 2024-2029 TIP
- Project Listing for the Draft 2024-2029 TIP
  - a. WFRC Programs Section
  - b. Glossary of Funding Types
  - c. Other Federal and State Funded Projects Section
  - d. Transit Projects Section
- Draft 2024-2029 TIP Conformity Finding (Memorandum 41a)
- Summary of Public Comments and Respective Responses
- List of Individual Comments Received



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

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, the Transportation Coordinating Committee is a policy advisory committee of the Regional Council, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to approve the 2024-2029 Transportation Improvement Program (TIP), and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the WFRC has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

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

- (1) Approve the 2024-2029 Transportation Improvement Program,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and parts of Box Elder County, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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Mayor Dawn Ramsey  
Chair  
Wasatch Front Regional Council

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: August 24, 2023

***DRAFT***  
**2024-2029 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

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

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

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Additional attachments include;

- Glossary of Federal Funding Types
- Other Federal-Aid Funded and State Funded Projects
- Transit Funded Projects
- Air Quality Memo 41a



# **Surface Transportation Program (STP) Funded Projects**

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**DRAFT - 2024-2029  
TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

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



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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Salt Lake/ West Valley Urban Area																	
Salt Lake	Bluffdale	Var	F-LC35 (249)	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	New Construction	2014	\$ 6,474,700	\$ 6,036,363	\$ 9,047,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bluffdale		NEWPROJ( )	16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	\$ 128,600	\$ 119,894	\$ 119,894	\$ 17,158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	3		8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,144,401	\$ 1,140,469	\$ 3,932	\$ -					
Salt Lake	Cottonwood Heights	2	Newproject-001(2020)	18816	New Title - Bengal Blvd; Highland Dr to 2160 E Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	\$ 1,657,000	\$ 1,544,821	\$ 9,323	\$ 1,980,392	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	Bengal Blvd	Newproject-S_STP- 014(2021)	18816	Bengal Boulevard - Bike and Pedestrian Walkway	Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	\$ 487,200	\$ 444,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper		NEWPROJ( )	16923	1300 East; Wayne's World to Nashi Lane	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 4,400,000	\$ 3,770,000	\$ 3,770,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper	Var	New Project - 004( )	17807	Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,140,000	\$ 3,980,000	\$ -	\$ 350,000	\$ -	\$ 3,630,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper	Fort Street	Newproject-007(2020)	18822	Fort Street; Pioneer Road to 13200 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 4,451,100	\$ 3,234,467		\$ -	\$ -	\$ -	\$ 3,234,467	\$ -	\$ -	\$ -
Salt Lake	Holladay		NEWPROJ( )	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 3,346,233	\$ 2,243,673	\$ 2,243,111	\$ 561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Holladay		NEWPROJ( )	14828	Highland Drive; Arbor Lane to Van Winkle Expressway	Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety	2016	\$ 183,800	\$ 171,357	\$ 171,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Holladay/ Millcreek	Murray-Holladay Road	Newproject-S_STP- 010(2021)	19677	Murray-Holladay Road Full Stop Pedestraian Crossing	Construct T-intersection and add a new full traffic stop pedestraian crossing	2021	\$ 417,200	\$ 388,956	\$ -	\$ 350,060	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Kearns	Cougar Lane	Newproject-S_STP- 012(2021)	19679	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	2021	\$ 2,804,000	\$ 2,114,169	\$ -	\$ 400,000	\$ -	\$ 1,714,169	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	Var	NEWPROJ( )	15912	2700 South/ 2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	\$ 3,667,280	\$ 3,419,005	\$ -	\$ 1,203,189	\$ -	\$ -	\$ -	\$ -	\$ 2,215,816	\$ -
Salt Lake	Magna		NEWPROJ( )	16928	8000 West; 2600 South to 3100 South	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	2018	\$ 1,346,700	\$ 1,255,528	\$ 9,323	\$ 500,000	\$ 755,528	\$ -	\$ -	\$ -	\$ -	\$ -

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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
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					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Salt Lake	Magna	8000 West	Newproject-011(2020)	16928	8000 West; SR-201 to 3100 South (Original PIN 18826)	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 2,679,000	\$ 2,497,632	\$ -	\$ -	\$ 2,497,632	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Midvale	Tuscany	Newproject-S_STP- 06(2022)	20314	Tuscany View Road Extension;800 West to Holden Street	New Roadway Construction including curb & gutter, sidewalk, ADA ramps, and storm drain	2022	\$ 6,109,100	\$ 3,565,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,565,816	\$ -	\$ -
Salt Lake	Midvale/ UDOT	Var	New Project - 009( )	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	\$ 323,000	\$ 287,148	\$ 287,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	1	NEWPROJ( )	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ 6,770,136	\$ 6,311,798	\$ 2,039,861	\$ 1,271,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	2	NEWPROJ( )	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek		NEWPROJ( )	16930	3900 South; 2300 East to Wasatch Blvd	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 8,652,500	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	3800 South	Newproject-012(2020)	18827	3800 South Skyline HS; Virginia Way to Birch Drive	Reconstruct with operational Improvements with turning restrictions and construction of a roundabout to increase safety	2020	\$ 2,082,000	\$ 1,801,204	\$ 1,801,204	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	1300 East	Newproject-S_STP- 003(2021)	19631	1300 East; 4220 South to 4500 South	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 3,485,800	\$ 3,000,000	\$ 284,352	\$ 2,715,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	1300 East	Newproject-S_STP- 02(2022)	20310	1300 East: 3300 South to 3600 South	Roadway Reconstruction including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	\$ 6,965,120	\$ 3,715,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,715,816	\$ -	\$ -
Salt Lake	Murray	1	NEWPROJ( )	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,209,850	\$ 4,500,000	\$ 2,641,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	2	NEWPROJ( )	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ -	\$ 2,508,199	\$ 2,508,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	Var	New Project - 007( )	17838	Winchester and 700 West	Intersection and Pedestrian Improvements	2019	\$ 2,753,900	\$ 2,567,461	\$ -	\$ 50,000	\$ -	\$ 2,517,461	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	5600 South	Newproject-S_STP- 05(2022)	20313	5600 South; 900 East to 1300 East	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, and installation of new storm drain	2022	\$ 8,578,800	\$ 5,065,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,065,816	\$ -	\$ -
Salt Lake	Riverton	Var	NEWPROJ( )	15913	4150 West; 12600 South to 13400 South	Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals.	2017	\$ 17,712,800	\$ 5,500,000	\$ 6,199,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	700 North	Newproject-S_STP- 005(2021)	19633	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 4,680,600	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -



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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
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Salt Lake	Salt Lake City		F-2076(1 )	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 6,774,915	\$ 7,106,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City		Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,900,000	\$ 2,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Combine Pins 16924 into PIN 15908	NEWPROJ()	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrain improvements	2017	\$ 3,901,300	\$ 3,548,613	\$ -	\$ 1,548,613	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City		NEWPROJ()	15908	1300 East/ Richmond; 2100 South to Southern City Boundary (PIN was 16924)	Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder	2018	\$ 4,975,600	\$ 4,300,000	\$ -	\$ -	\$ 2,000,000	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Transit	Newproject-013(2020)	17850	Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road	Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation	2020	\$ 3,936,600	\$ 2,270,092		\$ -	\$ -	\$ -	\$ 2,270,092	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	900 West	Newproject-S_STP- 01(2022)	20309	900 West; North Temple to 600 North	Roadway Reconstruction including improvements to enhance transit, pedestrian, bicycle, and access to opportunities for residents	2022	\$ 7,688,865	\$ 3,215,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,215,816	\$ 3,000,000
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade Suggest (ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 2,072,076	\$ 1,887,948	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	Var	NEWPROJ()	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,409,794	\$ 978,915	\$ 542,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County/ West Valley/ Kearns		F-2240(2 )0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 23,675,426	\$ 14,175,040	\$ 10,875,040	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Sandy	89	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 7,332,000	\$ 7,232,000	\$ 6,652,003	\$ 90,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Sandy	SR-209	NEWPROJ()	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,450,000	\$ 4,200,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Sandy & Draper Cities		NEWPROJ()	14035	Highland Drive EIS	Environmental Study to determine Project Purpose and Needs	2015	\$ 4,680,000	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -
Salt Lake	Sandy, Midvale	9000 South	Newproject-S_STP- 002(2021)	19630	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	2021	\$ 6,831,560	\$ 1,529,729	\$ -	\$ -	\$ -	\$ 1,529,729	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan		NEWPROJ()	14040	2200 West; 9400 South to 11400 South (was 10400 South)	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	\$ 4,200,851	\$ 6,531,601	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	Var	NEWPROJ()	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	2017	\$ 953,200	\$ 777,788	\$ 258,247	\$ 519,541	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Print Date: 6-Jun-23												Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			
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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	\$ 186,544	\$ 1,445,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	Var	New Project - 005( )	17836	Bacchus Highway (SR-111); 10200 South to 10700 South	Reconstruct existing roadway and improve the vertical curve to increase site distance	2019	\$ 2,301,300	\$ 2,145,502	\$ -	\$ 1,930,952	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	1300 West	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	\$ 460,800	\$ 429,604	\$ 60,585	\$ 369,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	1300 West	Newproject-S_STP- 009(2021)	19676	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes	2021	\$ 3,775,900	\$ 3,020,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,020,272	\$ -	\$ -
Salt Lake	South Jordan	South Jordan Parkway	Newproject-S_STP- 03(2022)	20311	4000 W / South Jordan Parkway Intersection Improvements	Improves include an additional through lane in all approaches -Additioanl Left turn lanes on East & West approach - Additional Right turn lanes on North & South approach	2022	\$ 5,152,400	\$ 3,215,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,215,816	\$ 1,500,000
Salt Lake	South Salt Lake	1	NEWPROJ( )	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	\$ 5,000,000	\$ 1,556,941	\$ 2,943,059	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake	2	NEWPROJ( )	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015		\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake	700 West	NEWPROJ( ) Possibly Combine PINs	16925	700 West; 3300 South to Carlisle Avenue (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 6,571,575	\$ 4,000,000	\$ 9,323	\$ -	\$ 1,990,677	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake	700 West	Newproject-005(2020) Original PIN 18820	16925	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2020	\$ 4,908,805	\$ 4,200,000		\$ -	\$ -	\$ -	\$ 4,200,000	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake/ UDOT	Var	New Project - 006( )	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	\$ 783,132	\$ 550,613	\$ 232,519	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	1	F-0068 (73 )52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	\$ 12,159,548	\$ 7,338,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	2	F-0068 (73 )52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ -	\$ 4,820,791	\$ 4,820,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	3	NEWPROJ( )	11082	1780 BRT Connector Road; Bruin Blvd to 4700 S Proj combined to PIN 11082 (Redwood Rd) was PIN 16931	New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville/ UDOT	Var	New Project - 008( )	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500	\$ 364,995	\$ 364,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	SR-68	Newproject-010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215 (Funding moved to PIN 17627)	Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection.	2020	\$ 9,858,600	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
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Salt Lake	UDOT	MVC	Newproject-S_STP- 007(2021)	19634	North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor	Construct a right turn acceleration lane from Rosecrest onto NB MVC	2021	\$ 1,599,600	\$ 1,486,646	\$ 121,199	\$ 1,365,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	700 East	Newproject-S_STP- 09(2022)	20316	700 East (SR-71); 2100 South to 1300 South	Construct a shared use path between Parley's trail (approximately 2000 South) to Liberty Park.	2022	\$ 2,985,500	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT TOC	Var	Newproject-003(2020)	18818	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 690,000	\$ 643,287	\$ -	\$ -	\$ -	\$ -	\$ 643,287	\$ -	\$ -	\$ -
Salt Lake	UDOT TOC	Var	Newproject-S_STP- 001(2021)	19629	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd	2021	\$ 790,000	\$ 736,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 736,517	\$ -	\$ -
Salt Lake	UTA	Var	Newproject-002(2020)	18817	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Var	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) SR-172 (5600 W) from Amelia Earhart Dr to 3500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy	2020	\$ 225,000	\$ 237,736	\$ -	\$ -	\$ -	\$ -	\$ 237,736	\$ -	\$ -	\$ -
Salt Lake	UTA	SLC /So Davis Connector	Newproject-O_STP- 013(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -
Salt Lake	UTA	Midvalley Connector	Newproject-S_STP- 07(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.	2022	\$ 29,035,040	\$ 2,215,816	\$ -	\$ -	\$ 2,215,816	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA/ Draper	Point of the Mountain	Newproject-S_STP- 011(2021)	19678	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	2021	\$ 8,000,000	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ( )	14039	1300 West; 6600 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	#REF!	\$ 2,331,611	\$ 10,168,388	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -
Salt Lake	West Jordan		Newproject-S_STP- 006(2021)	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,234,500	\$ 4,400,000	\$ 489,691	\$ 3,910,309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	Var	NEWPROJ( )	15936	8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ( )	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		NEWPROJ( )	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	\$ 1,499,977	\$ 300,000	\$ -	\$ 1,199,977	\$ -	\$ -	\$ -	\$ -	\$ -

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

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Salt Lake	West Jordan	9000 South	Newproject-009(2020)	18824	9000 South; New Bingham Highway Intersection	Project will realign and construct full intersection	2020	\$ 10,355,800	\$ 3,000,000		\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 2,500,000	
Salt Lake	West Valley City	1	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	\$ 7,942,288	\$ 7,806,221	\$ 136,067	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	2	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 3,421,462	\$ 3,421,462	\$ 3,421,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Var	New Project - 003( )	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 11,200,000	\$ 7,071,370	\$ 2,130,306	\$ 638,744	\$ 4,302,321	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	3650 South	Newproject-008(2021)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 7,965,600	\$ 5,771,489	\$ 9,323	\$ 500,000	\$ 5,262,166	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City & Magna	7200 West	Newproject-S_STP- 04(2022)	20312	7200 West; 3500 South to Copper Hill Drive	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	\$ 7,081,900	\$ 4,715,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,715,816	\$ 2,400,000	
Salt Lake	WFRC	Var	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 260,000	\$ 4,329,016	\$ 781,122	\$ 804,556	\$ 828,693	\$ 853,553	\$ 879,160	\$ -	\$ -	
Salt Lake	WFRC	Var	F-R299(50)	16849	Project Planning Support - Salt Lake County WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 7,944,255	\$ 802,446	\$ 826,520	\$ 851,315	\$ 876,855	\$ 903,160	\$ -	\$ -	
Salt Lake	WFRC	Var	F-R299(50)	16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ 490,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	Var	Newproject-S_STP- 01(2023)		Fort Union Blvd; Phippen Drive to 3160 East	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 5,692,100	\$ 2,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,500,000	
Salt Lake	Draper	Var	Newproject-S_STP- 02(2023)		Pioneer Road; 1300 East to 1650 East	Reconstruct with Minor Widening to include 2 travel lanes, paved shoulders, curb & gutter, park strips, and sidewalks	2024	\$ 4,954,300	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	
Salt Lake	Millcreek	Var	Newproject-S_STP- 03(2023)		2000 East; 3300 South to Atkin Ave	Reconstruct curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping existing ditch	2024	\$ 8,347,800	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	
Salt Lake	Herriman	Var	Newproject-S_STP- 04(2023)		13400 South; 6000 West to 6400 West	Reconstruct, Widen to include additional travel lanes, shoulders, curb & gutter, bike and pedestrian facilities	2024	\$ 8,910,700	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	
Salt Lake	Magna	Var	Newproject-S_STP- 05(2023)		2700 South; 8054 West to 8000 West	Construct curb, gutter, and sidewalk on north side of 2700 South	2024	\$ 3,521,100	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	
Salt Lake	Emigration Metro Township	Var	Newproject-S_STP- 06(2023)		Emigration Canyon; 5655 Emigration Canyon Rd to 9698 Emigration Canyon Rd	Strategic Minor widening and Safety Improvements	2024	\$ 6,518,900	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000	

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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
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					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
OGDEN/ LAYTON URBAN AREA									\$	-							
Weber	Brigham City		NEWPROJ( )	16938	1200 West Box Elder Creek Bridge; 550 South to 650 North	Widen Existing Bridge to accomdate the widening of 1200 West	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ 791,057	\$ 791,056	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Centerville	400 East	Newproject-O_STP-007(2021)	19624	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	2021	\$ 2,425,300	\$ 1,697,710	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,697,710	\$ -	\$ -
Davis	Clearfield/ Syracuse	1	NEWPROJ( )	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ 6,766,000	\$ 5,362,630	\$ 4,062,630	\$ -	\$ -	\$ -	\$ -	\$ 755,000	\$ -	\$ -
Davis	Clearfield/ Syracuse	2	NEWPROJ( )	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016		\$ 1,300,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Clinton/ West Point		NEWPROJ( )	15899	800 North; 2000 West to 3000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 4,567,100	\$ 3,000,000	\$ 2,784,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Farmington	SR-106	NEWPROJ( )	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	\$ 1,986,400	\$ 1,851,921	\$ 3,905,591	\$ 1,851,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Farmington	SR-106	New Project - 011( )	16933	Main Street (SR-106); Park Lane to Shepard Lane (Old PIN 17793 - Combined with PIN 16933)	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,053,670	\$ 368,609	\$ -	\$ 2,053,670	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Farmington	Commerce Drive	Newproject-017(2020)	18807	Commerce Drive Road; Burke Lane to 950 North	New construction of 5-Lane roadway with curb, gutter, sidewalk, ADA crossings, bike lanes, and utility lines.	2020	\$ 8,122,500	\$ 3,000,000		\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -
Weber	Farr West City	4000 North	Newproject-023(2020)	18814	4000 North; SR-126 to 2800 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 7,100,600	\$ 2,700,000		\$ -	\$ -	\$ -	\$ 2,700,000	\$ -	\$ -	\$ -
Weber	Harrisville	Harrisville Road	New Project - 016( )	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	\$ 3,460,200	\$ 3,109,407	\$ 9,323	\$ -	\$ 599,407	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -
Weber	Hooper		NEWPROJ( )	14045	4700 West; 4800 South to 5100 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 2,915,200	\$ 2,717,841	\$ 2,446,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Hooper	5500 West	Newproject-020(2020)	18811	5500 West; 5500 South (SR-97) to Weber/ Davis County Line	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 2,471,100	\$ 1,846,980		\$ -	\$ -	\$ -	\$ 1,846,980	\$ -	\$ -	\$ -
Davis	Kaysville	Mutton Hollow	Newproject-O_STP-008(2021)	19625	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St./Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	2021	\$ 5,050,400	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -
Weber	Kaysville/ Farmington		NEWPROJ( )	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 4,300,000	\$ 262,000	\$ 3,608,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
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					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Davis	Layton		NEWPROJ( )	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	\$ 2,500,000	\$ 1,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	Gentile Street	Newproject-O_STP-010(2021)	19627	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	2021	\$ 174,800	\$ 162,550	\$ -	\$ 152,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Marriott-Slaterville		NEWPROJ( )	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 5,605,300	\$ 3,762,110	\$ 3,385,899	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Marriott-Slaterville	1700 South	Newproject-O_STP-004(2021)	19620	1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	2021	\$ 5,075,200	\$ 2,307,536	\$ -	\$ 2,076,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Ogden	1	NEWPROJ( )	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 5,370,300	#REF!	\$ 4,140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Ogden	2	NEWPROJ( )	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 1,829,346	\$ 1,829,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Salt Lake	1	NEWPROJ( )	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,440,914	\$ 1,343,364	\$ 593,364	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Salt Lake	2	NEWPROJ( )	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ -	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	North Salt Lake	Main Str	Newproject-022(2020)	18813	Main Street Sidewalk; I-15 Overpass to Pacific Avenue	Construct Missing Sidewalk	2020	\$ 366,200	\$ 274,650		\$ -	\$ -	\$ -	\$ 274,650	\$ -	\$ -	\$ -
Davis	North Salt Lake	Main Street	Newproject-O_STP-006(2021)	19623	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	2021	\$ 3,604,000	\$ 2,536,702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,536,702	\$ -	\$ -
Weber	Ogden		NEWPROJ( )	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,477,200	\$ 3,000,000	\$ 2,850,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Ogden	20th Street	Newproject-O_STP-005(2021)	19621	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	2021	\$ 5,300,000	\$ 2,000,000	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Ogden/ UTA	BRT	Transfer to FTA	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	Ogden-WSU BRT Project Design	2017	\$ 5,000,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Ogden/ UTA	BRT	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Box Elder	Perry		NEWPROJ( )	14841	1200 West; 3600 South to Willard City Boundary	New Construction, 3-lane facility with Shoulders including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 2,915,200	\$ 2,717,841	\$ 2,446,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

Print Date: 6-Jun-23													Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds		
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					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Weber	Plain City	1	NEWPROJ( )	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,900,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City	2	NEWPROJ( )	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ -	\$ 2,231,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City	North Plain City Road	Newproject-018(2020)	18809	North Plain City Road; 2917 West to 3350 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,988,900	\$ 3,500,000		\$ -	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ -
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	17954	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ 1,712,089	\$ 1,712,089	\$ -	\$ -	\$ -	\$ -
Weber	Roy	4800 South	Newproject-021(2020)	18812	4800 South & Layton Canal	Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians.	2020	\$ 471,500	\$ 439,579		\$ 439,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	4000 South	Newproject-O_STP-011(2021)	19628	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	2021	\$ 250,000	\$ 225,000	\$ 9,323	\$ 215,677	\$ -		\$ -	\$ -	\$ -	\$ -
Weber	South Ogden		NEWPROJ( )	16936	40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 4,745,200	\$ 4,000,000	\$ 9,323	\$ 990,677	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
Davis	Sunset	2018	F-LC11 (53 )	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,547,000	\$ 2,258,000	\$ 2,032,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Syracuse City	2019	NEWPROJ( )	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,282,100	\$ 3,000,000	\$ 3,010,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Syracuse City	500 West	New Project - 013( )	17794	500 West Phase II; 2010 South to 2800 South	Widen roadway and Signal Installation	2019	\$ 3,990,800	\$ 3,720,623	\$ -	\$ -	\$ 1,000,000	\$ 2,720,623	\$ -	\$ -	\$ -	\$ -
Davis	UDOT	37	F-0037(4)0	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 2,695,231	\$ 1,866,661	\$ 333,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	UDOT TOC	Var	Newproject-015(2020)	18803	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	\$ 500,000	\$ 466,150		\$ -	\$ -	\$ -	\$ 466,150	\$ -	\$ -	\$ -
Weber+L 155:AB1 55	UDOT TOC	Var	Newproject-O_STP-001(2021)	19569	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St	2021	\$ 670,000	\$ 624,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 624,641	\$ -	\$ -
Weber	UDOT TOC	Var	Newproject-O_STP-003(2021)	19606	Ogden/ Layton Metro Area Signal Timing and Optimization	Wall Street (SR-204); 1200 S to Riverdale Rd	2021	\$ 400,000	\$ 372,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 372,920	\$ -	\$ -
Davis	UTA		NEWPROJ( )	14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ -	\$ -	\$ 500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -



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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
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					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Var	UTA	Var	Newproject-014(2020)	18802	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	UTA	Var	Newproject-016(2020)	18806	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton)	2020	\$ 85,000	\$ 79,245	\$ -	\$ -	\$ -	\$ 79,245	\$ -	\$ -	\$ -	\$ -
Davis	UTA	So Davis Connector	Newproject-O_STP-009(2021)	19626	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	2021	\$ 4,700,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -
Weber	Washington Terrace	300 West	New Project - 014( )	17795	300 West; 5000 South to Riverdale City Boundary	Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary	2019	\$ 3,024,100	\$ 2,702,831	\$ 9,323	\$ 1,693,508	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	West Haven	2018	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 3,870,700	\$ 2,500,000	\$ 2,324,857	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	West Point	300 North	Newproject-019(2020)	18810	300 North; 2000 West to 3000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,312,700	\$ 2,981,216	\$ -	\$ -	\$ -	\$ 2,981,216	\$ -	\$ -	\$ -	\$ -
Davis	West Point	300 North	Newproject-O_STP-002(2021)	19605	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2021	\$ 3,907,800	\$ 2,643,242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,643,242	\$ -	\$ -
Davis	West Point/ Clearfield	2018	F-LC11(54 )	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,500,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	\$ 4,890,332	\$ 4,559,256	\$ 4,559,256	\$ 432,086	\$ 445,049	\$ 458,400	\$ 472,152	\$ 486,317	\$ -	\$ -
Var	WFRC	Var	F-LC11 (50 )	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 140,000	\$ 3,438,610	\$ 420,604	\$ 433,222	\$ 446,218	\$ 459,605	\$ 473,393	\$ -	\$ -
Davis	Woods Cross	800 West	New Project - 015( )	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ 164,085	\$ 820,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Woods Cross	800 West	New Project - 015( )	17796	Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ -	\$ 264,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Clinton	1300 North	Newproject-O_STP- 01(2022)	20300	1300 North and 1500 West Improvements	This project will reconstruct & widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, including curb and gutter, and sidewalk.	2022	\$ 3,876,500	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 1,000,000	
Davis	West Bountiful	1100 West	Newproject-O_STP- 02(2022)	20301	1100 West; 200 North to 400 North	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	\$ 1,048,300	\$ 657,218	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 657,218	\$ 150,000	
Davis	Woods Cross	1100 West	Newproject-O_STP- 03(2022)	20302	1100 West; 2185 South to 1100 North (2600 South)	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	\$ 3,942,600	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000		

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

Print Date: 6-Jun-23											Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds				
County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Weber	Plain City	1975 North	Newproject-O_STP- 04(2022)	20303	1900/1975 North; 2700 West to 3600 West (Phase 1)	Roadway widening to include, sidewalk, curb and gutter, and bike lanes	2022	\$ 2,661,973	\$ 2,311,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,311,973	
Davis	Centerville	400 East	Newproject-O_STP- 05(2022)	20304	400 East - 100 South to Porter Lane (400 South)	Reconstruct Roadway with improvements to bike and pedestrian facilities	2022	\$ 1,415,100	\$ 1,061,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,061,325	
Weber	West Haven	1800 South	Newproject-O_STP- 06(2022)	20305	1800 South; 2050 West to 1900 West	Intersection Realignment for a Future Signal Installation	2022	\$ 1,957,300	\$ 1,107,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,107,300	
Box Elder	Perry	1200 West	Newproject-O_STP- 07(2022)	20306	1200\ 1100 West; 1100 South to 1600 South	New Construction to extend 1100/ 1200 West to 1100 South	2022	\$ 5,002,100	\$ 2,763,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,763,803	
Weber	Ogden	25th Street & 4400 South	Newproject-O_STP- 08(2022)	20307	25th Street; Jefferson Ave to Harrison Blvd also 4400 South; Mckay Dee Hospital to Harrison Blvd	Roadway Reconstruction including Safety, Lighting, Drainage, and Landscaping	2022	\$ 9,086,100	\$ 3,371,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,371,579	
Weber	UTA	FrontRunner	Newproject-O_STP- 09(2022)	20308	Frontrunner Right of Way; 12th Street to the Weber County Border	Right of Way for the 400 North Bridge/ North Street Expansion and Commuter Rail Station/ Maintenance Facility	2022	\$ 11,306,464	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Centerville	Var	Newproject-O_STP- 01(2023)		1250 West; Parrish Lane to 200 North	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 752,100	\$ 500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500,000
Weber	Ogden	Var	Newproject-O_STP- 02(2023)		2nd Street; Washington Blvd to Monroe Blvd	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	2024	\$ 7,549,500	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000
Davis	Farmington	Var	Newproject-O_STP- 03(2023)		200 East (SR-106); Glovers Lane to Lund Lane	Minor widening, storm drain, curb, gutter, and sidewalk	2024	\$ 3,916,100	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000
Weber	Farr West	Var	Newproject-O_STP- 04(2023)		3300 North; 2700 West to 2575 West	Reconstruct with Minor Widening & Construct Round-about Intersection	2024	\$ 3,453,400	\$ 2,400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,400,000
Box Elder	Brigham City	Var	Newproject-O_STP- 05(2023)		1200 West; 600 North to Industrial Way	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	2024	\$ 8,895,400	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000



# **Congestion Mitigation / Air Quality Program CMAQ Funded Projects**

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**DRAFT  
2024 - 2029  
TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

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



DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Congestion Mitigation/ Air Quality (CMAQ) Program

Date 6/6/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects		
County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year 2023	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029
SALT LAKE/ WEST VALLEY URBAN AREA																			
CMAQ - PM <sub>2.5</sub>																			
Salt Lake	Bike	Bluffdale	Regular	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	\$ 669,700	\$ 624,361	\$ 45,339	\$ 623,825	\$ 535	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	Cottonwood Heights	PM <sub>2.5</sub>	Newproject-0028( )	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,265,600	\$ 8,801	\$ 121,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Inter	Cottonwood Heights	Regular	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 3,772,918	\$ 2,655,000	\$ 255,427	\$ 3,517,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	Cottonwood Heights	Regular	New	13128	Park and Ride Smart Boards	Construct "Live Parking Availability" Signs for Select Canyon Park-n-Ride Lots	2014	\$ 706,900	\$ 659,043	\$ 47,857	\$ -	\$ 300,000	\$ 359,043	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Inter	Holladay	PM <sub>2.5</sub>	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 2,438,000	\$ 2,174,000	\$ 157,867	\$ 2,174,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Inter	Holladay	PM <sub>2.5</sub>	F-LC35 (210)	8555	6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	Holladay	PM <sub>2.5</sub>	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$ 2,597,900	\$ 1,200,000	\$ 87,139	\$ -	\$ -	\$ 1,200,000			\$ -	\$ -	
Salt Lake	Trans	Murray	PM <sub>2.5</sub>	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$ 2,075,400	\$ 1,694,362	\$ 123,038	\$ 729,991	\$ 964,371	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	Riverton	Regular	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,333	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	Salt Lake City	Regular	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion #1	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 1,700,000	\$ 250,000	\$ 44,571	\$ 23,308	\$ 590,482	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	Salt Lake City	Regular	New Project	14939	SLC Emigration Creek Trail; Connor Street to Wasatch Drive	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459	\$ -	\$ -	\$ -	\$ 447,000	\$ -	\$ -	\$ -	
Salt Lake	Trans	Salt Lake City	Regular	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$ 1,000,000	\$ 930,000	\$ 67,533	\$ -	\$ 930,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	Salt Lake City	Regular	New Project	16940	Salt Lake Green Bike Share Expansion #5	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$ 637,027	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion #2	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 1,700,000	\$ 324,000	\$ 16,266	\$ -	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion #3	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,530	\$ 29,085	\$ -	\$ -	\$ 400,530	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion #4	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	
Salt Lake	Bike	Salt Lake City	Regular	New Project - 020( )	17849	Salt Lake Green Bike Share Expansion #6	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 643,570	\$ 200,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	
Salt Lake	Trans	Salt Lake City/ UTA	Regular	Newproject-S. CMAQ-002(2021)	19684	East Downtown 200 South Transit Hub (400 East to 300 East)	Construct Bus Parking/ Layover infrastructure	2021	\$ 1,991,300	\$ 1,000,000	\$ 139,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 924,189	

DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Congestion Mitigation/ Air Quality (CMAQ) Program

Date 6/6/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects		
County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year 2023	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029
Salt Lake	Trans	UDOT	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake County & UTA	Regular	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	\$ 1,784,700	\$ 1,663,876	\$ 120,824	\$ -	\$ -	\$ 831,938	\$ 831,938	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Sandy	PM <sub>2.5</sub>	New Project - 022( )	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$ 3,446,300	\$ 2,600,000	\$ 188,802	\$ 9,323	\$ 932,977	\$ -	\$ 1,657,700	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Sandy	PM <sub>2.5</sub>	Newproject-024(2020)	18831	9000 South and 450 W & Parkland Dr Intersection Improvements	Thru-U turn at 450 West and 9000 South.	2020	\$ 2,185,000	\$ 1,984,867	\$ 144,133	\$ -	\$ -	\$ -	\$ -	\$ 1,984,867	\$ -	\$ -	\$ -
Salt Lake	Inter	Sandy/ Midvale	Regular	Newproject-S. CMAQ-004(2021)	19630	9000 South 700 West Intersection	Construct dual left turn lanes on SB 700 West & Widen and Improve NB Leg 700 West	2021	\$ 6,831,560	\$ 2,200,000	\$ 159,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000	\$ -	\$ -
Salt Lake	Trans	Taylorsville	PM <sub>2.5</sub>	New Project - 010( )	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	\$ 40,400,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	ATMS	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ -	\$ 726,063	\$ 9,998,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 44,301	\$ 610,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	ATMS	UDOT	Regular	F-LC35(258)	13129	10400 South & Bangerter Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$ 915,200	\$ 863,124	\$ 62,677	\$ 795,227	\$ 67,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	ATMS	UDOT	Regular	F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ 431,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	ATMS	UDOT	Regular	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangerter Hwy	2015	\$ 1,072,800	\$ 1,000,171	\$ 72,629	\$ -	\$ 1,000,171	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	UDOT	Regular	Newproject-026(2020)	18833	3500 South (SR-171) Sidewalk Improvements	Construct missing sidewalk from 6000 West to 8400 West	2020	\$ 2,054,100	\$ 500,000	\$ 36,308	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UDOT, Murray, Midvale, Sandy	Regular	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South (Lyndy Drive is the new South terminus)	Construct Bike lanes along roadway	2016	\$ 3,510,100	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ 500,000	\$ 900,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM <sub>2.5</sub>	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM <sub>2.5</sub>	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	F-LC35(256)	13127	Depot District Service Center (DDSC); 669 West 200 South	Construct the CNG Facilities of the DDSC	2014	\$ 57,000,000	\$ 950,000	\$ 68,985	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	UTA	PM <sub>2.5</sub>	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	UTA	Regular	New Project	14049	Bus Route Service Expansion Subsidy	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	2015	\$ 1,400,000	\$ 1,280,048	\$ 92,952	\$ 1,280,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM <sub>2.5</sub>	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 2,500,000	\$ 181,540	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM <sub>2.5</sub>	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ 2,105,134	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Congestion Mitigation/ Air Quality (CMAQ) Program

Date 6/6/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects		
County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year 2023	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029
Salt Lake	Trans	UTA	Regular	New Project - 021()	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	\$ 4,200,300	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM <sub>2.5</sub>	Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	\$ 3,000,000	\$ 2,500,000	\$ 127,078	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	CM-9999( )	Tran SEC.	ITS/APTS Deployment in S L	Air Quality - FTA Fund Transfer	1999	\$ 12,000,000	\$ -	\$ 60,998	\$ 840,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	CM-9999( )	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	\$ 1,855,411	\$ 1,104,800	\$ 163,125	\$ 1,141,600	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA\ UDOT	Regular	F-0172(18)	7650	5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South	ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)	2010	\$ 5,000,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -
Salt Lake	Bike	West Jordan	PM <sub>2.5</sub>	F-LC35(219)	11097	Jordan River Trail (Gardner Village TRAX Station)	Pedestrian/ Bike Trail	2012	\$ 321,785	\$ 300,000	\$ 21,785	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	West Jordan	PM <sub>2.5</sub>	Newproject-S_CMAQ-001(2022)	20321	7800 South & 6400 West Roundabout	Replace a Controlled Stop Intersection with a Round-about	2022	\$ 1,461,300	\$ 1,362,370	\$ 98,930	\$ -	\$ -	\$ 1,362,370	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Riverton	Regular	Newproject-S_CMAQ-002(2022)	20322	Phase I Welby Jacob Canal Ped/ Bike Trail	Construct an active transportation/pedestrian/bicycle trail which will be incorporated into the safe walking routes for School	2022	\$ 1,390,450	\$ 1,296,317	\$ 94,133	\$ -	\$ -	\$ -	\$ 1,296,317	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	Newproject-S_CMAQ-003(2022)	20323	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$ 643,570	\$ 444,444	\$ 32,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444,444	\$ -
Salt Lake	Trans	UTA	Regular	Newproject-S_CMAQ-004(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.	2022	\$ 32,252,889	\$ 2,300,000	\$ 167,017	\$ -	\$ -	\$ -	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM <sub>2.5</sub>	Newproject-S_CMAQ-001(2023)		On Route Electric Bus Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,296,900	\$ 94,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,296,900
Salt Lake	Inter	Sandy/ Draper	PM <sub>2.5</sub>	Newproject-S_CMAQ-002(2023)		11400 South & 700 East Intersection	Widen to accommodate dual eastbound and westbound left turn lanes & double storage capacities	2024	\$ 3,603,500	\$ 3,357,119	\$ 243,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,357,119
Salt Lake	Bike	Salt Lake City	Regular	Newproject-S_CMAQ-003(2023)		Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2024	\$ 690,000	\$ 641,700	\$ 46,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 641,700
Salt Lake	Trans	Murray, West Valley, Taylorsville, UTA	Regular	Newproject-S_CMAQ-004(2023)		Midvalley Connector Electric Buses	Purchase of 2 electric buses for the Midvalley Connector	2024	\$ 10,500,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Salt Lake	Bike	Sandy	Regular	Newproject-S_CMAQ-005(2023)		SR-209 Quarry Bend (90000 South Curve) Pedestrian Bridge; 9050 So & 900 East	Construct pedestrian bridge	2024	\$ 9,982,667	\$ 3,721,592	\$ 270,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,721,592

DRAFT 2024-2029 Transportation Improvement Program (TIP)  
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Date6/6/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects		
County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year 2023	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029
OGDEN/ LAYTON URBAN AREA																			
CMAQ - PM2.5																			
Box Elder	Trans	Brigham City	Regular	Newproject-O_CMAQ- 001(2021)	19681	Brigham City Park n Ride Lot approx 1100 W on 1100 S (Hwy. 91)	Construct a park and ride to connect with UTA bus service and support ridesharing to Logan.	2021	\$1,696,802	\$1,581,929	\$114,874	\$-	\$-	\$-	\$-	\$-	\$1,581,929	\$-	\$-
Davis	Trans	Centerville	PM2.5	New Project	15917	Parrish Lane (SR-105) 400 West Intersection (Combined with PIN 17845)	Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$1,904,300	\$1,780,040	\$129,260	\$242,398	\$1,199,254	\$780,040	\$-	\$-	\$-	\$-	\$-
Davis	Inter	Centerville	PM2.5	New Project - 017()	15917	Marketplace Drive & Parrish Lane (Original PIN 17845 combined with PIN 15917)	Intersection & Pedestrian Improvements	2019	\$1,757,800	\$1,400,000	\$101,663	\$-	\$1,400,000	\$-	\$-	\$-	\$-	\$-	\$-
Davis	Bike	Clearfield	Regular	New Project	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	New Construction - Pedestrian/ Bicycle Bridge	2015	\$2,653,800	\$1,650,000	\$119,817	\$1,650,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Davis	Trans	Clinton	Regular	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$590,600	\$969,577	\$70,407	\$969,577	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Davis	Inter	Clinton	Regular	New Project - 019()	17848	1500 West & 1300 North Round-a-bout	Intersection & Pedestrian Improvements	2019	\$2,190,100	\$850,000	\$61,724	\$-	\$-	\$-	\$850,000	\$-	\$-	\$-	\$-
Weber	Trans	Ogden	PM2.5	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$659,686	\$601,873	\$43,706	\$45,188	\$556,686	\$-	\$-	\$-	\$-	\$-	\$-
Weber	Trans	Ogden	Regular	New Project	16946	Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$595,302	\$555,000	\$40,302	\$555,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Weber	Bike	Ogden	Regular	Newproject-029(2020)	18830	Ogden City Bike Share Expansion	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	2020	\$435,200	\$405,737	\$29,463	\$-	\$-	\$-	\$-	\$405,737	\$-	\$-	\$-
Weber	Trans	Ogden/ UDOT	Regular	New Project	16947	Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$2,700,000	\$563,038	\$40,886	\$563,038	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Weber	Trans	Ogden/ UTA	PM2.5	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$75,000,000	\$3,250,000	\$236,002	\$1,750,000	\$1,500,000	\$-	\$-	\$-	\$-	\$-	\$-
Box Elder	Trans	Perry	Regular	New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	\$695,000	\$477,338	\$34,662	\$10,000	\$607,183	\$-	\$-	\$-	\$-	\$-	\$-
Weber	Trans	Riverdale	Regular	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$618,000	\$576,161	\$41,839	\$59,201	\$516,960	\$-	\$-	\$-	\$-	\$-	\$-
Weber	Trans	South Ogden/ UDOT	PM2.5	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$2,515,600	\$1,400,000	\$101,663	\$200,000	\$14,523	\$-	\$-	\$-	\$-	\$-	\$-
Davis	ATMS	UDOT	Regular	CM-9999( )	5981	Region 1 Commuter Link	ITS/ATMS - Commuter Link	2000	\$750,000	\$699,225	\$50,775	\$7,291,670	\$-	\$-	\$699,225	\$-	\$-	\$-	\$-
Weber	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$2,400,000	\$-	\$14,523	\$256,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Davis	ATMS	UDOT	Regular	New Project	14052	I-15 Corridor Responsive Ramp Metering Management	Corridor Responsive Ramp Metering Software & Hardware	2015	\$332,900	\$310,363	\$22,537	\$310,363	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Weber	Trans	UDOT	PM2.5	F-R199(160)	14845	ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Install and Integrate Advance Signal Detection in Ogden	2016	\$525,000	\$489,458	\$35,543	\$419,535	\$69,923	\$-	\$-	\$-	\$-	\$-	\$-
Davis	Inter	UDOT/ Kaysville	PM2.5	Newproject-O_CMAQ- 002(2021)	19682	200 North / I-15 Interchange Left Turn Lanes (NB & SB)	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange	2021	\$906,118	\$845,000	\$61,361	\$-	\$845,000	\$-	\$-	\$-	\$-	\$-	\$-

DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Congestion Mitigation/ Air Quality (CMAQ) Program

Date 6/6/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	PM2.5 Projects		
County	Project Type	Sponsor	CMAQ Source	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	Total Amount Obligated	Current Year 2023	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029
Davis	Trans	UDOT/ North Salt Lake	Regular	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Trans	UTA	Regular	F-LC11(48 )	10021	Fruit Heights/ Kaysville 400/200 North Park n Ride Lot	Expand Park n Ride Lot	2011	\$ 1,498,000	\$ 1,233,000	\$ 89,536	\$ -	\$ -	\$ -	\$ 1,233,000	\$ -	\$ -	\$ -	
Weber	Trans	UTA	PM <sub>2.5</sub>	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116,900	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Trans	UTA	Regular	New Project	15915	Davis County Ski Route Buses	Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort.	2017	\$ 1,020,000	\$ 912,830	\$ 66,286	\$ 912,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	UTA	PM <sub>2.5</sub>	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400,000	\$ 950,000	\$ 68,985	\$ -	\$ 1,045,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	UTA	Regular	CM-9999( )	Tran SEC.	ITS/APTS Deployment in Weber Co	Air Quality - FTA Fund Transfer	1999	\$ -	\$ -	\$ -	\$ 1,101,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	UTA	Regular	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	\$ -	\$ -	
Weber	Trans	UTA	Regular	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	\$ 2,813,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Trans	UTA/ Ogden	Regular	Newproject-027(2020)	18828	Bus Rapid Transit - Operating Subsidy	Operating cost subsidy for 3 years for the Ogden/WSU BRT.	2020	\$ 1,230,700	\$ 1,147,382	\$ 83,318	\$ -	\$ -	\$ -	\$ -	\$ 1,147,382	\$ -	\$ -	
Davis	Bike	Layton	PM <sub>2.5</sub>	Newproject-O_CMAQ- 001(2022)	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	2022	\$ 6,000,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	
Weber	Bike	Ogden	Regular	Newproject-O_CMAQ- 002(2022)	20318	Ogden Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$ 760,400	\$ 500,000	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	
Davis	Inter	West Point	Regular	Newproject-O_CMAQ- 003(2022)	20320	4500 West & 300 North Round-about	Construct a Round-about Intersection to Replace an Off-set Intersection	2022	\$ 1,357,000	\$ 1,265,131	\$ 91,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,265,131	\$ -	
Weber	Trans	Ogden/ UTA	Regular	Newproject-O_CMAQ- 001(2023)		On Route Electric Bus Charging Infrastructure	Construct an on-route electric charging station at a key location	2024	\$ 1,500,000	\$ 1,398,450	\$ 101,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,398,450	
Weber	Bike	Ogden	Regular	Newproject-O_CMAQ- 002(2023)		Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2024	\$ 678,500	\$ 632,518	\$ 45,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,518	
Davis	Bike	North Salt Lake	PM2.5	Newproject-O_CMAQ- 003(2023)		Center Street Shared Use Trail; Foxboro Drive to Jordan River Trail	Minor Widening and Constructing trail connections to other trail systems and bike lanes, sidewalks	2024	\$ 593,400	\$ 553,227	\$ 40,173	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 553,227	



# **Transportation Alternatives Program (TAP) Funded Projects**

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**DRAFT  
2024 - 2029  
TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

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



DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Transportation Alternatives Program (TAP)

6/5/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	
County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated		Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits					Concept/ Type of Improvement	2023	2024	2025	2026	2027	2028	2029
SALT LAKE/ WEST VALLEY URBAN AREA																	
Salt Lake	Cottonwood Heights		New Project	16948	2600 East Sidewalk; 7550 South to 7655 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 415,400	\$ 386,905	\$ 102,553	\$ 284,352	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper		New Project	14946	Corner Canyon Creek/ East Jordan Canal Trail; Smith Fields Park (300 E & 13400 S) to Willow Creek Trail (900 East & 12800 South) & Stokes Ave (700 East & 13540 South)	Construct a 10 foot wide multi-use non-motorized paved trail with adjacent soft surface path.	2016	\$ 630,500	\$ 734,722	\$ 734,141	\$ 581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Herriman	Juniper Crest	Newproject-S_TAP-003(2021)	19688	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	2021	\$ 330,000	\$ 250,000	\$ 65,261	\$ 184,739	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Kearns Metro Township		New Project	15926	Kearns Bicycle Route Signing Wayfinding; Kearns Metro Boundaries	Provide wayfinding and route direction with pavement markings, signing and striping for bike ways, bus stops, schools, industrial parks, trails, and parks.	2017	\$ 80,000	\$ 60,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Kearns Metro Township		New Project	16949	Northwest Avenue Sidewalk; 5415 South to 5570 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 259,022	\$ 227,903	\$ 227,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	1	New Project - 026( )	17867	2820 South; 7584 West to 7630 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 423,900	\$ 390,234	\$ 149,168	\$ 1,306,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	2	Newproject-030(2020)	17867	2820 South; 7563 West to 7440 West - Sidewalk Original PIN 18836 - Combined with PIN 17867	Safe Routes to School - Construct Missing Sidewalk	2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	3	Newproject-S_TAP-002(2021)	17867	2820 South; 7630 West to 7736 West - Sidewalk Original PIN 19687 - Combined with PIN 17867	Safe Routes to School - Construct Missing Sidewalk	2021	\$ 514,900	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	Var	New Project - 027( )	17868	Utah & Salt Lake Canal Trail, Phase 5	New Trail Construction	2019	\$ 100,000	\$ 90,000	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek		New Project	16951	3300 South Sidewalk; 2600 East to 2700 East	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 429,500	\$ 400,423	\$ 400,423	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	Var	New Project - 029( )	17870	4500 South (SR-266); 1500 East to 1630 East	Construct Missing Sidewalk	2019	\$ 357,600	\$ 333,390	\$ 251,255	\$ 82,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Riverton		New Project	14945	Midas Creek Trail; Mountain View to 4000 West	Construct the west section of the Midas Creek Trail to connect the trail through 13800 South	2016	\$ 212,285	\$ 202,285	\$ 202,285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake		New Project	14952	Beck Street Bicycle Design; Chicago St (1820 North) to South end of the existing shared use path on the Beck Street Frontage Road	Design a dual direction physically separated bicycle facility to replace existing bicycle lanes	2016	\$ 55,400	\$ 51,649	\$ 51,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City		F-LC35(265)	14054	1300 South Bypass; 200 East to 500 West	Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX	2015	\$ 458,000	\$ 324,000	\$ -	\$ 324,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Var	New Project - 030( )	17757	SLC Bike Share (GREENbike) Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 375,416	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Kensington	Newproject-031(2020)	18837	Kensington Avenue; West Temple tp 600 East	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2020	\$ 538,600	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Kensington	Newproject-S_TAP-001(2021)	18837	Kensington East-West Neighborhood Byway (Phase 2) Original PIN 19686 - Combined with PIN 18837	Enhance Bike/ Ped use of and connectivity for all ages & abilities	2021	\$ 587,900	\$ 350,000	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Transportation Alternatives Program (TAP)

6/5/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	
County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated		Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits					Concept/ Type of Improvement	2023	2024	2025	2026	2027	2028	2029
Salt Lake	Salt Lake County		New Project	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	2016	\$ 822,008	\$ 537,927	\$ 537,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County		New Project	15929	Salt Lake County Bicycle Counters	This project will place automatic counters at strategic locations around Salt Lake County to begin collecting vital user data.	2017	\$ 299,900	\$ 200,000	\$ 194,827	\$ 5,173	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	8425 South	Newproject-032(2020)	18838	8425 South; 1300 East to 1475 East - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 396,200	\$ 322,855	\$ 322,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville		New Project	14949	Taylorsville Regional Trail; 5140 South to 5400 South	Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215.	2016	\$ 310,500	\$ 268,502	\$ 268,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA		New Project	15928	Update Bike Cars on FrontRunner	This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars.	2017	\$ 194,800	\$ 181,612	\$ 181,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan		New Project	14947	7800 South Jordan River Pedestrian Bridge at 1100 West	Construct New Pedestrian Bridge over the Jordan River	2016	\$ 347,700	\$ 324,161	\$ 167,814	\$ 156,347	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	TRAX Rail	Newproject-S_TAP-004(2021)	19689	TRAX Rail Trail Design	Project will design new trail in and near the UTA TRAX Redline.	2021	\$ 160,000	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	Var	New Project - 028( )	17869	Cross Towne Trail; 2700 West to Bangerter Hwy	New Trail Construction	2019	\$ 600,000	\$ 451,458	\$ 102,553	\$ 348,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	700 East	Newproject-S_TAP-001(2022)	20316	700 East (SR-71); 2100 South to 1300 South Shared Use Path	Construct Shared Use Path along Westside of 700 East	2022	\$ 2,985,500	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	Cross Towne	Newproject-S_TAP-002(2022)	20337	Cross Towne Trail; 2700 West to Bangerter Highway	Construction will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening	2022	\$ 1,784,200	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake	1300 East	Newproject-S_TAP-003(2022)	20338	Foothill Drive; 1300 East to Parley's Interchange	Ped/Bike Safety Improvements Design	2022	\$ 584,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake	Utah Lake Canal Trail	Newproject-S_TAP-004(2022)	20340	Utah Lake Distribution Canal Trail Southern Segment	Construct missing trail connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities	2022	\$ 167,000	\$ 155,694	\$ -	\$ -	\$ 155,694	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	5400 South	Newproject-S_TAP-005(2022)	20343	5400 South;1300 West to Millrace Park	Safe Routes to School - Construct Missing Sidewalk on Northside of 5400 South	2022	\$ 600,000	\$ 559,380	\$ -	\$ -	\$ 559,380	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Herriman	Anthem Park Blvd	Newproject-S_TAP-006(2022)	20344	Anthem Park Blvd - Bike Lanes; 11800 South to 13400 South	Construct Bike Lanes	2022	\$ 125,000	\$ 97,892	\$ -	\$ -	\$ 97,892	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	Fort Union	Newproject-S_TAP-007(2022)	20345	Fort Union Blvd Pedestrian Hybrid Beacon	Install a HAWK Pedestrian Crossing System including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk.	2022	\$ 487,000	\$ 454,030	\$ -	\$ -	\$ 454,030	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	4800 South	Newproject-S_TAP-008(2022)	20346	I-15 and 4800 South Bike Lanes; Galleria Drive to 325 West	Widen 4800 South under the I-15 overpass to accommodate bike lanes	2022	\$ 880,100	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	POM	Newproject-S_TAP-009(2022)	20347	First/ Last Mile Point of the Mountain Active Transportation Design	Planning study/ Design to identify and evaluate the best locations and alignments for pedestrian and bicycle trails	2022	\$ 500,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -

DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Transportation Alternatives Program (TAP)

6/5/2023													Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds			
County	Sponsor	Route	Project Number	PIN	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated		Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement					2023	2024	2025	2026	2027	2028	2029	
Salt Lake	West Valley City/ Taylorsville	3900 So	Newproject-S_TAP-001(2023)		3900 South Bike Lanes; Redwood Road to Jordan River	Add Buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2024	\$ 9,913,000	\$ 1,129,817	\$ -	\$ -	\$ -	\$ 1,129,817	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Kearns Metro Township	4220 W	Newproject-S_TAP-002(2023)		4220 West Sidewalk; 5415 So to 5500 South	Construct curb, gutter, and sidewalk on both sides of 4220 West	2024	\$ 131,000	\$ 122,131	\$ -	\$ -	\$ -	\$ 122,131	\$ -	\$ -	\$ -	\$ -	
Salt Lake	White City Metro Township	Sego Lily	Newproject-S_TAP-003(2023)		Sego Lily Crossing at 1300 East	Construct grade appropriate ADA and crosswalk on west leg of intersection	2024	\$ 1,108,200	\$ 1,033,175	\$ -	\$ -	\$ -	\$ 1,033,175	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Herraman	Rosecrest	Newproject-S_TAP-004(2023)		Rosedrest Bike Lane; 13400 Souh to Mountain View Corridor	Install buffered bike lanes on Rosecrest Road	2024	\$ 417,900	\$ 389,608	\$ -	\$ -	\$ -	\$ 389,608	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Millcreek	Birch Dr	Newproject-S_TAP-005(2023)		S Birch Drive; Upland Drive to 3900 South	Construct curb, gutter, sidewalk, and ADA ramps	2024	\$ 913,400	\$ 758,333	\$ -	\$ -	\$ -	\$ 758,333	\$ -	\$ -	\$ -	\$ -	
OGDEN/ LAYTON URBAN AREA																		
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington		New Project	16953	State Street and 400 West	Relocate and Signalize Pedestrian Crossing	2018	\$ 250,000	\$ 233,075	\$ 233,022	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington		New Project	16954	326 West Park Lane	Construct missing sidewalk	2018	\$ 76,200	\$ 71,041	\$ 71,041	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	North Salt Lake	Var	New Project - 023( )	17864	Redwood Road West side path connections	Construct Missing Sidewalk	2019	\$ 284,600	\$ 200,600	\$ 200,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Ogden	Var	New Project - 024( )	17865	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	\$ 407,100	\$ 239,000	\$ 162,220	\$ 76,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Plain City		New Project	16952	1975 North; 3600 West to 3525 West Project and Funds tied to PIN 15905	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 360,000	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	\$ 69,200	\$ 65,000	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Roy	Var	New Project - 025( )	17866	3100 West; 4800 South to 5000 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 301,700	\$ 271,530	\$ 1,865	\$ 269,665	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	South Ogden, Washington Terrace, Riverdale		New Project	14856	Three City Alternative Planning Study	Develop a bike and Pedestrian Alternative Transportation Plan to connect the three communities	2016	\$ 96,535	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Transportation Alternatives Program (TAP)

6/5/2023														Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funds	
County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated		Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits					Concept/ Type of Improvement	2023	2024	2025	2026	2027	2028	2029
Weber	Riverdale	1050 West	Newproject-033(2020)	18834	UDOT Reg One/ Riverdale - 1050 West & I-84 Sidewalk, Bike/ Ped Facility	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 507,525	\$ 480,000	\$ 48,000	\$ 432,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	Kay's Creek	Newproject-034(2020)	18835	East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass	New Trail Construction	2020	\$ 790,500	\$ 395,250	\$ 73,698	\$ 321,552	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-001(2021)	19690	Weber River Parkway Trailhead Connection Phase 1 Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	2021	\$ 383,700	\$ 241,186	\$ -	\$ 241,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Clearfield	Canal Trail	Newproject-O_TAP-002(2021)	19691	Clearfield Canal Trail; 200 So to 300 No (Clearfield)	Complete a Section of the Trail, Completing a 3 mile bike/ ped facility	2021	\$ 145,500	\$ 135,650	\$ -	\$ 135,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	3200 West	Newproject-O_TAP-001(2022)	20326	3200 West Safe Route to School	Safe Routes to School - Construct Missing Sidewalk	2022	\$ 166,200	\$ 81,200	\$ -	\$ -	\$ 81,200	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-002(2022)	20327	Weber River Parkway Trailhead Connection Phase III	Construct Phase 3 of Trail from Cottonwood Drive to US-89 Crossing (Weber River & US-89)	2022	\$ 499,200	\$ 318,101	\$ -	\$ -	\$ 318,101	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	North Salt Lake	Redwood Road	Newproject-O_TAP-003(2022)	20328	Redwood Road Sidewalk Connections; 75 North to 965 North	Construct Missing Pedestrian/ Bicyclist Pathway along westside	2022	\$ 283,300	\$ 226,640	\$ -	\$ -	\$ 226,640	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-004(2022)	20332	Weber River Parkway Trailhead Connection Phase II	Construct Phase 2 of Trail from US-89 Crossing (Weber River & US-89) to Weber Canyon Trailhead (Weber River & Cornia Dr.)	2022	\$ 474,300	\$ 325,652	\$ -	\$ -	\$ 325,652	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City	1500 North	Newproject-O_TAP-005(2022)	20334	1500 North Sidewalk Project	Safe Routes to School - Construct Missing Sidewalk	2022	\$ 128,500	\$ 102,800	\$ -	\$ -	\$ 102,800	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Centerville	Parrish Lane	Newproject-O_TAP-006(2022)	20335	Parrish Lane/ Legacy Trail Connection from1250 West to Legacy Trail	Construct Missing Pedestrian/ Bicyclist Pathway	2022	\$ 500,000	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Box Elder	UTA	UIC Rail Corridor	Newproject-O_TAP-007(2022)	20336	Utah Idaho Central (UIC) Railroad Cooridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary	Design Rail/ Trail Along the UIC Railroad Corridor	2022	\$ 200,000	\$ 186,460	\$ -	\$ -	\$ 186,460	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	Davis Weber Canal	Newproject-O_TAP-001(2023)		Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W	Extend the Davis Weber Canal Trail into Layton City	2024	\$ 654,600	\$ 327,300	\$ -	\$ -	\$ -	\$ 327,300	\$ -	\$ -	\$ -	\$ -
Davis	Centerville	Porter Lane	Newproject-O_TAP-002(2023)		Porter Lane Multi-Use Trail; 400 West to Frontage Road	Construct a Multi-Use Trail on top of the enclosed channel	2024	\$ 302,500	\$ 151,250	\$ -	\$ -	\$ -	\$ 151,250	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden	Adams Ave	Newproject-O_TAP-003(2023)		Adams Avenue Sidewalk; 40th Street to 42nd Street	Construct missing curb, gutter, and sidewalk	2024	\$ 2,063,000	\$ 1,691,600	\$ -	\$ -	\$ -	\$ 1,691,600	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-004(2023)		Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4	Construct Phase 5 of trail. This will complete the trail and fill the gap between Phase 3 and Phase 4	2024	\$ 732,400	\$ 682,817	\$ -	\$ -	\$ -	\$ 682,817	\$ -	\$ -	\$ -	\$ -

# **Carbon Reduction Program (CRP) Funded Projects**

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**DRAFT  
2024 - 2029  
TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
PROJECTS**

*For the*

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



Print Date: 6-Jun-23																	
County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year 2023	Allocation of Programmed Funds per Federal Fiscal Year				Concept Development	
		AQ +			Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029
Salt Lake/ West Valley Urban Area																	
Salt Lake	UTA	PM2.5	Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	\$ 3,000,000	\$ 2,500,000	\$ 1,750,000	\$ 580,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake/ Utah Inland Port Authority	PM2.5	Newproject-S_CMAQ-001(2021)	19683	Electrified Truck Parking Facility (700 North John Glenn Road )	Construct Secure Truck Parking Electrification Facility	2021	\$ 9,681,992	\$ 2,412,792	\$ -	\$ 1,000,000	\$ 1,412,792	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Regular	CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	#REF!	\$ 963,771	\$ 3,464,264	\$ 637,466	\$ 326,305	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Var	Regular	Newproject-S_STP-004(2021)	19632	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	\$ 2,021	\$ 600,000	\$ 559,380	\$ -	\$ -	\$ 559,380	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bluffdale	Regular	New Project	16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$ -	\$ 532,344	\$ 532,344	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	Regular	Newproject-S_CMAQ-003(2021)	19685	5490 West 7800 South Roundabout	Construct the south side, center and sides of a roundabout. Access control is strict with midblock access provided with RCUT islands.	2021	\$ 1,500,000	\$ 745,000	\$ -	\$ -	\$ 245,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City/ West Valley City	Var	Newproject-S_CRP-001(2023)		On-Route Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Holladay	Var	Newproject-S_CRP-002(2023)		Signal Optimization Enhancements (Multiple Intersections)	Signal Optimization, improving travel time and signal timing (19 Intersections)	2024	\$ 1,152,800	\$ 1,074,755	\$ -	\$ -	\$ -	\$ 1,074,755	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	Highland Dr	Newproject-S_CRP-003(2023)		Highland Drive Protected Trail; Fort Union Blvd to Villaire Ave	Construct 8-ft asphalt trail on east side of Highland Drive	2024	\$ 2,094,300	\$ 1,952,516	\$ -	\$ -	\$ -	\$ 1,952,516	\$ -	\$ -	\$ -	\$ -
0																	

DRAFT 2024-2029 Transportation Improvement Program (TIP)  
Carbon Reduction Program (CRP)

Ogden/ Layton Urbanize Area																		
Weber	UTA	Regular	CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	#REF!	\$ 476,014	\$ 1,608,700	\$ 314,260	\$ 161,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	Regular	New Project - 018( )	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$ -	\$ 110,000	\$ 563,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	UTA	PM2.5	Newproject-028(2020)	18829	On Route Electric Bus Charging Infrastructure	Construct electric charging station for 10 electric buses.	2020	\$ 1,500,000	\$ 1,398,450	\$ -	\$ 1,398,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden/ UDOT	PM2.5	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,185,477	\$ -	\$ 285,477	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	Var	Newproject-O_CRP-001(2023)		Roy Municipal Bldg. Electric Vehicle Charging Stations 5051 South 1900 West	Installation of four (4) electric vehicle charging stations	2024	\$ 100,500	\$ 93,696	\$ -	\$ -	\$ -	\$ 93,696	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	West Point	1800 North	Newproject-O_CRP-002(2023)		1800 North & 4500 West Intersection	Improve Intersection Functionality Construct Round-about	2024	\$ 2,087,300	\$ 1,013,690	\$ -	\$ -	\$ -	\$ 1,013,690	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Syracuse	Antelope Drive	Newproject-O_CRP-003(2023)		Antelope Drive Shared Use Trail-Phase I; Causeway Gatehouse to Doral Drive	Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island	2024	\$ 2,246,700	\$ 349,906	\$ -	\$ -	\$ -	\$ 349,906	\$ -	\$ -	\$ -	\$ -	\$ -

# Glossary of Federal Funding Types

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**Draft**  
**2024-2029**  
**TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP)**  
**PROJECTS**

*For the*

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







# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309_FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
BFP_BR_MAIN	BRIDGE FORMULA PROGRAM - MAIN	BRIDGE	93.23	Y	F
BFP_BR_MN/OFF	BRIDGE FORMULA PROG.-MAIN/OFF SYS.	BRIDGE	100.00	Y	F
BFP_BR_MN_L	BRIDGE FORMULA PROG MAIN W LOCAL MATCH	BRIDGE	93.23	Y	F
BFP_BR_OFF	BRIDGE FORMULA PROGRAM - OFF SYSTEM	BRIDGE	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
CARBON_CMPO	CARBON REDUCTION FOR LOGAN AREA	STP	93.23	Y	F
CARBON_DMPO	CARBON REDUCTION FOR DIXIE AREA	STP	93.23	Y	F
CARBON_FLEX	CARBON REDUCTION PROG. FLEX	STP	93.23	Y	F
CARBON_JHC	CARBON REDUCTION FOR JHC AREAS	STP	93.23	Y	F
CARBON_O/L	CARBON REDUCTION FOR O/L	STP	93.23	Y	F
CARBON_P/O	CARBON REDUCTION FOR P/O	STP	93.23	Y	F
CARBON_SL	CARBON REDUCTION FOR SL AREA	STP	93.23	Y	F
CMAQ_BOX_EL1	CONGESTION MITIGATION @100%	CMAQ	100.00	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_PM2.5_1	CMAQ 2.5 @ 100% PRORATA	CMAQ	100.00	Y	F
CMAQ_TOOELE	CONGESTION MITIGATION/AIR QUALITY (TOOELE)	CMAQ	93.23	Y	F
CMAQ_TOOELE1	CMAQ TOOELE @ 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
COVID_UTA	CRRSAA FUNDS FOR UTA	STP	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_TFPF	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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_2019_FBD	FERRY BOAT DISC FUND FOR 2019	EARMARK	80.00	Y	F
EM_2020_FBD	FERRY BOAT DISC FUND FOR 2020	EARMARK	80.00	Y	F
EM_2021_FBD	FERRY BOAT DISC FOR 2020	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
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_2019	EMERGENCY RELIEF - 2019	ER	100.00	Y	F
ER_2019@93.2	EMERGENCY RELIEF - 2019 @ 93.23	ER	93.23	Y	F
ER_2020	EMERGENCY RELIEVE FMIS FAST ACT	ER	93.23	Y	F
ER_2020_100%	EMERGENCY RELIEF - 100%	ER	100.00	Y	F
ER_2022	EMERGENCY RELIEF 2022	ER	93.23	Y	F
ER_2022@100	EMERGENCY RELIEF - 2022 - 100%	ER	100.00	Y	F
ER_OTHER	EMERGENCY RELIEF - OTHER EVENTS	ER	100.00	Y	F
FA_ATCMDT	ADVANCED TECH DEPLOY GRANT	MISC	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
FA_STIC_2019	2019 STIC TECH INNOVATE DEPLOYMENT	MISC	100.00	Y	F
FA_STIC_2021	2021 STIC TECH INNOVATIION	MISC	100.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F



# UDOT electronic Program Management

## STIP Planning Fund Table



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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
FTA_5312_80	FTA SECTION 5312 @ 80%	FTA	80.00	Y	F
FTASEC_3028	FED TRANSIT ADMINISTRATION SEC 3028	STATE	80.00	Y	F
FTASEC_5303	FED TRANSIT ADMINISTRATION	PL	80.00	Y	F
FTASEC_5307	FED TRANSIT ADMINISTRATION SEC. 5307	STATE	80.00	Y	F
FTASEC_5309	FED TRANSIT ADMINISTRATION SEC 5309	STATE	80.00	Y	F
FTASEC_5310	FED TRANSIT ADMINISTRATION SEC 5310	STATE	80.00	Y	F
FTASEC_5320	TRANSIT IN THE PARK FUNDING	LOCAL	80.00	Y	F
FTASEC_5337	SECTION 5337 STATE OF GOOD REPAIR FUNDS	LOCAL	80.00	Y	F
FTASEC_5339	FED TRANSIT ADMINISTRATION SEC 5339	STATE	80.00	Y	F
FTA_5303	FTA-MPO (CPG) FUNDS @ 93.23 % PRORATA	PL	93.23	Y	F
FTA_5303_100	FTA MPO FUNDS @100 %	PL	100.00	Y	F
FTA_5304_80%	FTA SEC_5304 GRANT @ 80%	LOCAL	80.00	Y	F
FTA_5307_100	FTA FUNDS @ 100 % PRO RATA	FTA	100.00	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_77.	FTA 5312 FUNDS AT 77.5% PRORATA	FTA	77.48	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
FTA_5338	FTA SECTION 5338	FTA	80.00	Y	F
FTA_5339_80	FTA SECTION 5339 @ 80 %	LOCAL	80.00	Y	F
FTA_5339_80A	FTA FORMULA FUNDS	FTA	80.00	Y	F
FTA_5339_80B	FTA - DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_80C	LO/NO DISCRETIONARY FUNDS	FTA	80.00	Y	F
FTA_5339_85	FTA BUS & BUS FACILITY FUNDS	LOCAL	85.00	Y	F
FTA_ARPA_100	FTA ARPA FUNDS @ 100%	FTA	100.00	Y	F
FTA_CARE_100	FEDERAL CARES ACT @ 100%	FTA	100.00	Y	F
FTA_CRRSAA_1	FTA CRRSAA FUNDS @ 100%	FTA	100.00	Y	F
FTA_ILL	FED TRANSIT ADMINISTRATION ILLUSTRATIVE	STATE	80.00	Y	F
HIF_O/L_80%	HIF WITH PRO-RATA OF 80%	STP	80.00	Y	F
HIP_COMUNITY	HIGHWAY IMPROVEMENT PROG. EARMARK	EARMARK	93.23	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_FLEX	10% THAT MAY BE USED ON SPECIFIC	SAFETY	93.23	Y	F



# UDOT electronic Program Management

## STIP Planning Fund Table



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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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
HSIP_VRU	VULNERABLE ROAD USER SAFETY	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_BOND	LOCAL BOND FUNDING	LOCAL	0.00	Y	L
LOCAL_CMPO	LOCAL FUNDS FROM CMPO	LOCAL	0.00	Y	O
LOCAL_GOV	LOCAL GOVERNMENT FUNDS	LOCAL	0.00	Y	L
LOCAL_INKIND	LOCAL IN KIND (SOFTMATCH)	LOCAL	0.00	Y	O
LOCAL_MAG	LOCAL FUNDS FROM MAG	LOCAL	0.00	Y	L
LOCAL_MATCH	LOCAL MACHING FUNDS	LOCAL	0.00	Y	L
LOCAL_UNCOL	LOCAL GOVERNMENT UNCOLLECTED FUNDS	LOCAL	0.00	Y	O
LOCAL_WFRC	LOCAL FUNDS FROM WFRC	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	O
MAG_EXCHANGE	STATE/ FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NEVI	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	MISC	80.00	Y	F
NEVI@100%	NAT'L ELECTRIC VEHICLE INFRASTRUCTURE	NHPP	100.00	Y	F
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
NSFL&TPGRANT	NAT'L SIG FED LAND & TRIBAL GRANT	MISC	100.00	Y	F
NSTI	NATIONAL SUMMER TRANSPORTATION INSTITUTE	MISC	100.00	Y	F
OTHER	PRIVATE FUNDS	MISC	0.00	Y	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
PL_WFRC_100	PLANNING WFRC AT 100 %	STP	100.00	Y	F
PROTECT_FLEX	PROTECT FUNDING ANY AREA	MISC	80.00	Y	F
PROTECT_FX_1	PROTECT FLEX ANY AREA @ 100%PRO	MISC	100.00	Y	F
PROTECT_PLAN	PROTECT PANNING FUNDS	MISC	100.00	Y	F



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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
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_COVID_OL	CRRSAA FUND FOR 2021- OGDEN LAYTON	STP	100.00	Y	F
STP_COVID_PO	CRRSAA FUNDS FOR 2021 FOR PROVO OREM	STP	100.00	Y	F
STP_COVID_SL	CRRSAA BILL - 2021 SALT LAKE	STP	100.00	Y	F
STP_COVID_ST	CRRSAA FUNDS FOR STATEWIDE	STP	100.00	Y	F
STP_ENH_EAC	STP - ENHANCEMENT - ADVISORY COMM	STP	80.00	Y	F
STP_ENH_ST	STP - ENHANCEMENT - STATE	STP	80.00	Y	F
STP_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_BR	HIF BRIDGE REPLACE & REHAB	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





# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
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_SU_UDOT	STP SMALL URBAN FUNDS - UDOT	STP	93.23	Y	F
STP_SU_WFRC	STP - SMALL URBAN (WFRC)	STP	93.23	Y	F
STP_TAP_ST	CONVERTED TAP FUNDS TO STP	TAP	93.23	Y	F
STP_UB_O/L_U	STP URBAN EXCHANGE O/L WITH WFRC	STP	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_URB_SL_U	UDOT'S STP FUNDS FROM WFRC EXCHANGE	STP	93.23	Y	F
STP_UR_O/L@1	STP - O/L URBAN AREA @ 100%	STP	100.00	Y	F
STP_UR_P/O@1	STP-URBAN STEA 03 FUNDS	STP	100.00	Y	F
ST_ADA_RAMPS	STATE CONST-ADA RAMP PLACEMENTS	STATE	0.00	Y	S
ST_APPROP	STATE APPROPRIATED BUDGET	STATE	0.00	Y	S
ST_ATMS	STATE CONST - ATMS STATEWIDE	STATE	0.00	Y	S
ST_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_CAV	CONNECTED AUTONOMOUS VEHICLE	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_CEV	STATE CONST - CORRIDOR STUDIES & CEVP	STATE	0.00	Y	S
ST_CORR_PRES	OTHER CORRIDOR PRESERVATION FUNDS	STATE	0.00	Y	S
ST_EMERGING	EMERGING AREA PLAN - SB2	STATE	0.00	Y	S
ST_ER_FUND	STATE EMERGENCY RELIEF FUNDS	STATE	0.00	Y	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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_EXPRESS	EXPRESS LANES REVENUE - CAPITAL PRGM	STATE	0.00	Y	S
ST_FWY_OPS	STATE FREEWAY OPERATIONAL FUNDS	STATE	0.00	Y	S
ST_GF_BRIDGE	GENERAL FUND - BRIDGE PROGRAM	STATE	0.00	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_SB3	GENERAL FUNDS - SB3 (2021)	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_GF_TPA	TECHNICAL PLANNING ASSISTANCE - HB3	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_ITS	STATE ITS FUNDS	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
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_PARK_LEG	STATE PARK LEGISLATIVE 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	S
ST_QTR_QTR	QUARTER OF QUARTER	STATE	0.00	Y	S
ST_RESEARCH	STATE RESEARCH MATCH FUNDS	STATE	0.00	Y	S
ST_RET_ROW	STATE FUNDS RETAINED FROM RIGHT OF WAY	STATE	0.00	Y	S
ST_RET_ROW_S	STATE RETAINED ROW FUNDS	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_SB115	COUNTY OF 1ST CLASS 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





# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_STLMNT	STATE SETTLEMENT FUNDS	STATE	0.00	Y	S
ST_STUDIES	STATEWIDE CORRIDOR STUDIES	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_CPO	STATE TIF EXCHANGE WITH CMPO	STATE	0.00	Y	S
ST_TIFEX_MAG	STATE TIF EXCHANGE WITH MAG	STATE	0.00	Y	S
ST_TIF_ACT	STATE TIF ACTIVE FUNDS	STATE	0.00	Y	S
ST_TIF_CC	TIF SPECIFICALLY FOR COTTONWOOD CYNS.	STATE	0.00	Y	S
ST_TIF_EXCH	TIF FUNDS EXCHANGED FOR FEDERAL FUNDS	STATE	0.00	Y	S
ST_TIF_FMLM	STATE TIF FIRST MILE LAST MILE	STATE	0.00	Y	S
ST_TIF_HB377	GENERAL FUND - HB 377 (2013)	STATE	0.00	Y	S
ST_TIF_HB433	FUNDS PROGRAMMED BY HB433	STATE	0.00	Y	S
ST_TIF_MATCH	STATE TIF MATCH FUNDS	STATE	0.00	Y	S
ST_TIF_PRES	TIF FUNDS DEDICATED TO PRESERVATION	STATE	0.00	Y	S
ST_TIF_PRS_S	TIF FUNDS FOR BRIDGE PRESRVATION	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
ST_TSP_MS4	TRANSPORTATION SOLUTIONS MS4 FUNDS	STATE	0.00	Y	S
ST_TTIF	STATE TRANS TRANSPORTATION INVEST FUND	STATE	0.00	Y	S
ST_TTIF_FMLM	STATE TTIF FIRST MILE LAST MILE FUNDING	STATE	0.00	Y	S
ST_UNITMATCH	STATE FUNDS FROM UNIT CODE	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_SU_WFRC	TRANS ALT PROGRAM - WFRC	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
TFER_2_UTA	FUNDS TRANSFER TO UTA	WFRC	93.23	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
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



# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TRANSFER2UTA	FEDERAL FUNDS TRANSFERRED TO UTA	MISC	100.00	Y	F
UPRR	UNION PACIFIC RAILROAD	LOCAL	0.00	Y	O
UTA_FUNDS	UTA FUNDS	LOCAL	0.00	Y	O
UTA_HB322	UTA FUNDS FROM HB 322	STATE	0.00	Y	S
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O
UTCO_TRAN_TX	UTAH COUNTY TRANS TAX	LOCAL	0.00	Y	O



# **State & Other Federal Highway Administration Funds ePM Tables For –**

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

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National Highway Performance Program (NHPP)

- Interstate Maintenance (NHPP-IM)
- National Highway System (NHPP-NHS)
- Bridge On - State System (NHPP-BR)

Any Area Statewide Bridge Replacement  
Off System – Local

Off System – Optional

Highway Safety Improvement Program (HSIP)

Safety Any Area

Rail/ Highway Crossing – Hazard Elimination

Recreational Trails Program

Safe Routes to School

Economic Recovery

Surface Transportation Program Flexible Funding

Other Federal Funds

State Transportation Investment Funds

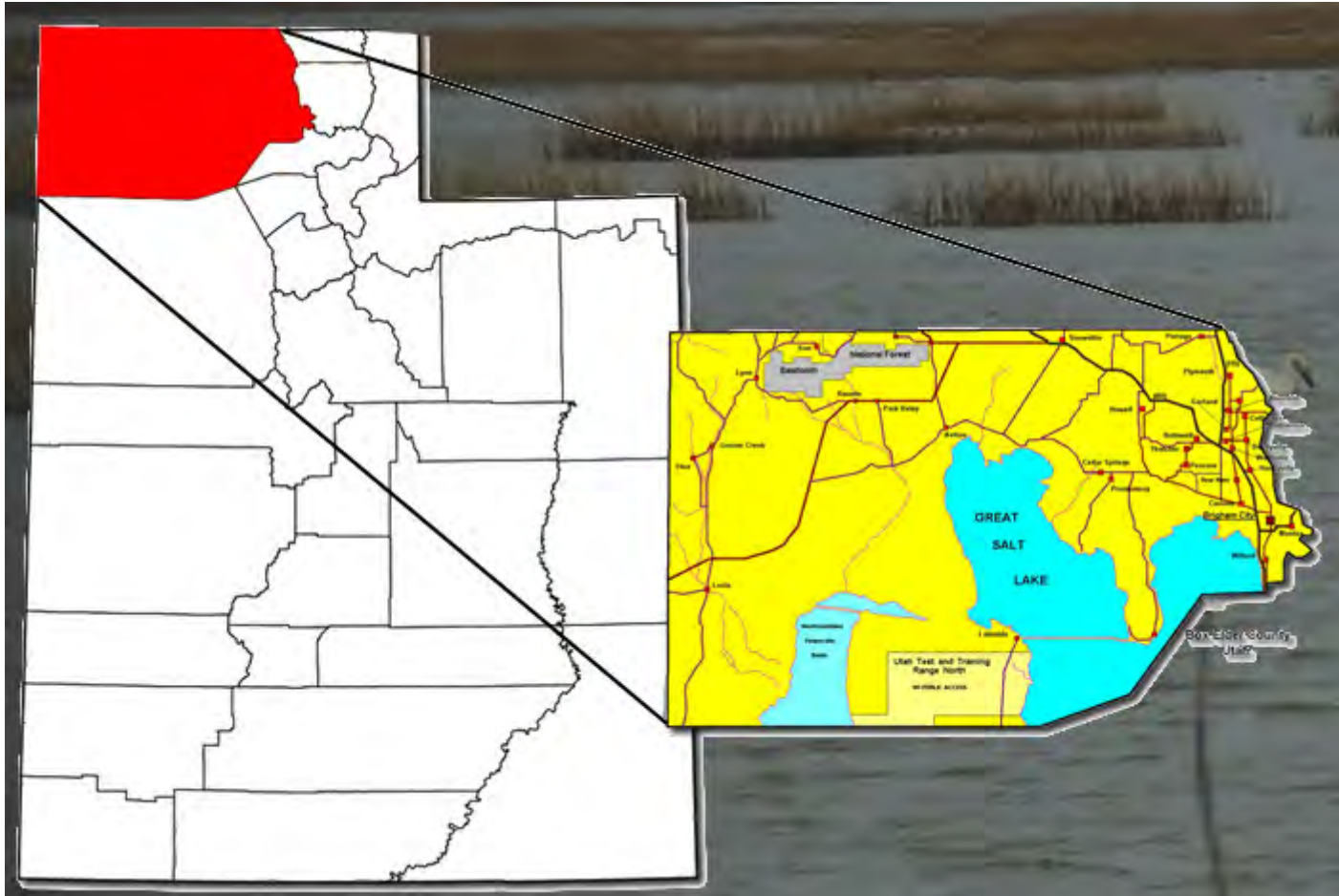
Statewide Pavement Program



# **Box Elder County**

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

Only the projects within the urbanized boundaries of the Ogden/ Layton area (Brigham City, Perry, and Willard) are actually part of the WFRC 2023-2028 Transportation Improvement Program (TIP). All other projects in the Box Elder County section of this table are listed for reference only.





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Box Elder County Projects															
BOX EL	19478	Scoping	F-R199(320)6	30	6	Grouse Creek Bridge Replacement (0C 459)				New Bridge/Bridge Replacement					
		To Be Adv Dt: 01/16/24				SR-30; MP 6.04 - 6.22									
		NHPP_BR			\$0		\$4,000,000		\$0		\$0	\$4,000,000	\$3,729,200	\$270,800	\$0
		NHPP_NHS			\$0		\$250,000		\$0		\$0	\$250,000	\$233,075	\$16,925	\$0
		STP_COVID_ST			\$750,000		\$0		\$0		\$0	\$750,000	\$750,000	\$0	\$0
		Total			\$750,000		\$4,250,000		\$0		\$0	\$5,000,000	\$4,712,275	\$287,725	\$0
BOX EL	15677	Scoping	F-0089(456)423	89	423	7	US-89; SR-126 to Perry				High Volume				
		To Be Adv Dt: 01/10/24					US-89; MP 423.22 - 430.13								
		NHPP_NHS			\$9,220,000		\$44,780,000		\$0		\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$0
		ST_TRANS_SOL			\$0		\$0		\$0		\$0	\$0	\$0	\$0	\$0
		Total			\$9,220,000		\$44,780,000		\$0		\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$0
BOX EL	16938	STIP	F-1098(2)1	1098	1	1200 West Box Elder Creek Bridge at 600 North				New Bridge/Bridge Replacement					
		To Be Adv Dt:					Cnty:FA-1098; MP .81 - .81								
		LOCAL_GOV			\$0		\$53,000		\$0		\$0	\$53,000		\$0	\$53,000
		STP_URB_O/L			\$0		\$1,697,000		\$0		\$0	\$1,697,000	\$1,582,113	\$0	\$114,887
		Total			\$0		\$1,750,000		\$0		\$0	\$1,750,000	\$1,582,113	\$0	\$167,887
BOX EL	21197	Funding	NEWPROJ(21197)	1098		1	1200 West; 600 North to Industrial Way				Reconstruct & Widening				
		To Be Adv Dt:					Cnty:FA-1098; MP .24 - .81								
NEW		LOCAL_GOV			\$0		\$0		\$0		\$6,750,168	\$6,750,168	\$0	\$0	\$6,750,168
		STP_URB_O/L			\$0		\$0		\$0		\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total			\$0		\$0		\$0		\$8,895,400	\$8,895,400	\$2,000,000	\$0	\$6,895,400
BOX EL	18257	Scoping	F-I84-4(7)0	MULT			Bridge Replacement & Rehabilitation near Tremonton				Replacement and Rehabilitation - Structure				
		To Be Adv Dt: 02/01/24					POCATELLO/VALLEY - OVERPASS; MP .00 - .25 & BOTHWELL INT. - OVERPASS; MP .00 - .12 & SR-102; MP 14.00 - 14.49								
		NHPP_BR			\$2,009,000		\$16,491,000		\$0		\$0	\$18,500,000	\$17,247,550	\$1,252,450	\$0
BOX EL	20773	Funding	NEWPROJ(20773)	MULT			I-84 Bridge Replacements; Blue Creek & Howell				Rehabilitation or Replacement				
		To Be Adv Dt:					I-84; MP 20.17 - 20.38 & I-84; MP 26.44 - 26.62								
NEW		NHPP_BR			\$0		\$0		\$24,500,000		\$0	\$24,500,000	\$22,841,350	\$1,658,650	\$0
		ST_BRIDGE			\$0		\$0		\$3,000,000		\$0	\$3,000,000	\$0	\$3,000,000	\$0
		Total			\$0		\$0		\$3,000,000		\$0	\$27,500,000	\$22,841,350	\$4,658,650	\$0
BOX EL	13932	Scoping	F-LC03(22)	OTHER			750 North 200 West, Willard City				Intersection Modification				
		Will Not Adv					750 North 200 West, Willard City, Utah								
		CMAQ_BOX_ELD			\$0		\$91,172		\$0		\$0	\$91,172	\$85,000	\$0	\$6,172
BOX EL	20552	Scoping	S-R199(358)	OTHER			Historic Orchard Parkway Shared Use Path				Local/MPO/Other Agency Pass-Through				
		Will Not Adv					Historic Orchard Drive 750 N to 8700 S. Willard								
		LOCAL_MATCH			\$0		\$1,200,000		\$0		\$0	\$1,200,000	\$0	\$0	\$1,200,000
		ST_TIF_ACT			\$0		\$4,800,000		\$0		\$0	\$4,800,000	\$0	\$4,800,000	\$0
		Total			\$0		\$6,000,000		\$0		\$0	\$6,000,000	\$0	\$4,800,000	\$1,200,000



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Box Elder County Projects</b>												
BOX EL	20553	Scoping	S-R199(359)	OTHER	1200 W. Trail from 2250 S. to 3600 S. Perry				Local/MPO/Other Agency Pass-Through			
		Will Not Adv			1200 West Trail from 2250 South to 3600 South in Perry							
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$480,000	\$0	\$0	\$0	\$480,000	\$0	\$0	\$480,000
		ST_TIF_ACT		\$1,493	\$1,918,507	\$0	\$0	\$0	\$1,920,000	\$0	\$1,920,000	\$0
		Total		\$1,493	\$2,398,507	\$0	\$0	\$0	\$2,400,000	\$0	\$1,920,000	\$480,000
BOX EL	14841	Scoping	S-LC03(25)	OTHER	1200 West; 3600 S. to S. Perry Boundry Extension				TIF - Transportation Investment Fund			
		Will Not Adv			1200 West; 3600 South to Southern Perry Boundary							
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$207,915	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,915
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$1,875,028	\$204,121	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	\$0
		Total		\$1,875,028	\$412,035	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,915
BOX EL	14848	Scoping	F-LC03(26)	OTHER	1200 W; 2250 S. to 775 W., Bike Trail, Perry				Pedestrian/Bike facility			
		To Be Adv Dt: 02/09/24			1200 West, 2250 South to 775 West							
		CMAQ_BOX_ELD		\$10,726	\$651,274	\$0	\$0	\$0	\$662,000	\$617,183	\$0	\$44,817
		LOCAL_GOV'T		\$0	\$33,000	\$0	\$0	\$0	\$33,000	\$0	\$0	\$33,000
		Total		\$10,726	\$684,274	\$0	\$0	\$0	\$695,000	\$617,183	\$0	\$77,817
BOX EL	19681	STIP	F-R199(328)	OTHER	Brigham City Park n Ride Lot 1100 So (HWY 91)				UTA/Transit			
		To Be Adv Dt:			Brigham City Park n Ride Lot - approx 1100 West on 1100 South (Hwy 91)							
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,581,929	\$1,581,929	\$1,474,832	\$0	\$107,097
BOX EL	20306	STIP	F-R199(348)	OTHER	1200\ 1100 West; 1100 South to 1600 South, Perry				Intersection Modification			
		To Be Adv Dt:			Project will extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor							
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$2,037,600	\$2,037,600	\$0	\$0	\$2,037,600
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$2,964,500	\$2,964,500	\$2,763,803	\$0	\$200,697
		Total		\$0	\$0	\$0	\$0	\$5,002,100	\$5,002,100	\$2,763,803	\$0	\$2,238,297
BOX EL	20336	STIP	F-R199(354)	OTHER	Utha Idaho Central Railroad - Trail Design				Pedestrian/Bike facility			
		To Be Adv Dt:			Utah Idaho Central (UIC) Railroad Cooridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary							
		TAP_URB_O/L		\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$186,460	\$0	\$13,540
BOX EL	19557	STIP	UT-FTBR-PA-WIBA(1)		WILLARD BAY WEST ACCESS ROAD PHASE I - STUDY				Federal Lands Access Program			
		To Be Adv Dt:			WILLARD BAY WEST ACCESS ROAD PHASE I - UT FTBR PA WIBA(1)							
		FLHP		\$0	\$100	\$0	\$0	\$0	\$100	\$100	\$0	\$0
BOX EL	19563	STIP	UT-FTFW-BERI(10)1		Auto Tour Route - UT FTFW BERI 10(1)				Federal Lands Access Program			
		To Be Adv Dt:			Auto Tour Route - Rehabilitate Auto Tour Route 10							
		FLHP		\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000	\$1,300,000	\$0	\$0

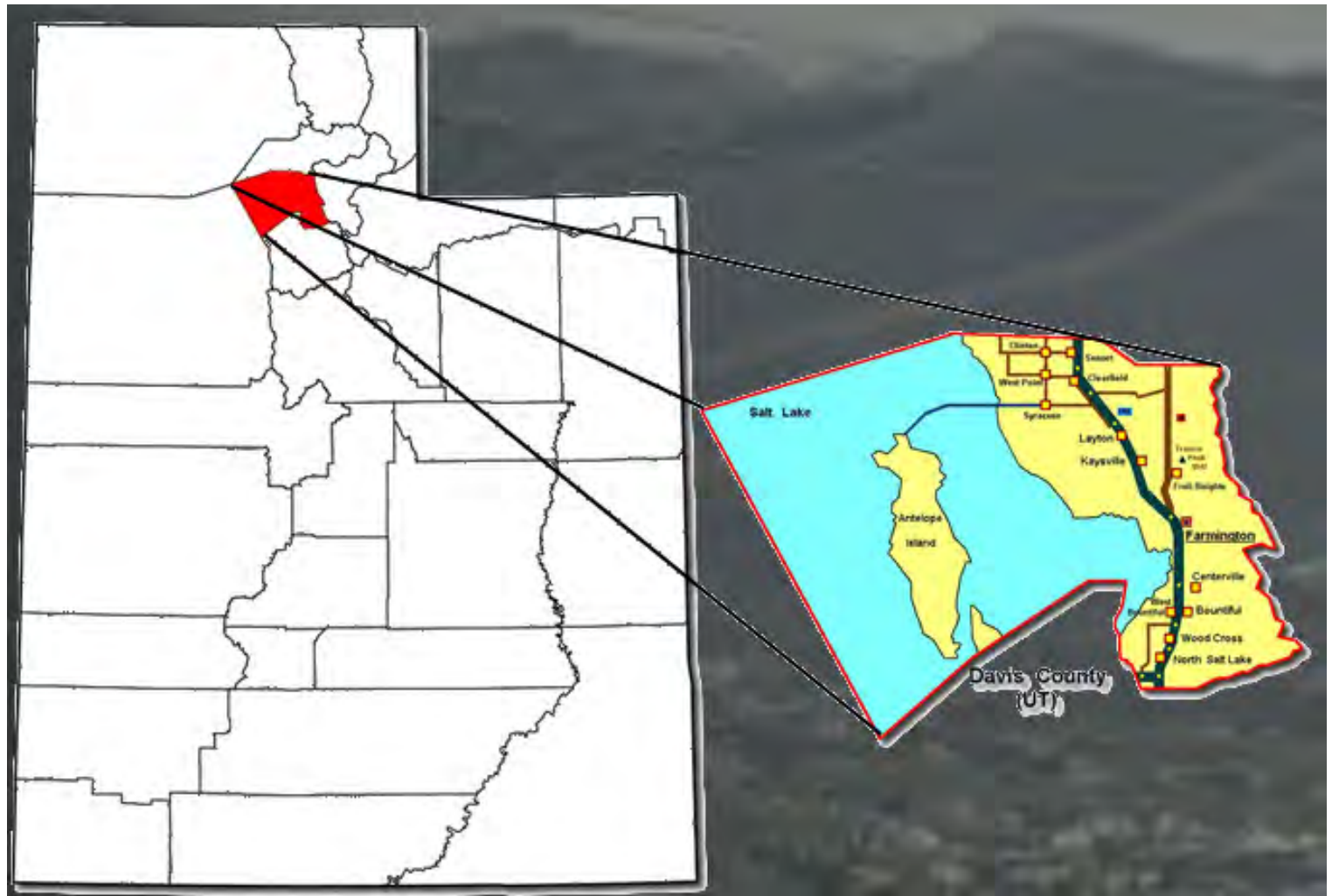


# Davis County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden/ Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Davis County include;

Bountiful  
Centerville  
Clearfield  
Clinton  
Farmington  
Fruit Heights  
Kaysville  
Layton  
North Salt Lake  
South Weber  
Sunset  
Syracuse  
West Bountiful  
West Point  
Woods Cross





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status Fund	Project No. Prior	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			State	Other
				2024	2025	2026	2027				CD	Total	Fed Aid		
<b>Davis County Projects</b>															
DAVIS	17812	Scoping Will Not Adv	S-I15-7(361)313	15	313	24	I-15 Ramp Destination Sensors in Davis County I-15; MP 313.00 - 337.00				Local/MPO/Other Agency Pass-Through				
		LOCAL_GOV		\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
DAVIS	15022	Undr Const Will Not Adv	S-0037(13)	37		2	SR-37; Corridor Preservation SR-37; MP .00 - 2.00				Corridor Preservation				
		ST_CORR_PRES		\$5,396,982	\$1,044,645	\$0	\$0	\$0	\$0	\$0	\$0	\$6,441,627	\$0	\$6,441,627	\$0
DAVIS	20465	STIP To Be Adv Dt:	S-0037(21)0	37		2	SR-37; SR-108 to 250 W. Reconstruct & Widening SR-37; MP .00 - 2.00				Widen Existing Facility				
		ST_TIF		\$0	\$0	\$0	\$110,000,000	\$0	\$0	\$0	\$0	\$110,000,000	\$0	\$110,000,000	\$0
DAVIS	21237	Funding To Be Adv Dt:	NEWPROJ(21237)	37	5		1800 North & 4500 West Intersection SR-37; MP 4.51 - 4.51				Intersection Modification				
NEW		CARBON_O/L		\$0	\$0	\$1,087,300	\$0	\$0	\$0	\$0	\$0	\$1,087,300	\$1,013,690	\$0	\$73,610
		LOCAL_GOV		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
		Total		\$0	\$0	\$2,087,300	\$0	\$0	\$0	\$0	\$0	\$2,087,300	\$1,013,690	\$0	\$1,073,610
DAVIS	13363	Undr Const Will Not Adv	S-R199(190)	68	66		FY2015 Region One TAP, North Salt Lake SR-68; MP 65.62 - 65.82				Trails				
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$34,250	\$0	\$0	\$0	\$0	\$0	\$0	\$34,250	\$0	\$0	\$34,250
		ST_PVMT		\$98,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$98,750	\$0	\$98,750	\$0
		Total		\$98,750	\$34,250	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$98,750	\$34,250
DAVIS	20328	STIP To Be Adv Dt:	F-0068(139)64	68	65	1	Redwood Road Missing Sidewalks; 75 No to 965 No SR-68; MP 64.64 - 65.61				Pedestrian/Bike facility				
		LOCAL_GOV		\$0	\$40,202	\$0	\$0	\$0	\$0	\$0	\$0	\$40,202	\$0	\$0	\$40,202
		TAP_URB_O/L		\$0	\$243,098	\$0	\$0	\$0	\$0	\$0	\$0	\$243,098	\$226,640	\$0	\$16,458
		Total		\$0	\$283,300	\$0	\$0	\$0	\$0	\$0	\$0	\$283,300	\$226,640	\$0	\$56,660
DAVIS	13480	Scoping Will Not Adv	S-R199(198)	89	399		US-89; Nicholls Rd Grade Separation, Frontage Rds. US-89; MP 398.60 - 398.80 & US-89; Mutton Hollow to Oak Hills, East and West side Frontage Roads				New Capacity				
		ST_CONCPT_D1		\$34,668	\$17,460	\$0	\$0	\$0	\$0	\$0	\$0	\$52,128	\$0	\$52,128	\$0
		ST_TIF		\$953,277	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$953,277	\$0	\$953,277	\$0
		Total		\$987,945	\$17,460	\$0	\$0	\$0	\$0	\$0	\$0	\$1,005,405	\$0	\$1,005,405	\$0
DAVIS	10021	Scoping Will Not Adv	F-LC11(48)	89	400		Fruit Heights / Kaysville 400/200 North US-89; MP 399.70 - 399.80				UTA/Transit				
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$1,322,536	\$1,322,536	\$1,322,536	\$1,233,000	\$0	\$89,536
DAVIS	13120	STIP To Be Adv Dt: 09/06/16	F-LC11(59)	89	399		Nicholls Road / US-89 Grade Searation US-89; MP 398.50 - 398.90				PE				
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$1,081,100	\$1,081,100	\$1,081,100	\$1,007,910	\$0	\$73,190



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Davis County Projects														
DAVIS	18835	Active	F-0089(537)402	89	402	East/ West Kay's Creek Trail Connections				Transportation Alternatives				
		To Be Adv Dt: 10/16/23												
		LOCAL_GOV			\$0	\$366,549	\$0	\$0	\$0	\$0	\$366,549	\$0	\$0	\$366,549
		TAP_URB_O/L			\$125,000	\$298,951	\$0	\$0	\$0	\$0	\$423,952	\$395,250	\$0	\$28,702
		Total			\$125,000	\$665,500	\$0	\$0	\$0	\$0	\$790,500	\$395,250	\$0	\$395,250
DAVIS	15917	Active	F-0105(8)1	105	1	PARRISH LN (SR105) 400 WEST INTERSEC CENTERVILLE				Intersection Improvements				
		To Be Adv Dt: 03/18/24												
		CMAQ_PM2.5			\$321,785	\$1,113,794	\$0	\$0	\$0	\$0	\$1,435,579	\$1,338,390	\$0	\$97,189
		CMAQ_WFRC			\$1,433,215	\$68,447	\$0	\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$0	\$101,663
		LOCAL_GOV			\$0	\$0	\$288,208	\$0	\$0	\$0	\$288,208	\$0	\$0	\$288,208
		STP_COVID_OL			\$441,652	\$0	\$0	\$0	\$0	\$0	\$441,652	\$441,652	\$0	\$0
		Total			\$2,196,652	\$1,182,241	\$288,208	\$0	\$0	\$0	\$3,667,102	\$3,180,042	\$0	\$487,060
DAVIS	16933	Scoping	F-0106(21)8	106	8	1 Main Street (SR-106); Park Lane to Shepard Lane				Reconstruct & Widening				
		To Be Adv Dt: 02/03/25												
		LOCAL_GOV			\$0	\$84,200	\$0	\$0	\$0	\$0	\$84,200	\$0	\$0	\$84,200
		STP_URB_O/L			\$930,000	\$2,186,583	\$0	\$0	\$0	\$0	\$3,116,583	\$2,905,591	\$0	\$210,993
		TAP_FLEX			\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		Total			\$930,000	\$3,343,400	\$0	\$0	\$0	\$0	\$4,273,400	\$3,905,591	\$72,616	\$295,193
DAVIS	21194	Funding	NEWPROJ(21194)	106	5	1 200 East (SR-106); Glovers Lane to Lund Lane				Pedestrian/Bicycle Safety				
		To Be Adv Dt:												
NEW		LOCAL_GOV			\$0	\$0	\$0	\$0	\$1,770,868	\$1,770,868	\$0	\$0	\$1,770,868	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232	
		Total			\$0	\$0	\$0	\$0	\$3,916,100	\$3,916,100	\$2,000,000	\$0	\$1,916,100	
DAVIS	19605	STIP	F-0107(16)0	107		1 300 North; 3000 West to 4000 West - Reconstruction				Reconstruct & Widening				
		To Be Adv Dt:												
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$0	\$0	\$1,072,616	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$2,835,184	\$2,835,184	\$2,643,242	\$0	\$191,942	
		Total			\$0	\$0	\$0	\$0	\$3,907,800	\$3,907,800	\$2,643,242	\$0	\$1,264,558	
DAVIS	15680	Advertised	S-0108(36)6	108	6	2 SR-108; 300 North to 1800 North				Widen Existing Facility				
		Adv Dt:	06/03/23											
		L_BETTERMENT			\$348,430	\$6,723,648	\$0	\$0	\$0	\$0	\$7,072,078	\$0	\$0	\$7,072,078
		ST_APPROP			\$0	\$214,022	\$0	\$0	\$0	\$0	\$214,022	\$0	\$214,022	\$0
		ST_TIF			\$17,564,051	\$53,221,927	\$0	\$0	\$0	\$0	\$70,785,978	\$0	\$70,785,978	\$0
		Total			\$17,912,481	\$60,159,596	\$0	\$0	\$0	\$0	\$78,072,078	\$0	\$71,000,000	\$7,072,078
DAVIS	21218	Funding	NEWPROJ(21218)	108	8	2050 North Pedestrian Underpass on 2000 West				Pedestrian/Bike facility				
		To Be Adv Dt:												
NEW		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$2,949,694	\$2,949,694	\$2,750,000	\$0	\$199,694	
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$2,550,306	\$2,550,306	\$0	\$0	\$2,550,306	
		Total			\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$2,750,000	\$0	\$2,750,000	



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Davis County Projects</b>												
DAVIS	19855	Undr Const	S-0193(26)0	193	SR-193 Extension; SR-110 to SR-177				New Capacity			
		Adv Dt: 03/25/23			SR-193; MP .00 - .10							
		ST_TIF		\$48,520	\$9,951,480	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
DAVIS	19682	Awarded	F-0273(12)3	273	3	200 No/I-15 Interchange Left Turn Lanes (NB & SB)				Intersection Modification		
		Adv Dt: 02/25/23				SR-273; MP 2.82 - 3.06						
		CMAQ_WFRC		\$906,360	\$0	\$0	\$0	\$0	\$906,360	\$844,999	\$61,361	\$0
		STP_URB_O/L		\$78,940	\$1	\$0	\$0	\$0	\$78,941	\$73,597	\$5,344	\$0
		Total		\$985,300	\$1	\$0	\$0	\$0	\$985,301	\$918,596	\$66,705	\$0
DAVIS	18813	STIP	F-1384(1)1	1384	1	1 Main St Sidewalk; I-15 to Pacific Avenue				Transportation Alternatives		
		To Be Adv Dt:				Cnty:FA-1384; MP .80 - 1.31						
		LOCAL_GOV'T		\$0	\$0	\$0	\$71,606	\$0	\$71,606	\$0	\$0	\$71,606
		STP_URB_O/L		\$0	\$0	\$0	\$294,594	\$0	\$294,594	\$274,650	\$0	\$19,944
		Total		\$0	\$0	\$0	\$366,200	\$0	\$366,200	\$274,650	\$0	\$91,550
DAVIS	19623	STIP	F-1384(2)1	1384	1	NSL - Main Street; Pacific Avenue to 1001 North				Reconstruct & Widening		
		To Be Adv Dt:				Cnty:FA-1384; MP 1.09 - 1.56						
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$883,093	\$883,093	\$0	\$0	\$883,093
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$2,720,907	\$2,720,907	\$2,536,702	\$0	\$184,205
		Total		\$0	\$0	\$0	\$0	\$3,604,000	\$3,604,000	\$2,536,702	\$0	\$1,067,298
DAVIS	20302	STIP	F-1384(3)1	1384	2	1100 West; 2185 South to 1100 North (2600 South)				Reconstruct no widening		
		To Be Adv Dt:				Cnty:FA-1384; MP 1.57 - 1.97						
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$1,797,368	\$1,797,368	\$0	\$0	\$1,797,368
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total		\$0	\$0	\$0	\$0	\$3,942,600	\$3,942,600	\$2,000,000	\$0	\$1,942,600
DAVIS	19624	STIP	F-1388(1)4	1388	4	Centerville - 400 East; Pages Lane to Porter Lane				Reconstruct no widening		
		To Be Adv Dt:				Cnty:FA-1388; MP 3.91 - 4.37						
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$604,309	\$604,309	\$0	\$0	\$604,309
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$1,820,991	\$1,820,991	\$1,697,710	\$0	\$123,281
		Total		\$0	\$0	\$0	\$0	\$2,425,300	\$2,425,300	\$1,697,710	\$0	\$727,590
DAVIS	20304	STIP	F-1388(2)4	1388	4	400 East - 100 South to Porter Lane (400 South)				Reconstruct no widening		
		To Be Adv Dt:				Cnty:FA-1388; MP 4.36 - 4.59						
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$276,706	\$276,706	\$0	\$0	\$276,706
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$1,138,394	\$1,138,394	\$1,061,325	\$0	\$77,069
		Total		\$0	\$0	\$0	\$0	\$1,415,100	\$1,415,100	\$1,061,325	\$0	\$353,775
DAVIS	20544	Scoping	S-1395(3)2	1392	2	Town Center I-15 Trail NSL				Local/MPO/Other Agency Pass-Through		
		Will Not Adv				Cnty:FA-1392; MP 2.07 - 2.27						
		LOCAL_MATCH		\$0	\$250,800	\$0	\$0	\$0	\$250,800	\$0	\$0	\$250,800
		ST_TIF_ACT		\$0	\$376,200	\$0	\$0	\$0	\$376,200	\$0	\$376,200	\$0
		Total		\$0	\$627,000	\$0	\$0	\$0	\$627,000	\$0	\$376,200	\$250,800



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027	CD	Total	Fed Aid	State	Other	
Davis County Projects															
DAVIS	20549	Scoping Will Not Adv	S-1392(2)2		1392	2	Center Street Sidewalk; US-89 to Orchard Drive NSL Cnty:FA-1392; MP 2.35 - 2.60				Local/MPO/Other Agency Pass-Through				
		LOCAL_MATCH			\$0	\$253,620	\$0	\$0	\$0	\$0	\$253,620	\$0	\$0	\$253,620	
		ST_TTIF_FMLM			\$0	\$322,380	\$0	\$0	\$0	\$0	\$322,380	\$0	\$322,380	\$0	
		Total			\$0	\$576,000	\$0	\$0	\$0	\$0	\$576,000	\$0	\$322,380	\$253,620	
DAVIS	20548	Scoping Will Not Adv	S-1431(2)1		1431	1	10' multi use trail along 1250 W in Centerville Cnty:FA-1431; MP 1.04 - 1.69				Local/MPO/Other Agency Pass-Through				
		LOCAL_MATCH			\$0	\$280,200	\$0	\$0	\$0	\$0	\$280,200	\$0	\$0	\$280,200	
		ST_TIF_ACT			\$0	\$420,300	\$0	\$0	\$0	\$0	\$420,300	\$0	\$420,300	\$0	
		Total			\$0	\$700,500	\$0	\$0	\$0	\$0	\$700,500	\$0	\$420,300	\$280,200	
DAVIS	21192	Funding To Be Adv Dt:	NEWPROJ(21192)		1431	1	1250 West; Parrish Lane to 200 North Cnty:FA-1431; MP .87 - 1.04				Reconstruct no widening				
NEW		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$215,792	\$215,792	\$0	\$0	\$215,792	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$0	\$36,308	
		Total			\$0	\$0	\$0	\$0	\$0	\$752,100	\$752,100	\$500,000	\$0	\$252,100	
DAVIS	20547	Scoping Will Not Adv	S-1448(1)0		1448	1	Sidewalk & Bike lanes on Crestwood Rd Kaysville Cnty:FA-1448; MP .74 - 1.84				Local/MPO/Other Agency Pass-Through				
		LOCAL_MATCH			\$0	\$920,000	\$0	\$0	\$0	\$0	\$920,000	\$0	\$0	\$920,000	
		ST_TIF_ACT			\$0	\$1,380,000	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$1,380,000	\$0	
		Total			\$0	\$2,300,000	\$0	\$0	\$0	\$0	\$2,300,000	\$0	\$1,380,000	\$920,000	
DAVIS	19625	STIP To Be Adv Dt:	F-1450(0)0		1450		1 Mutton Hollow; Main Street to Fairfield Road Cnty:FA-1450; MP .00 - .78				Intersection Modification				
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,905,168	\$2,905,168	\$0	\$0	\$2,905,168	
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232	
		Total			\$0	\$0	\$0	\$0	\$0	\$5,050,400	\$5,050,400	\$2,000,000	\$0	\$3,050,400	
DAVIS	19627	Scoping To Be Adv Dt: 01/12/24	F-1458(1)0		1458		Gentile Street SRTS; 3475 W - 3200 W Cnty:FA-1458; MP .48 - .76				Pedestrian/Bicycle Safety				
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$0	\$0	\$500	
		STP_URB_O/L			\$10,000	\$0	\$0	\$0	\$0	\$164,300	\$174,300	\$162,500	\$0	\$11,800	
		Total			\$10,000	\$0	\$0	\$0	\$0	\$164,800	\$174,800	\$162,500	\$0	\$12,300	
DAVIS	20326	STIP To Be Adv Dt:	F-1466(2)0		1466	1	3200 West Safe Route to School Cnty:FA-1466; MP .50 - .66				Pedestrian/Bike facility				
		LOCAL_GOV			\$0	\$79,104	\$0	\$0	\$0	\$0	\$79,104	\$0	\$0	\$79,104	
		TAP_URB_O/L			\$0	\$87,096	\$0	\$0	\$0	\$0	\$87,096	\$81,200	\$0	\$5,896	
		Total			\$0	\$166,200	\$0	\$0	\$0	\$0	\$166,200	\$81,200	\$0	\$85,000	



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2024	2025	2026	2027		CD	Total	Fed Aid		
<b>Davis County Projects</b>														
DAVIS	18810	STIP	F-1489(1)0		1489	1	300 North; 2000 West to 3000 West			Reconstruct & Widening				
		To Be Adv Dt:					Cnty:FA-1489; MP .00 - 1.01							
		LOCAL_GOV			\$0	\$0	\$0	\$115,000	\$0	\$0	\$115,000	\$0	\$0	\$115,000
		STP_URB_O/L			\$0	\$0	\$0	\$3,197,700	\$0	\$0	\$3,197,700	\$2,981,216	\$0	\$216,484
		Total			\$0	\$0	\$0	\$3,312,700	\$0	\$0	\$3,312,700	\$2,981,216	\$0	\$331,484
DAVIS	17848	STIP	F-1504(1)3		1504	3	1500 West & 1300 North Round-a-bout			Intersection Modification				
		To Be Adv Dt:					Cnty:FA-1504; MP 3.01 - 3.01							
		CMAQ_WFRC			\$0	\$0	\$911,724	\$0	\$0	\$0	\$911,724	\$850,000	\$0	\$61,724
		LOCAL_GOV			\$0	\$0	\$1,278,376	\$0	\$0	\$0	\$1,278,376	\$0	\$0	\$1,278,376
		Total			\$0	\$0	\$2,190,100	\$0	\$0	\$0	\$2,190,100	\$850,000	\$0	\$1,340,100
DAVIS	17365	Undr Const	F-I84-5(50)1		1508	1	Adams Ave over I-84 Deck Replacement (0C 644)			Deck Repair/Replacement				
		Adv Dt: 02/25/23					Cnty:FA-1508; MP .60 - .82							
		STP_BRIDGE			\$6,100,000	\$0	\$0	\$0	\$0	\$0	\$6,100,000	\$5,687,030	\$412,970	\$0
		ST_BRIDGE			\$0	\$499,000	\$0	\$0	\$0	\$0	\$499,000	\$0	\$499,000	\$0
		Total			\$6,100,000	\$499,000	\$0	\$0	\$0	\$0	\$6,599,000	\$5,687,030	\$911,970	\$0
DAVIS	11268	Undr Const	S-R199(229)		MULT		SR-177, West Davis Hwy; I-15 & SR-67 to SR-193			New Capacity				
		Adv Dt: 04/16/20					SR-177; MP 0.00 to 15.54							
		L_BETTERMENT			\$3,114,851	\$433,812	\$0	\$0	\$0	\$0	\$3,548,663	\$0	\$0	\$3,548,663
		ST_CONST			\$40,000,000	\$0	\$0	\$0	\$0	\$0	\$40,000,000	\$0	\$40,000,000	\$0
		ST_TIF			\$607,194,303	\$130,275,698	\$119,000,000	\$0	\$0	\$0	\$856,470,000	\$0	\$856,470,000	\$0
		Total			\$650,309,154	\$130,709,509	\$119,000,000	\$0	\$0	\$0	\$900,018,663	\$0	\$896,470,000	\$3,548,663
DAVIS	15682	Scoping	S-I15-8(157)336		MULT		I-15; 1800 North Interchange			New Interchange on Existing Freeway				
		To Be Adv Dt: 01/07/25					I-15; MP 336.40 - 337.40 & I-15; MP 336.40 - 337.40 & SR-37; MP .00 - 2.00 & To add the map for the widening of roadway on sr-37							
		ST_TIF			\$69,600,000	\$0	\$0	\$0	\$0	\$0	\$69,600,000	\$0	\$69,600,000	\$0
DAVIS	15684	Advertised	S-I15-7(340)325		MULT		I-15; Shepard Ln Intchg & Ped Overpass			New Interchange on Existing Freeway				
		Adv Dt: 06/17/23					I-15; MP 323.00 - 328.00 & I-15; MP 323.00 - 328.00							
		L_BETTERMENT			\$162,000	\$5,316,894	\$0	\$0	\$0	\$0	\$5,478,894	\$0	\$0	\$5,478,894
		ST_APPROP			\$213,760	\$0	\$0	\$0	\$0	\$0	\$213,760	\$0	\$213,760	\$0
		ST_TIF			\$18,683,666	\$88,102,573	\$17,000,000	\$0	\$0	\$0	\$123,786,240	\$0	\$123,786,240	\$0
		Total			\$19,059,427	\$93,419,468	\$17,000,000	\$0	\$0	\$0	\$129,478,894	\$0	\$124,000,000	\$5,478,894
DAVIS	20300	STIP	F-R199(346)		MULT		1300 North and 1500 West Improvements			Reconstruct & Widening				
		To Be Adv Dt:					1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N							
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$1,731,268	\$1,731,268	\$0	\$0	\$0	\$1,731,268
		TAP_URB_O/L			\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$0	\$145,232
		Total			\$0	\$0	\$0	\$0	\$3,876,500	\$3,876,500	\$2,000,000	\$0	\$0	\$1,876,500
DAVIS	20320	STIP	F-0107(17)0		MULT		4500 West & 300 North Round-about			Intersection Modification				
		To Be Adv Dt:					SR-107; MP .00 - .00 & SR-107; MP .00 - .00							
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$1,357,000	\$1,357,000	\$1,265,131	\$0	\$0	\$91,869





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid			
<b>Davis County Projects</b>													
DAVIS	20335	STIP	F-0105(11)0	MULT	Parrish Lane/ Legacy Trail Connection				Pedestrian/Bike facility				
		To Be Adv Dt:			SR-105; MP .00 - .18								
		LOCAL_GOV		\$0	\$231,846	\$0	\$0	\$0	\$231,846	\$0	\$0	\$0	\$231,846
		TAP_URB_O/L		\$0	\$268,154	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$0	\$18,154
		Total		\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$250,000	\$0	\$0	\$250,000
DAVIS	21238	Funding	NEWPROJ(21238)	MULT	Antelope Drive Shared Use Trail- Phase I				Pedestrian/Bike facility				
		To Be Adv Dt:			SR-127; MP .03 - .91 & Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive								
NEW		CARBON_O/L		\$0	\$0	\$375,315	\$0	\$0	\$375,315	\$349,906	\$0	\$0	\$25,409
		LOCAL_GOV		\$0	\$0	\$1,871,385	\$0	\$0	\$1,871,385	\$0	\$0	\$0	\$1,871,385
		Total		\$0	\$0	\$2,246,700	\$0	\$0	\$2,246,700	\$349,906	\$0	\$0	\$1,896,794
DAVIS	16935	Scoping	S-LC11(74)	OTHER	WDC Connector; West Davis to Shepard Ln & I-15				New Capacity				
		Will Not Adv			A new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive								
		LOCAL_GOV		\$0	\$365,500	\$0	\$0	\$0	\$365,500	\$0	\$0	\$0	\$365,500
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT		\$0	\$3,289,500	\$0	\$0	\$0	\$3,289,500	\$0	\$3,289,500	\$0	\$0
		Total		\$0	\$3,655,000	\$0	\$0	\$0	\$3,655,000	\$0	\$3,289,500	\$0	\$365,500
DAVIS	19740	Scoping	S-R199(340)	OTHER	Kays Creek Parkway Shared Use Path				Pedestrian/Bike facility				
		Will Not Adv			Kays Creek Parkway Shared Use Path								
		L_PASS_MATCH		\$0	\$78,800	\$0	\$0	\$0	\$78,800	\$0	\$0	\$0	\$78,800
		ST_TIF_ACT		\$0	\$315,200	\$0	\$0	\$0	\$315,200	\$0	\$315,200	\$0	\$0
		Total		\$0	\$394,000	\$0	\$0	\$0	\$394,000	\$0	\$315,200	\$0	\$78,800
DAVIS	21158	STIP	S-0177(5)0	OTHER	SR-177; 1800 N to 5600 S SES				Document EA/EIS				
		To Be Adv Dt:			SR-177								
		ST_TIF		\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0	\$0
DAVIS	7176	Scoping	S-0067(14)0	OTHER	West Davis Corridor EIS				Document EA/EIS				
		Will Not Adv			West Davis Corridor								
		ST_APPROP		\$753,073	\$0	\$0	\$0	\$0	\$753,073	\$0	\$753,073	\$0	\$0
		ST_GF_CHN		\$9,453,585	\$0	\$0	\$0	\$0	\$9,453,585	\$0	\$9,453,585	\$0	\$0
		ST_TIF		\$1,413,400	\$383,527	\$0	\$0	\$0	\$1,796,927	\$0	\$1,796,927	\$0	\$0
		ST_TIF_SB229		\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0	\$0
		Total		\$16,620,058	\$383,527	\$0	\$0	\$0	\$17,003,585	\$0	\$17,003,585	\$0	\$0
DAVIS	7318	Active	S-R199(50)	OTHER	West Davis Corridor Preservation								
		Will Not Adv			West Davis Corridor								
		L_CORR_DAVIS		\$12,861,887	\$2,753,565	\$0	\$0	\$0	\$15,615,452	\$0	\$0	\$0	\$15,615,452
		L_CORR_MATCH		\$2,844,501	\$0	\$0	\$0	\$0	\$2,844,501	\$0	\$0	\$0	\$2,844,501
		Total		\$15,706,388	\$2,753,565	\$0	\$0	\$0	\$18,459,953	\$0	\$0	\$0	\$18,459,953



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Davis County Projects</b>												
DAVIS	11990	Active	F-LC11(50)	OTHER	Transportation and Land Use Connection Program				Local/MPO/Other Agency Pass-Through			
		Will Not Adv			Project Planning Support -Weber & Davis County							
		L_PASS_MATCH	\$63,902	\$141,601	\$0	\$0	\$0	\$0	\$205,503	\$0	\$0	\$205,503
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_UR_O/L@1	\$3,278,610	\$420,604	\$433,222	\$446,218	\$0	\$932,998	\$5,511,652	\$5,511,652	\$0	\$0
		ST_STUDIES	\$0	\$466,850	\$0	\$0	\$0	\$0	\$466,850	\$0	\$466,850	\$0
		ST_TRANS_SOL	\$150,000	\$190,182	\$0	\$0	\$0	\$0	\$340,182	\$0	\$340,182	\$0
		Total	\$3,492,512	\$1,219,237	\$433,222	\$446,218	\$0	\$932,998	\$6,524,187	\$5,511,652	\$807,032	\$205,503
DAVIS	14855	Undr Const	S-LC11(72)	OTHER	Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl.				Pedestrian/Bike facility			
		Will Not Adv			Pages Lane; 800 West to SR-67							
		L_PASS_MATCH	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
		ST_PVMT_TAP	\$375,103	\$0	\$0	\$0	\$0	\$0	\$375,103	\$0	\$375,103	\$0
		TAP_URB_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$375,103	\$75,000	\$0	\$0	\$0	\$0	\$450,103	\$0	\$375,103	\$75,000
DAVIS	15915	STIP	F-R199(238)	OTHER	Davis County Ski Bus, Layton to Snow Basin, Layton				Transportation Alternatives			
		Will Not Adv			Commuter Rail Layton Station to Snow Basin via Layton Hills Mall Area Hotels and Park and Ride Lots							
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV	\$0	\$40,884	\$0	\$0	\$0	\$0	\$40,884	\$0	\$0	\$40,884
		TFER_2_UTA	\$0	\$979,116	\$0	\$0	\$0	\$0	\$979,116	\$912,830	\$66,286	\$0
		Total	\$0	\$1,020,000	\$0	\$0	\$0	\$0	\$1,020,000	\$912,830	\$66,286	\$40,884
DAVIS	15924	Scoping	F-R199(237)	OTHER	Davis/ Weber Bicycle Counters				Transportation Alternatives			
		To Be Adv Dt: 07/25/24			Davis/Weber County Bicycle Counters							
		LOCAL_GOV	\$0	\$285,477	\$0	\$0	\$0	\$0	\$285,477	\$0	\$0	\$285,477
		TAP_URB_WFRC	\$0	\$214,523	\$0	\$0	\$0	\$0	\$214,523	\$200,000	\$0	\$14,523
		Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$200,000	\$0	\$300,000
DAVIS	17794	Scoping	F-R199(9)	OTHER	500 West Phase II; 2010 South to 2800 South				Reconstruct & Widening			
		To Be Adv Dt: 01/04/24			500 West Phase II; 2010 South to 2800 South, Syracuse Utah							
		STP_URB_O/L	\$399,080	\$3,591,720	\$0	\$0	\$0	\$0	\$3,990,800	\$3,720,623	\$0	\$270,177
DAVIS	17796	Scoping	F-R199(8)	OTHER	800 West & 1500 South Intersection				Intersection Modification			
		To Be Adv Dt: 09/21/23			800 West & 1500 South Intersection, Woods Cross, Utah 84087							
		STP_URB_O/L	\$176,000	\$880,500	\$0	\$0	\$0	\$0	\$1,056,500	\$984,975	\$0	\$71,525
DAVIS	18807	STIP	F-LC11(75)0	OTHER	Commerce Drive Road; Burke Lane to 950 North				New Capacity			
		To Be Adv Dt:			Burke Lane to 950 North, Farmington Utah							
		LOCAL_GOV	\$0	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652
		STP_URB_O/L	\$0	\$1,072,616	\$1,072,616	\$1,072,616	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total	\$0	\$1,072,616	\$1,072,616	\$5,977,268	\$0	\$0	\$8,122,500	\$3,000,000	\$0	\$5,122,500





DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Davis County Projects												
DAVIS	19690	Scoping	F-R199(331)	OTHER	Weber River Parkway Trailhead Connection Phase 1				Pedestrian/Bike facility			
		To Be Adv Dt:	10/02/24		Weber River Parkway Trailhead Connection Phase 1 - Fisherman's Trailhead (Weber River and I-84) to US-89 Crossing (Weber River and US-89)							
		LOCAL_GOV		\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		TAP_URB_O/L		\$0	\$258,700	\$0	\$0	\$0	\$258,700	\$241,186	\$0	\$17,514
		Total		\$0	\$383,700	\$0	\$0	\$0	\$383,700	\$241,186	\$0	\$142,514
DAVIS	19691	STIP	F-R199(332)	OTHER	Clearfield Canal Trail; 200 So to 300 No				Pedestrian/Bike facility			
		To Be Adv Dt:			Clearfield Canal Trail; 200 S Clearfield to 300 N Clearfield							
		TAP_URB_O/L		\$0	\$145,500	\$0	\$0	\$0	\$145,500	\$135,650	\$0	\$9,850
DAVIS	20317	Scoping	F-R199(350)	OTHER	Kay's Creek Trail Overpass @ Layton FrontRunner				New Bridge/Bridge Replacement			
		To Be Adv Dt:	01/31/24		Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station							
		CMAQ_WFRC		\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		LOCAL_GOV		\$0	\$2,505,000	\$0	\$0	\$0	\$2,505,000	\$0	\$0	\$2,505,000
		ST_TIF_ACT		\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000	\$0	\$3,600,000	\$0
		Total		\$0	\$8,250,232	\$0	\$0	\$0	\$8,250,232	\$2,000,000	\$3,600,000	\$2,650,232
DAVIS	20327	STIP	F-R199(351)	OTHER	Weber River Parkway Trailhead Connection Phase 3				Pedestrian/Bike facility			
		To Be Adv Dt:			Construct Phase 3 of Trail from Cottonwood Drive to US-89 Crossing (Weber River & US-89) - End of development just off of Cottonwood Drive to US-89 Crossing (Weber River and US-89)							
		LOCAL_GOV		\$0	\$158,000	\$0	\$0	\$0	\$158,000	\$0	\$0	\$158,000
		TAP_URB_O/L		\$0	\$341,200	\$0	\$0	\$0	\$341,200	\$318,101	\$0	\$23,099
		Total		\$0	\$499,200	\$0	\$0	\$0	\$499,200	\$318,101	\$0	\$181,099
DAVIS	20332	STIP	F-R199(352)	OTHER	Weber River Parkway Trailhead Connection Phase 2				Pedestrian/Bike facility			
		To Be Adv Dt:			Construct Phase 2 of Trail from US-89 Crossing (Weber River & US-89) to Weber Canyon Trailhead (Weber River & Cornia Dr.)							
		LOCAL_GOV		\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		TAP_URB_O/L		\$0	\$349,300	\$0	\$0	\$0	\$349,300	\$325,652	\$0	\$23,648
		Total		\$0	\$474,300	\$0	\$0	\$0	\$474,300	\$325,652	\$0	\$148,648
DAVIS	21227	Funding	NEWPROJ(21227)	OTHER	Davis Weber Canal Trail Phase I				Pedestrian/Bike facility			
		To Be Adv Dt:			Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W							
NEW		LOCAL_GOV		\$0	\$0	\$303,533	\$0	\$0	\$303,533	\$0	\$0	\$303,533
		TAP_URB_O/L		\$0	\$0	\$351,067	\$0	\$0	\$351,067	\$327,300	\$0	\$23,767
		Total		\$0	\$0	\$654,600	\$0	\$0	\$654,600	\$327,300	\$0	\$327,300
DAVIS	21228	Funding	NEWPROJ(21228)	OTHER	Porter Lane Multi-Use Trail				Pedestrian/Bike facility			
		To Be Adv Dt:			Porter Lane Multi-Use Trail; 400 West to Frontage Road							
NEW		LOCAL_GOV		\$0	\$0	\$140,267	\$0	\$0	\$140,267	\$0	\$0	\$140,267
		TAP_URB_O/L		\$0	\$0	\$162,233	\$0	\$0	\$162,233	\$151,250	\$0	\$10,983
		Total		\$0	\$0	\$302,500	\$0	\$0	\$302,500	\$151,250	\$0	\$151,250



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

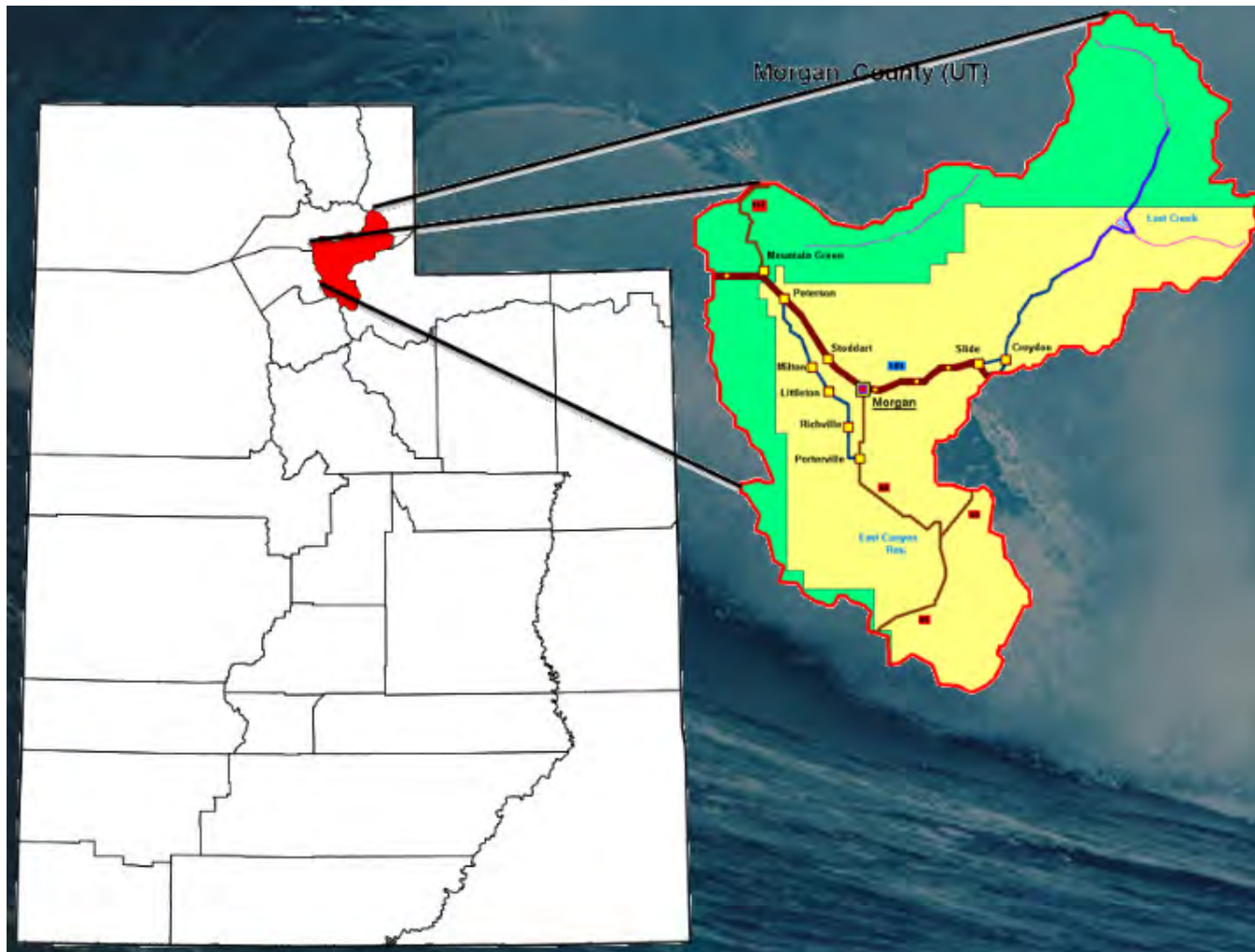
Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid			
<b>Davis County Projects</b>													
DAVIS	21230	Funding	NEWPROJ(21230)	OTHER	Weber River Parkway Trailhead Phase 5				Pedestrian/Bike facility				
		To Be Adv Dt:			Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4								
NEW		TAP_URB_O/L		\$0	\$0	\$732,401	\$0	\$0	\$0	\$732,401	\$682,817	\$0	\$49,584
DAVIS	4955	Active	SP-9999(807)		West Davis Corridor; Corridor Preservation								
		Will Not Adv			North Legacy Corridor; N Ext. of Legacy Parkway								
		ST_CORR_PRES		\$8,240,821	\$32,064,741	\$0	\$0	\$0	\$0	\$40,305,561	\$0	\$40,305,561	\$0
DAVIS	14044	STIP	F-LC11(64)		Layton FrontRunner Station Parking				UTA/Transit				
		To Be Adv Dt: 12/16/24			Layton FrontRunner Station Parking								
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
DAVIS	14053	STIP	F-LC11(67)		TOD Ped/ Bike; FrontRunner Sta. to Freeport				Pedestrian/Bicycle Safety				
		Will Not Adv			Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center								
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	\$0
		Total		\$0	\$1,769,817	\$0	\$0	\$0	\$0	\$1,769,817	\$1,650,000	\$119,817	\$0

# Morgan County

Morgan County and its lone municipality joined the Regional Council in 1972. And like Tooele County, Morgan County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), but they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the City.

Morgan City is the only incorporated city in Morgan County.





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status Fund	Project No. Prior	Rt.	Beg Len 2024	PIN Description / Project Location 2025 2026 2027	Concept Description CD	Total	Fed Aid	State	Other
<b>Morgan County Projects</b>											
MORGAN	16400	Scoping Will Not Adv ST_TIF	S-0084(1)93	84	93	1 I-84; Mt Green Interchange (Env. Study) I-84; MP 93.40 - 94.40	Document EA/EIS				
			\$220,111		\$4,779,889	\$0 \$0 \$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
MORGAN	19312	STIP To Be Adv Dt: STP_RURAL	F-1978(2)1	1978	1	9 Old Highway Road; Trapper's Loop to North Morgan Cnty:FA-1978; MP .88 - 10.18 & Old Highway Road; Trapper's Loop to North Morgan	Non-Urban				
			\$0		\$2,145,232	\$0 \$0 \$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
MORGAN	12624	Undr Const Adv Dt: 08/28/21 NHPP_BR STP_BRIDGE STP_FLX_ST	F-R199(194)	1980		Devils Slide Bridge, Near Croydon, 029014D Cnty:FA-1980; MP .00 - .14	New Bridge/Bridge Replacement				
			\$150,000		\$0	\$0 \$0 \$0	\$0	\$150,000	\$139,845	\$0	\$10,155
			\$3,989,000		\$0	\$0 \$0 \$0	\$0	\$3,989,000	\$3,718,945	\$0	\$270,055
			\$3,600,000		\$0	\$0 \$0 \$0	\$0	\$3,600,000	\$3,356,280	\$0	\$243,720
		Total	\$7,739,000		\$0	\$0 \$0 \$0	\$0	\$7,739,000	\$7,215,070	\$0	\$523,930
MORGAN	16595	Undr Const Adv Dt: 10/01/22 HIP_COMMUNITY LOCAL_GOV STP_RURAL	F-R199(254)	OTHER		Young Street Bridge and Connector Road Young Street Bridge and Connector Road	Non-Urban				
			\$2,145,232		\$0	\$0 \$0 \$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
			\$88,803		\$560,732	\$0 \$0 \$0	\$0	\$649,536	\$0	\$0	\$649,536
			\$2,145,232		\$0	\$0 \$0 \$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total	\$4,379,268		\$560,732	\$0 \$0 \$0	\$0	\$4,940,000	\$4,000,000	\$0	\$940,000

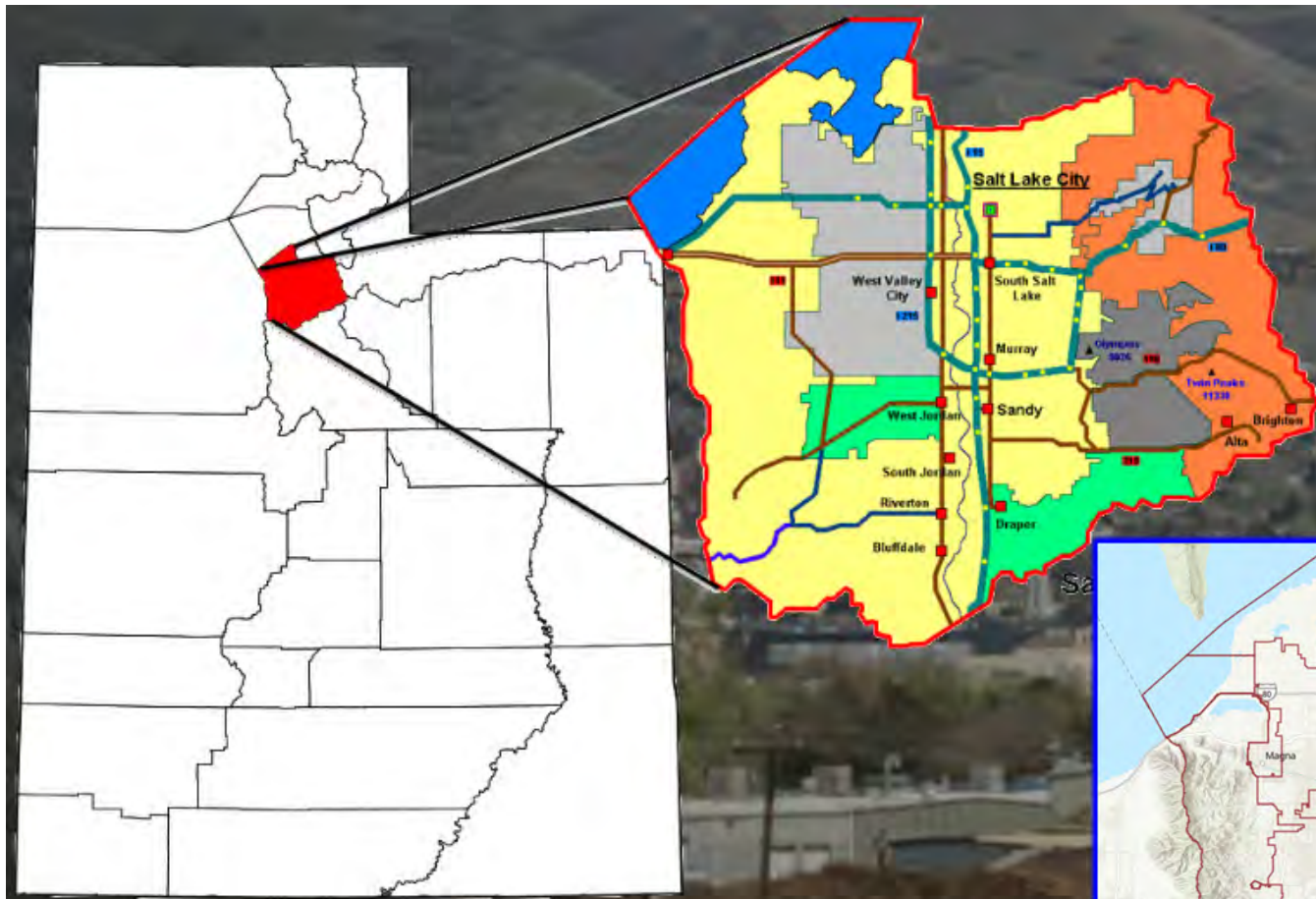
# Salt Lake County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities and MSD Communities of Salt Lake County include.

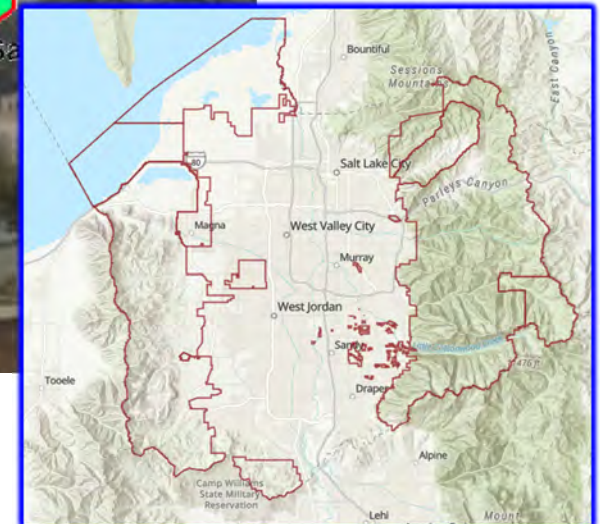
## Cities.

Bluffdale,  
Cottonwood Heights,  
Draper,  
Herriman,  
Holladay  
Midvale,  
Murray,  
Riverton,  
Salt Lake City,  
Salt Lake County,  
Sandy,  
South Jordan  
South Salt Lake,  
Taylorsville  
West Jordan,  
West Valley



## Townships.

Town of Brighton,  
Coppertown Metro,  
Emigration Canyon  
Metro,  
Kearns Metro,  
Magna Metro,  
White City Metro







# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	18449	Scoping	S-I15-7(375)289	15	290	6	I-15 NB; Bangeter Hwy to 9000 S				New Capacity				
		To Be Adv Dt: 02/03/25					I-15; MP 289.76 - 295.50								
		ST_TIF			\$0		\$35,000,000	\$20,000,000	\$44,000,000	\$0	\$276,000,000	\$375,000,000	\$0	\$375,000,000	\$0
SALT L	19211	STIP	S-I15-7(376)299	15	299	9	I-15 NB; I-215 to 600 South				Widen Existing Facility				
		To Be Adv Dt:					I-15; MP 298.81 - 307.50								
		ST_TIF			\$0		\$0	\$0	\$0	\$0	\$365,000,000	\$365,000,000	\$0	\$365,000,000	\$0
SALT L	16927	Scoping	F-0048(42)2	48	2		7000 South & 1500 West Pedestrian Bridge				Pedestrian/Bike facility				
		To Be Adv Dt: 02/01/24					SR-48; MP 2.29 - 2.29								
		CMAQ_WFRC			\$0		\$1,133,924	\$0	\$0	\$0	\$0	\$1,133,924	\$1,057,158	\$76,767	\$0
		STP_URB_SL			\$475,000		\$0	\$0	\$0	\$0	\$0	\$475,000	\$442,843	\$0	\$32,158
		Total			\$475,000		\$1,133,924	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$76,767	\$32,158
SALT L	11082	Undr Const	F-0068(73)52	68	51	2	Redwood Road 4100 South to 5400 South				Intersection Improvements				
		Adv Dt: 11/27/21					SR-68; MP 51.31 - 53.37								
		LOCAL_GOV			\$78,254		\$2,216,746	\$0	\$0	\$0	\$0	\$2,295,000	\$0	\$0	\$2,295,000
		L_BETTERMENT			\$35,444		\$197,616	\$0	\$0	\$0	\$0	\$233,060	\$0	\$0	\$233,060
		STP_FLX_ST			\$455,000		\$0	\$0	\$0	\$0	\$0	\$455,000	\$424,197	\$0	\$30,804
		STP_HIF_SL			\$5,170,858		\$0	\$0	\$0	\$0	\$0	\$5,170,858	\$4,820,791	\$0	\$350,067
		STP_URB_SL			\$7,871,670		\$0	\$0	\$0	\$0	\$0	\$7,871,670	\$7,338,758	\$0	\$532,912
		Total			\$13,611,226		\$2,414,362	\$0	\$0	\$0	\$0	\$16,025,588	\$12,583,745	\$0	\$3,441,843
SALT L	14942	Scoping	F-LC35(303)	71	12	4	SR-71; Lyndy Dr to Van Winkle Bike Lanes				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 10/16/23					SR-71; MP 12.00 - 15.72								
		CMAQ_WFRC			\$0		\$1,501,662	\$0	\$0	\$0	\$0	\$1,501,662	\$1,399,999	\$0	\$101,663
		LOCAL_GOV			\$0		\$2,110,100	\$0	\$0	\$0	\$0	\$2,110,100	\$0	\$0	\$2,110,100
		Total			\$0		\$3,611,762	\$0	\$0	\$0	\$0	\$3,611,762	\$1,399,999	\$0	\$2,211,763
SALT L	20316	Active	F-0071(73)20	71	20	1	700 East (SR-71); 2100 South to 1300 South				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 08/25/23					SR-71; MP 20.05 - 21.17								
		STP_URB_SL			\$473,142		\$63,166	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$36,308	\$0
		ST_PVMT_LV2			\$0		\$303,960	\$0	\$0	\$0	\$0	\$303,960	\$0	\$303,960	\$0
		TAP_FLEX			\$1,072,616		\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		TAP_URB_WFRC			\$0		\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		Total			\$1,545,758		\$1,439,742	\$0	\$0	\$0	\$0	\$2,985,500	\$2,500,000	\$485,500	\$0
SALT L	21221	Funding	NEWPROJ(21221)	71	7		11400 South & 700 East Intersection				Intersection Modification				
		To Be Adv Dt:					SR-71; MP 7.22 - 7.22								
NEW		CMAQ_WFRC			\$0		\$0	\$0	\$0	\$0	\$3,600,900	\$3,600,900	\$3,357,119	\$0	\$243,781
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$2,600	\$2,600	\$0	\$0	\$2,600
		Total			\$0		\$0	\$0	\$0	\$0	\$3,603,500	\$3,603,500	\$3,357,119	\$0	\$246,381
SALT L	8166	Active	S-0154(58)3	154		12	BANGERTER HWY CORRIDOR PRESERVATION								
		Will Not Adv					SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION								
		ST CORR_PRES			\$3,676,782		\$3,817,262	\$0	\$0	\$0	\$0	\$7,494,044	\$0	\$7,494,044	\$0



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	18448	STIP	S-0154(98)17	154	17	5	Bangerter Interchanges; 4100 S to California				Upgrade Existing At-Grade Intersection				
		To Be Adv Dt:					SR-154; MP 17.47 - 22.64								
		ST_TIF			\$0		\$0	\$0	\$0		\$570,000,000	\$570,000,000	\$0	\$570,000,000	\$0
SALT L	18808	Scoping	S-0154(92)0	154		22	Bangerter Highway Corridor - Environmental				Document EA/EIS				
		Will Not Adv					SR-154; MP .00 - 22.35								
		ST_TIF			\$7,634,381		\$1,060,619	\$0	\$0		\$0	\$8,695,000	\$0	\$8,695,000	\$0
SALT L	20414	Scoping	S-0154(249)17	154	16	1	Bangerter Highway @ 4700 South				TIF - Transportation Investment Fund				
		To Be Adv Dt: 07/26/23					SR-154; MP 16.30 - 17.61								
		ST_TIF			\$3,460,038		\$39,539,962	\$67,000,000	\$0		\$0	\$110,000,000	\$0	\$110,000,000	\$0
SALT L	20994	Awarded	S-0154(105)17	154	16	1	Aqueduct Relocation at Bangerter Hwy @ 4700 South				New Capacity				
		Adv Dt: 05/04/23					SR-154; MP 16.30 - 17.61								
		ST_TIF			\$407		\$20,499,593	\$0	\$0		\$0	\$20,500,000	\$0	\$20,500,000	\$0
SALT L	17837	Undr Const	F-0171(60)9	171	9		3300 South and 900 West				Pedestrian/Bicycle Safety				
		Adv Dt: 06/04/22					SR-171; MP 9.22 - 9.22								
		HSIP			\$1,749,999		\$50,001	\$0	\$0		\$0	\$1,800,000	\$1,678,140	\$121,860	\$0
		STP_FLX_ST			\$500,000		\$105,000	\$0	\$0		\$0	\$605,000	\$564,042	\$40,959	\$0
		STP_URB_SL			\$840,000		\$0	\$0	\$0		\$0	\$840,000	\$783,132	\$56,868	\$0
		Total			\$3,089,999		\$155,001	\$0	\$0		\$0	\$3,245,000	\$3,025,314	\$219,687	\$0
SALT L	18833	Active	F-0171(65)0	171		4	3500 South (SR-171) Sidewalk Improvements				Transportation Alternatives				
		To Be Adv Dt: 09/05/23					SR-171; MP .00 - 4.02								
		CMAQ_WFRC			\$0		\$0	\$0	\$0		\$536,308	\$536,308	\$500,000	\$36,308	\$0
		HSIP			\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		HSIP_VRU			\$755,000		\$0	\$0	\$0		\$0	\$755,000	\$703,887	\$51,114	\$0
		LOCAL_GOV			\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST			\$650,000		\$261,215	\$0	\$0		\$0	\$911,215	\$849,526	\$61,689	\$0
		ST_SAFE_SIDE			\$0		\$337,000	\$0	\$0		\$0	\$337,000	\$0	\$337,000	\$0
		ST_TRANS_SOL			\$0		\$167,000	\$0	\$0		\$0	\$167,000	\$0	\$167,000	\$0
		TAP_URB_WFRC			\$0		\$321,785	\$0	\$0		\$0	\$321,785	\$300,000	\$21,785	\$0
		Total			\$1,405,000		\$1,087,000	\$0	\$0		\$536,308	\$3,028,308	\$2,353,412	\$674,896	\$0
SALT L	7650	Scoping	F-0172(18)	172		1	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)								
		Will Not Adv					SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)								
		CMAQ_WFRC			\$0		\$2,145,232	\$0	\$0		\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		STP_URB_SL			\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		Total			\$0		\$2,145,232	\$0	\$0		\$0	\$2,145,232	\$2,000,000	\$0	\$145,232



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid		
<b>Salt Lake County Projects</b>															
SALT L	15921	Undr Const	F-0173(36)9	173	9		5300 South & College Dr Intersection - Murray					Intersection Improvements			
		Adv Dt: 01/07/23					SR-173; MP 8.98 - 9.17								
		CMAQ_PM2.5	\$1,817,400		\$0		\$0	\$0	\$0		\$0	\$1,817,400	\$1,694,362	\$0	\$123,038
		CMAQ_WFRC	\$0		\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV	\$0		\$258,000		\$0	\$0	\$0		\$0	\$258,000	\$0	\$0	\$258,000
		STP_FLX_ST	\$250,000		\$0		\$0	\$0	\$0		\$0	\$250,000	\$233,075	\$0	\$16,925
		Total	\$2,067,400		\$258,000		\$0	\$0	\$0		\$0	\$2,325,400	\$1,927,437	\$0	\$397,963
SALT L	20343	Scoping	F-0173(43)8	173	8		5400 South;1300 West to Millrace Park					Pedestrian/Bike facility			
		To Be Adv Dt: 02/05/24					SR-173; MP 7.74 - 8.09								
		TAP_URB_WFRC	\$10,726		\$589,274		\$0	\$0	\$0		\$0	\$600,000	\$559,380	\$0	\$40,620
SALT L	20431	Scoping	S-0201(55)18	201	18		2100 S @ State Street Pedestrian and Bike Crossing					Local/MPO/Other Agency Pass-Through			
		Will Not Adv					SR-201; MP 18.26 - 18.26								
		L_PASS_MATCH	\$0		\$170,400		\$0	\$0	\$0		\$0	\$170,400	\$0	\$0	\$170,400
		ST_TTIF_FMLM	\$0		\$255,600		\$0	\$0	\$0		\$0	\$255,600	\$0	\$255,600	\$0
		Total	\$0		\$426,000		\$0	\$0	\$0		\$0	\$426,000	\$0	\$255,600	\$170,400
SALT L	14412	Awarded	S-0209(35)10	209	10	3	SR-209 (9000 S); Redwood Rd to State St.					Widen Existing Facility			
		Adv Dt: 02/04/23					SR-209; MP 9.52 - 12.23								
		L_BETTERMENT	\$0		\$685,654		\$0	\$0	\$0		\$0	\$685,654	\$0	\$0	\$685,654
		ST_APPROP	\$231,678		\$0		\$0	\$0	\$0		\$0	\$231,678	\$0	\$231,678	\$0
		ST_PVMT_LV2	\$1,600,000		\$0		\$0	\$0	\$0		\$0	\$1,600,000	\$0	\$1,600,000	\$0
		ST_TIF	\$8,897,591		\$45,870,731		\$0	\$0	\$0		\$0	\$54,768,322	\$0	\$54,768,322	\$0
		Total	\$10,729,269		\$46,556,385		\$0	\$0	\$0		\$0	\$57,285,654	\$0	\$56,600,000	\$685,654
SALT L	21224	Funding	NEWPROJ(21224)	209	14		SR-209 Quarry Bend Ped Bridge					Pedestrian/Bike facility			
		To Be Adv Dt:					SR-209; MP 13.67 - 13.67								
NEW		CMAQ_WFRC	\$0		\$0		\$0	\$0	\$0		\$3,991,840	\$3,991,840	\$3,721,592	\$0	\$270,248
		LOCAL_GOV	\$0		\$0		\$0	\$0	\$0		\$5,990,827	\$5,990,827	\$0	\$0	\$5,990,827
		Total	\$0		\$0		\$0	\$0	\$0		\$9,982,667	\$9,982,667	\$3,721,592	\$0	\$6,261,075
SALT L	16092	Scoping	S-R299(281)	210		11	Little Cottonwood Canyon (EIS)					Document EA/EIS			
		Will Not Adv					SR-210; MP .00 - 10.75								
		ST_GF_HB3	\$500,000		\$0		\$0	\$0	\$0		\$0	\$500,000	\$0	\$500,000	\$0
		ST_TIF	\$12,233,157		\$986,160		\$0	\$0	\$0		\$0	\$13,219,317	\$0	\$13,219,317	\$0
		Total	\$12,733,157		\$986,160		\$0	\$0	\$0		\$0	\$13,719,317	\$0	\$13,719,317	\$0
SALT L	15689	Scoping	F-I215(192)19	215	19	4	I-215; SR-201 to North Temple					High Volume			
		To Be Adv Dt: 04/28/27					I-215; MP 19.29 - 22.80								
		NHPP_NHS	\$7,600,000		\$34,400,000		\$28,000,000	\$0	\$0		\$0	\$70,000,000	\$65,261,000	\$4,739,000	\$0
		STP_COVID_ST	\$0		\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		Total	\$7,600,000		\$34,400,000		\$28,000,000	\$0	\$0		\$0	\$70,000,000	\$65,261,000	\$4,739,000	\$0





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	18460	Scoping	S-R299(433)	215	16	1	I-215 SB; Frontage Rd (4100 to 4700 South)				Other				
		To Be Adv Dt: 01/10/24					I-215; MP 15.51 - 16.85								
		ST_TIF					\$1,347,554	\$30,652,446	\$0	\$0	\$0	\$0	\$32,000,000	\$0	\$32,000,000
SALT L	14938	Scoping	F-LC35(299)	282	1		University of Utah Intermodal Center				Transportation Alternatives				
		Will Not Adv					SR-282; MP .80 - .80 & South Campus near the Central Campus TRAX Station								
		CMAQ_WFRC					\$0	\$2,372,117	\$0	\$0	\$0	\$0	\$2,372,117	\$2,372,117	\$0
		TFER_2_UTA					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		UTA_FUNDS					\$0	\$2,573,900	\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$2,573,900
		Total					\$0	\$4,946,017	\$0	\$0	\$0	\$0	\$4,946,017	\$2,372,117	\$0
SALT L	21219	Funding	NEWPROJ(21219)	282	2		On Route Electric Bus Charging Infrastructure				UTA/Transit				
		To Be Adv Dt:					SR-282; MP 2.01 - 2.01								
NEW		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$1,391,076	\$1,391,076	\$1,296,900	\$0	\$94,176
		LOCAL_GOVT					\$0	\$0	\$0	\$0	\$1,608,924	\$1,608,924	\$0	\$0	\$1,608,924
		Total					\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$1,296,900	\$0	\$1,703,100
SALT L	21223	Funding	NEWPROJ(21223)	292	2		Midvalley Connector Electric Buses				UTA/Transit				
		To Be Adv Dt:					SR-292; MP 1.58 - 1.58								
NEW		CMAQ_WFRC					\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		LOCAL_GOVT					\$0	\$0	\$0	\$0	\$8,354,768	\$8,354,768	\$0	\$0	\$8,354,768
		Total					\$0	\$0	\$0	\$0	\$10,500,000	\$10,500,000	\$2,000,000	\$0	\$8,500,000
SALT L	17836	Scoping	S-2030(2)1	2030	1	1	Bacchus Hwy (SR-111): 10200 South to 10700 South				Intersection Modification				
		Will Not Adv					Cnty:FA-2030; MP .68 - 1.45								
		STP_URB_SL					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TRANS_SOL					\$677	\$1,640,632	\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0
		Total					\$677	\$1,640,632	\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0
SALT L	14940	Scoping	F-LC35(301)	2035	6	1	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 09/15/23					Cnty:FA-2035; MP 6.00 - 6.51								
		CMAQ_WFRC					\$55,090	\$224,910	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0
		LOCAL_GOVT					\$0	\$210,900	\$0	\$0	\$0	\$210,900	\$0	\$0	\$210,900
		Total					\$55,090	\$435,810	\$0	\$0	\$0	\$490,900	\$280,000	\$0	\$210,900
SALT L	21201	Funding	NEWPROJ(21201)	2035	2	1	13400 South; 6000 West to 6400 West				Reconstruct & Widening				
		To Be Adv Dt:					Cnty:FA-2035; MP 2.01 - 2.57								
NEW		LOCAL_GOVT					\$0	\$0	\$0	\$0	\$5,692,852	\$5,692,852	\$0	\$0	\$5,692,852
		STP_URB_SL					\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total					\$0	\$0	\$0	\$0	\$8,910,700	\$8,910,700	\$3,000,000	\$0	\$5,910,700



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects														
SALT L	14830	Active	F-LC35(293)		2036	1	7800 S. Widening				Widen Existing Facility			
		To Be Adv Dt: 01/08/24 Cnty:FA-2036; MP .00 - 1.05												
		CMAQ_WFRC			\$0	\$1,461,300	\$0	\$0	\$0	\$0	\$1,461,300	\$1,362,370	\$0	\$98,930
		LOCAL_GOV			\$0	\$2,839,089	\$0	\$0	\$0	\$0	\$2,839,089	\$0	\$0	\$2,839,089
		STP_URB_SL			\$1,251,951	\$3,467,560	\$0	\$0	\$0	\$0	\$4,719,511	\$4,400,000	\$0	\$319,511
		Total			\$1,251,951	\$7,767,949	\$0	\$0	\$0	\$0	\$9,019,900	\$5,762,370	\$0	\$3,257,530
SALT L	19685	Scoping	F-2036(1)2		2036	2	5490 West 7800 South Roundabout				Intersection Modification			
		To Be Adv Dt: 02/29/24 Cnty:FA-2036; MP 1.82 - 1.82												
		LOCAL_GOV			\$0	\$0	\$0	\$700,901	\$0	\$0	\$700,901	\$0	\$0	\$700,901
		STP_URB_SL			\$0	\$0	\$0	\$799,099	\$0	\$0	\$799,099	\$745,000	\$54,099	\$0
		Total			\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$745,000	\$54,099	\$700,901
SALT L	19665	Active	F-ST99(794)		2040	14	RUC Customer Experience Federal STSFA Grant				Research			
		Will Not Adv Cnty:FA-2040; MP 13.89 - 14.02												
		FA_MISC_50%			\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$1,250,000	\$1,250,000	\$0
SALT L	21258	Active	S-ST99(935)		2040	14	FY24 Roadway Asset Data Collection				Data System Development/Enhancement			
		Will Not Adv Cnty:FA-2040; MP 13.83 - 14.10 & Cnty:FA-2040; MP 13.83 - 14.10												
		ST_PVMT			\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$750,000	\$0
SALT L	15910	Awarded	F-2040(1)7		2040	7	2700 West; 10000 S to 10200 S, Recon - So Jordan				Reconstruct & Widening			
		Adv Dt: 05/06/23 Cnty:FA-2040; MP 6.65 - 7.16												
		LOCAL_GOV			\$218,932	\$0	\$0	\$0	\$0	\$0	\$218,932	\$0	\$0	\$218,932
		STP_URB_SL			\$834,268	\$0	\$0	\$0	\$0	\$0	\$834,268	\$777,788	\$0	\$56,480
		Total			\$1,053,200	\$0	\$0	\$0	\$0	\$0	\$1,053,200	\$777,788	\$0	\$275,412
SALT L	18822	Scoping	F-2048(1)1		2048	1	1 Fort Street; Pioneer Road to 13200 South				Reconstruct & Widening			
		To Be Adv Dt: 06/28/24 Cnty:FA-2048; MP .83 - 1.75												
		LOCAL_GOV			\$0	\$0	\$0	\$981,759	\$0	\$0	\$981,759	\$0	\$0	\$981,759
		STP_URB_SL			\$10,726	\$0	\$0	\$3,458,615	\$0	\$0	\$3,469,341	\$3,234,467	\$0	\$234,874
		Total			\$10,726	\$0	\$0	\$4,440,374	\$0	\$0	\$4,451,100	\$3,234,467	\$0	\$1,216,633
SALT L	20148	Scoping	F-2066(4)7		2066	7	2 1300 West; 9000 South to 7800 South				Reconstruct & Widening			
		To Be Adv Dt: 01/12/24 Cnty:FA-2066; MP 7.20 - 8.70												
		LOCAL_GOV			\$0	\$2,143,196	\$0	\$0	\$0	\$0	\$2,143,196	\$0	\$0	\$2,143,196
		STP_URB_SL			\$750,000	\$7,657,701	\$0	\$0	\$0	\$0	\$8,407,701	\$7,838,500	\$0	\$569,201
		Total			\$750,000	\$9,800,897	\$0	\$0	\$0	\$0	\$10,550,897	\$7,838,500	\$0	\$2,712,397
SALT L	14039	Advertised	F-LC35(276)		2066	7	1 1300 West; 9400 South to 9000 South				Reconstruct & Widening			
		Adv Dt: 06/17/23 Cnty:FA-2066; MP 6.65 - 7.20 & 1300 West; 9400 South to 9000 South												
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL			\$4,997,738	\$2,262	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$0	\$338,500
		Total			\$4,997,738	\$2,262	\$0	\$0	\$0	\$0	\$5,000,000	\$4,661,500	\$0	\$338,500



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2024	2025	2026	2027		CD	Total	Fed Aid		
<b>Salt Lake County Projects</b>														
SALT L	16923	Undr Const	F-2068(1)0		2068	1300 East; Waynes World to Nashi Lane - Draper				Reconstruct & Widening				
		Adv Dt: 05/07/22				Cnty:FA-2068; MP .06 - .40								
		LOCAL_GOV			\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
		STP_URB_SL			\$4,043,763	\$0	\$0	\$0	\$0	\$0	\$4,043,763	\$3,770,000	\$0	\$273,763
		Total			\$4,043,763	\$1,300,000	\$0	\$0	\$0	\$0	\$5,343,763	\$3,770,000	\$0	\$1,573,763
SALT L	21233	Funding	NEWPROJ(21233)		2068	4	Sego Lily Crossing at 1300 East				Pedestrian/Bike facility			
		To Be Adv Dt:					Cnty:FA-2068; MP 4.40 - 4.40							
NEW		TAP_URB_WFRC			\$0	\$0	\$1,108,200	\$0	\$0	\$0	\$1,108,200	\$1,033,175	\$0	\$75,025
SALT L	15908	Scoping	F-2076(2)4		2076	4	1	1300 East; 2100 South to Southern City Boundary				Reconstruct no widening		
		To Be Adv Dt: 12/18/23						Cnty:FA-2076; MP 3.55 - 4.59						
		LOCAL_GOV			\$0	\$95,000	\$363,350	\$0	\$0	\$0	\$458,350	\$0	\$0	\$458,350
		STP_URB_SL			\$1,354,147	\$4,597,385	\$2,467,017	\$0	\$0	\$0	\$8,418,549	\$7,848,613	\$0	\$569,936
		Total			\$1,354,147	\$4,692,385	\$2,830,367	\$0	\$0	\$0	\$8,876,899	\$7,848,613	\$0	\$1,028,286
SALT L	19631	Active	F-2076(4)1		2076	1		1300 East; 4220 South to 4500 South				Reconstruct no widening		
		To Be Adv Dt: 03/20/24						Cnty:FA-2076; MP 1.04 - 1.39						
		LOCAL_GOV			\$0	\$267,952	\$0	\$0	\$0	\$0	\$267,952	\$0	\$0	\$267,952
		STP_URB_SL			\$634,000	\$2,583,848	\$0	\$0	\$0	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total			\$634,000	\$2,851,800	\$0	\$0	\$0	\$0	\$3,485,800	\$3,000,000	\$0	\$485,800
SALT L	20310	STIP	F-2076(5)2		2076	2	1	1300 East; 3300 South to 3600 South				Major Rehabilitation - Roadway		
		To Be Adv Dt:						Cnty:FA-2076; MP 2.24 - 2.81						
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,979,476	\$2,979,476	\$0	\$0	\$2,979,476
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$3,985,644	\$3,985,644	\$3,715,816	\$0	\$269,828
		Total			\$0	\$0	\$0	\$0	\$0	\$6,965,120	\$6,965,120	\$3,715,816	\$0	\$3,249,304
SALT L	19676	STIP	F-2080(3)3		2080	3		1300 W & Shield's Lane Intersection Improvements				Intersection Modification		
		To Be Adv Dt:						Cnty:FA-2080; MP 2.51 - 2.51						
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$0	\$0	\$536,308
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$3,239,592	\$3,239,592	\$3,020,272	\$0	\$219,320
		Total			\$0	\$0	\$0	\$0	\$0	\$3,775,900	\$3,775,900	\$3,020,272	\$0	\$755,628
SALT L	21241	Funding	NEWPROJ(21241)		2082	12	1	Highland Drive Protected Trail				Pedestrian/Bike facility		
		To Be Adv Dt:						Cnty:FA-2082; MP 11.57 - 12.12						
NEW		CARBON_SL			\$0	\$0	\$2,094,300	\$0	\$0	\$0	\$2,094,300	\$1,952,516	\$0	\$141,784
SALT L	18831	STIP	F-2093(1)4		2093	4		9000 South and 450 W & Parkland Dr Intersection				Intersection Improvements		
		To Be Adv Dt:						Cnty:FA-2093; MP 4.47 - 4.66						
		CMAQ_WFRC			\$0	\$0	\$0	\$2,129,000	\$0	\$0	\$2,129,000	\$1,984,867	\$0	\$144,133
		LOCAL_GOV			\$0	\$0	\$0	\$56,000	\$0	\$0	\$56,000	\$0	\$0	\$56,000
		Total			\$0	\$0	\$0	\$2,185,000	\$0	\$0	\$2,185,000	\$1,984,867	\$0	\$200,133



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2024	2025	2026	2027		CD	Total	Fed Aid		
<b>Salt Lake County Projects</b>														
SALT L	17851	Active	F-2098(1)1	2098	1	9400 South & 700 East Intersection				Intersection Modification				
		To Be Adv Dt: 09/27/23				Cnty:FA-2098; MP 1.28 - 1.57								
		CMAQ_WFRC			\$1,087,842	\$1,700,960	\$0	\$0	\$0	\$0	\$2,788,802	\$2,600,000	\$0	\$188,802
		LOCAL_GOV			\$0	\$657,498	\$0	\$0	\$0	\$0	\$657,498	\$0	\$0	\$657,498
		Total			\$1,087,842	\$2,358,458	\$0	\$0	\$0	\$0	\$3,446,300	\$2,600,000	\$0	\$846,300
SALT L	14947	Active	F-LC35(308)	2105	1	7800 So Jordan River Pedestrian Bridge at 1100 W				Pedestrian/Bicycle Safety				
		To Be Adv Dt: 10/30/23				Cnty:FA-2105; MP .93 - .93								
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH			\$0	\$340,000	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$340,000
		ST_TIF_FMLM			\$0	\$510,000	\$0	\$0	\$0	\$0	\$510,000	\$0	\$510,000	\$0
		TAP_URB_WFRC			\$180,000	\$167,700	\$0	\$0	\$0	\$0	\$347,700	\$324,161	\$0	\$23,539
		Total			\$180,000	\$1,017,700	\$0	\$0	\$0	\$0	\$1,197,700	\$324,161	\$510,000	\$363,539
SALT L	20311	STIP	F-2107(1)21	2107	3	4000 W & South Jordan Parkway Intersection				Intersection Modification				
		To Be Adv Dt:				Cnty:FA-2107; MP 2.80 - 2.80								
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$1,703,064	\$1,703,064	\$0	\$0	\$1,703,064
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$3,449,336	\$3,449,336	\$3,215,816	\$0	\$233,520
		Total			\$0	\$0	\$0	\$0	\$0	\$5,152,400	\$5,152,400	\$3,215,816	\$0	\$1,936,584
SALT L	19630	STIP	F-2108(1)0	2108		9000 South & 700 West Southbound Dual Left Lanes				Intersection Modification				
		To Be Adv Dt:				Cnty:FA-2108; MP .00 - .12								
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$2,359,755	\$2,359,755	\$2,200,000	\$0	\$159,755
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$0	\$2,830,993	\$2,830,993	\$0	\$0	\$2,830,993
		STP_URB_SL			\$0	\$0	\$0	\$0	\$0	\$1,640,812	\$1,640,812	\$1,529,729	\$0	\$111,083
		Total			\$0	\$0	\$0	\$0	\$0	\$6,831,560	\$6,831,560	\$3,729,729	\$0	\$3,101,831
SALT L	20417	Scoping	S-2113(2)0	2113		2 Center Park Drive Shared Use Trail (West Jordan)				Local/MPO/Other Agency Pass-Through				
		Will Not Adv				Cnty:FA-2113; MP .00 - 1.58								
		L_PASS_MATCH			\$0	\$89,831	\$0	\$0	\$0	\$0	\$89,831	\$0	\$0	\$89,831
		ST_TIF_ACT			\$0	\$134,747	\$0	\$0	\$0	\$0	\$134,747	\$0	\$134,747	\$0
		Total			\$0	\$224,578	\$0	\$0	\$0	\$0	\$224,578	\$0	\$134,747	\$89,831
SALT L	20419	Scoping	S-2116(5)3	2116	3	Fort Union Blvd; 1674 E to Brookhill Dr.				Local/MPO/Other Agency Pass-Through				
		Will Not Adv				Cnty:FA-2116; MP 2.53 - 2.77								
		L_PASS_MATCH			\$0	\$159,949	\$0	\$0	\$0	\$0	\$159,949	\$0	\$0	\$159,949
		ST_TIF_ACT			\$0	\$399,872	\$0	\$0	\$0	\$0	\$399,872	\$0	\$399,872	\$0
		Total			\$0	\$559,821	\$0	\$0	\$0	\$0	\$559,821	\$0	\$399,872	\$159,949



# DRAFT

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## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

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Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
SALT L	14034	Undr Const	F-LC35(272)	2118	5	1	500 West; 3300 South to 3900 South				Reconstruct & Widening				
		Adv Dt: 04/02/22					Cnty:FA-2118; MP 4.76 - 5.64 & 500 West; 3300 South to 3900 South								
		HSIP					\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$0	\$16,925
		LOCAL_GOV					\$1,920,106	\$879,894	\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$2,800,000
		LOCAL_MATCH					\$181,540	\$0	\$0	\$0	\$0	\$181,540	\$0	\$0	\$181,540
		STP_COVID_SL					\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0
		STP_URB_SL					\$4,681,540	\$0	\$0	\$0	\$0	\$4,681,540	\$4,364,600	\$0	\$316,940
		Total					\$9,533,186	\$879,894	\$0	\$0	\$0	\$10,413,080	\$7,097,675	\$0	\$3,315,406
SALT L	20313	STIP	F-2122(3)1	2122	1	1	5600 South; 900 East to 1300 East				Major Rehabilitation - Roadway				
		To Be Adv Dt:					Cnty:FA-2122; MP 1.19 - 1.80								
		LOCAL_GOV					\$0	\$0	\$0	\$0	\$3,145,124	\$3,145,124	\$0	\$0	\$3,145,124
		STP_URB_SL					\$0	\$0	\$0	\$0	\$5,433,676	\$5,433,676	\$5,065,816	\$0	\$367,860
		Total					\$0	\$0	\$0	\$0	\$8,578,800	\$8,578,800	\$5,065,816	\$0	\$3,512,984
SALT L	17838	Scoping	F-2124(3)1	2124	1		Winchester and 700 West				Intersection Modification				
		To Be Adv Dt: 01/13/25					Cnty:FA-2124; MP 1.01 - 1.01								
		STP_URB_SL					\$650,000	\$208,093	\$1,895,807	\$0	\$0	\$2,753,900	\$2,567,461	\$0	\$186,439
SALT L	18845	Scoping	S-2128(1)6	2128	6	2	300 W; 400 S to 2100 S - Separated Bike Lanes				Transportation Alternatives				
		Will Not Adv					Cnty:FA-2128; MP 5.93 - 8.37								
		LOCAL_MATCH					\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000
		ST_TIF_ACT					\$0	\$2,100,000	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	\$0
		Total					\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000	\$0	\$2,100,000	\$1,400,000
SALT L	16925	Scoping	F-2138(1)0	2138		1	700 West; 3300 South to 3900 South				Reconstruct & Widening				
		To Be Adv Dt: 04/22/24					Cnty:FA-2138; MP .00 - .87								
		LOCAL_GOV					\$0	\$0	\$2,281,110	\$403,817	\$0	\$2,684,927	\$0	\$0	\$2,684,927
		STP_URB_SL					\$901,000	\$1,244,232	\$2,145,233	\$4,504,988	\$0	\$8,795,453	\$8,200,001	\$0	\$595,452
		Total					\$901,000	\$1,244,232	\$4,426,343	\$4,908,805	\$0	\$11,480,380	\$8,200,001	\$0	\$3,280,379
SALT L	20346	STIP	F-2142(1)2	2142	2		I-15 & 4800 South Bike Lanes; Galleria Dr to 325 W				Pedestrian/Bike facility				
		To Be Adv Dt:					Cnty:FA-2142; MP 1.96 - 2.09								
		LOCAL_GOV					\$0	\$236,530	\$0	\$0	\$0	\$236,530	\$0	\$0	\$236,530
		TAP_URB_WFRC					\$0	\$643,570	\$0	\$0	\$0	\$643,570	\$600,000	\$0	\$43,570
		Total					\$0	\$880,100	\$0	\$0	\$0	\$880,100	\$600,000	\$0	\$280,100
SALT L	19677	Scoping	S-2144(1)1	2144	1		4705 South 1500 East Full Stop Pedestrian Crossing				Intersection Modification				
		Will Not Adv					Cnty:FA-2144; MP .88 - .88								
		ST_TRANS_SOL					\$0	\$297,551	\$0	\$0	\$0	\$297,551	\$0	\$297,551	\$0
SALT L	16928	Scoping	F-2151(1)1	2151	1	1	8000 West; 2600 South to 3100 South - Magna				Pedestrian/Bike facility				
		To Be Adv Dt: 06/16/25					Cnty:FA-2151; MP 1.49 - 2.21								
		STP_URB_SL					\$546,308	\$800,392	\$2,679,000	\$0	\$0	\$4,025,700	\$3,753,160	\$0	\$272,540



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location	Concept Description	CD	Total	Fed Aid	State	Other
		Fund	Prior		2024	2025	2026	2027				
<b>Salt Lake County Projects</b>												
SALT L	20344	STIP	F-2153(1)4	2153	4	2 Anthem Park Blvde - Bike Lanes; 11800 S to 13400 S Cnty:FA-2153; MP 3.76 - 5.83	Pedestrian/Bike facility					
		To Be Adv Dt:										
		LOCAL_GOV			\$0	\$19,999	\$0	\$0	\$0	\$19,999	\$0	\$19,999
		TAP_URB_WFRC			\$0	\$105,001	\$0	\$0	\$0	\$105,001	\$97,892	\$7,109
		Total			\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$97,892	\$27,108
SALT L	21234	Funding	NEWPROJ(21234)	2153	1	3 Rosecrest Bike Lane; 13400 So to MVC Cnty:FA-2153; MP 1.25 - 3.76	Pedestrian/Bike facility					
		To Be Adv Dt:										
NEW		TAP_URB_WFRC			\$0	\$0	\$417,900	\$0	\$0	\$417,900	\$389,608	\$28,292
SALT L	19679	Scoping	F-2146(1)8	2156	8	Cougar Lane; Niagara Way to Kearns High Drive Cnty:FA-2156; MP 8.03 - 8.30	Adding a lane/shoulder					
		To Be Adv Dt: 05/14/24										
		LOCAL_GOV			\$0	\$0	\$536,308	\$0	\$0	\$536,308	\$0	\$536,308
		STP_URB_SL			\$303,000	\$126,046	\$1,838,645	\$0	\$0	\$2,267,692	\$2,114,169	\$153,523
		Total			\$303,000	\$126,046	\$2,374,954	\$0	\$0	\$2,804,000	\$2,114,169	\$689,831
SALT L	17869	Active	F-2162(2)1	2162		1 Cross Towne Trail; 2700 West to Bangerter Hwy Cnty:FA-2162; MP .37 - 1.60	Transportation Alternatives					
		To Be Adv Dt: 12/28/23										
		LOCAL_GOV			\$0	\$1,578,070	\$0	\$0	\$0	\$1,578,070	\$0	\$1,578,070
		TAP_URB_WFRC			\$484,241	\$321,888	\$0	\$0	\$0	\$806,130	\$751,555	\$54,575
		Total			\$484,241	\$1,899,959	\$0	\$0	\$0	\$2,384,200	\$751,555	\$1,632,645
SALT L	21231	Funding	NEWPROJ(21231)	2172	8	1 3900 South Bike Lanes; Redwood Rd to Jordan River Cnty:FA-2172; MP 8.04 - 9.02	Pedestrian/Bike facility					
		To Be Adv Dt:										
NEW		LOCAL_GOV			\$0	\$0	\$8,701,140	\$0	\$0	\$8,701,140	\$0	\$8,701,140
		TAP_URB_WFRC			\$0	\$0	\$1,211,860	\$0	\$0	\$1,211,860	\$1,129,817	\$82,043
		Total			\$0	\$0	\$9,913,000	\$0	\$0	\$9,913,000	\$1,129,817	\$8,783,183
SALT L	20420	Scoping	S-2173(1)1	2173	1	1 1300 West Bike Lanes; 3300 South and 3900 South Cnty:FA-2173; MP 1.24 - 2.23	Local/MPO/Other Agency Pass-Through					
		Will Not Adv										
		L_PASS_MATCH			\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
		ST_TIF_ACT			\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$0	\$0
		Total			\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$0	\$2,000,000
SALT L	15914	Scoping	F-2179(1)0	2179		Riverfront Parkway; 11050 S to 11400 S, Widen Cnty:FA-2179; MP .00 - .42	Widen Existing Facility					
		To Be Adv Dt: 01/28/25										
		LOCAL_GOV			\$0	\$90,100	\$0	\$0	\$0	\$90,100	\$0	\$90,100
		STP_URB_SL			\$200,090	\$1,550,710	\$0	\$0	\$0	\$1,750,800	\$1,632,271	\$118,529
		Total			\$200,090	\$1,640,810	\$0	\$0	\$0	\$1,840,900	\$1,632,271	\$208,629



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects															
SALT L	15911	Awarded	F-2180(3)1	2180	1	1	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre				Spot Safety Improvement				
		Adv Dt: 02/11/23					Cnty:FA-2180; MP .59 - 1.47								
		LOCAL_GOV			\$0		\$700,064	\$0	\$0	\$0	\$0	\$700,064	\$0	\$0	\$700,064
		LOCAL_MATCH			\$0		\$217,848	\$0	\$0	\$0	\$0	\$217,848	\$0	\$0	\$217,848
		STP_COVID_SL			\$3,000,000		\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0
		STP_URB_SL			\$2,187,988		\$1,632,453	\$0	\$0	\$0	\$0	\$3,820,441	\$3,561,797	\$0	\$258,644
		Total			\$5,187,988		\$2,550,365	\$0	\$0	\$0	\$0	\$7,738,353	\$6,561,797	\$0	\$1,176,556
SALT L	21240	Funding	NEWPROJ(21240)	2186	3		Holladay Signal Optimization Enhancements				Signal Operations				
		To Be Adv Dt:					Cnty:FA-2186; MP 2.62 - 2.62								
NEW		CARBON_SL			\$0		\$0	\$1,152,800	\$0	\$0	\$0	\$1,152,800	\$1,074,755	\$0	\$78,045
SALT L	19688	Undr Const	F-2189(1)0	2189			Juniper Crest Crosswalk & Mt Ogden Peak Dr				Safe Routes to Schools				
		Adv Dt: 02/18/23					Cnty:FA-2189; MP .23 - .23								
		LOCAL_GOV			\$0		\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000
		TAP_URB_WFRC			\$268,154		\$0	\$0	\$0	\$0	\$0	\$268,154	\$250,000	\$0	\$18,154
		Total			\$268,154		\$280,000	\$0	\$0	\$0	\$0	\$548,154	\$250,000	\$0	\$298,154
SALT L	21239	Funding	NEWPROJ(21239)	2190	4		On-Route Charging Infrastructure				UTA/Transit				
		To Be Adv Dt:					Cnty:FA-2190; MP 4.18 - 4.18								
NEW		CARBON_SL			\$0		\$0	\$1,608,924	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,924
		LOCAL_GOV			\$0		\$0	\$1,391,076	\$0	\$0	\$0	\$1,391,076	\$0	\$0	\$1,391,076
		Total			\$0		\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$1,500,000	\$0	\$1,500,000
SALT L	21200	Funding	NEWPROJ(21200)	2204		1	2000 East; 3300 South to Atkin Ave				Pedestrian/Bicycle Safety				
		To Be Adv Dt:					Cnty:FA-2204; MP .00 - .67								
NEW		LOCAL_GOV			\$0		\$0	\$0	\$0	\$5,129,952	\$5,129,952	\$0	\$0	\$5,129,952	
		STP_URB_SL			\$0		\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848	
		Total			\$0		\$0	\$0	\$0	\$8,347,800	\$8,347,800	\$3,000,000	\$0	\$5,347,800	
SALT L	17807	Scoping	F-2213(1)1	2213	1		Lone Peak Parkway; 12650 South to 12300 South				Reconstruct & Widening				
		To Be Adv Dt: 02/21/24					Cnty:FA-2213; MP 1.23 - 1.65								
		LOCAL_GOV			\$0		\$0	\$870,988	\$0	\$0	\$0	\$870,988	\$0	\$0	\$870,988
		STP_URB_SL			\$375,416		\$0	\$3,893,596	\$0	\$0	\$0	\$4,269,012	\$3,980,000	\$0	\$289,012
		Total			\$375,416		\$0	\$4,764,584	\$0	\$0	\$0	\$5,140,000	\$3,980,000	\$0	\$1,160,000
SALT L	18823	Scoping	F-2215(1)0	2215		1	3650 South; 2700 West to 3200 West				Reconstruct & Widening				
		To Be Adv Dt: 09/11/23					Cnty:FA-2215; MP .00 - 1.00								
		LOCAL_GOV			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_MATCH			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL			\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL@1			\$1,488,238		\$4,283,251	\$0	\$0	\$0	\$0	\$5,771,489	\$5,771,489	\$0	\$0
		ST_TTIF_FMLM			\$663		\$2,193,448	\$0	\$0	\$0	\$0	\$2,194,111	\$0	\$2,194,111	\$0
		Total			\$1,488,901		\$6,476,699	\$0	\$0	\$0	\$0	\$7,965,600	\$5,771,489	\$2,194,111	\$0





DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects														
SALT L	18816	Scoping	F-2218(1)0		2218	Bengal Boulevard & Highland Drive Intersection				Intersection Improvements				
		To Be Adv Dt: 10/03/25 Cnty:FA-2218; MP .00 - .07												
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	\$10,000	
		STP_URB_SL			\$10,000	\$0	\$0	\$0	\$2,124,200	\$2,134,200	\$1,989,715	\$0	\$144,485	
		Total			\$10,000	\$0	\$0	\$0	\$2,134,200	\$2,144,200	\$1,989,715	\$0	\$154,485	
SALT L	16948	Undr Const	F-2224(1)0		2224	2600 East Sidewalk; 7609 South to 7640 South				Pedestrian/Bike facility				
		Adv Dt: 04/08/23 Cnty:FA-2224; MP .11 - .26												
		LOCAL_GOV			\$0	\$167,000	\$0	\$0	\$0	\$167,000	\$0	\$0	\$167,000	
		TAP_URB_WFRC			\$415,000	\$0	\$0	\$0	\$0	\$415,000	\$386,905	\$0	\$28,096	
		Total			\$415,000	\$167,000	\$0	\$0	\$0	\$582,000	\$386,905	\$0	\$195,096	
SALT L	17806	Active	F-2233(1)1		2233	1	1 Parkway Blvd (2700 S); MVC to 6400 West				Reconstruct & Widening			
		To Be Adv Dt: 08/29/23 Cnty:FA-2233; MP 1.00 - 1.93												
		LOCAL_GOV			\$0	\$3,615,135	\$0	\$0	\$0	\$3,615,135	\$0	\$0	\$3,615,135	
		STP_URB_SL			\$2,969,000	\$4,615,865	\$0	\$0	\$0	\$7,584,865	\$7,071,370	\$0	\$513,495	
		Total			\$2,969,000	\$8,231,000	\$0	\$0	\$0	\$11,200,000	\$7,071,370	\$0	\$4,128,630	
SALT L	17867	Scoping	F-2236(1)2		2236	2	2820 South; 7440 West to 7736 West				Safe Sidewalk			
		To Be Adv Dt: 10/24/23 Cnty:FA-2236; MP 1.84 - 2.28												
		LOCAL_GOV			\$0	\$552,075	\$0	\$0	\$0	\$552,075	\$0	\$0	\$552,075	
		TAP_URB_WFRC			\$446,500	\$1,056,049	\$0	\$0	\$0	\$1,502,549	\$1,400,826	\$0	\$101,723	
		Total			\$446,500	\$1,608,124	\$0	\$0	\$0	\$2,054,624	\$1,400,826	\$0	\$653,798	
SALT L	20312	STIP	F-2238(2)0		2238	1	7200 West; 3500 South to Copper Hill Drive				Major Rehabilitation - Roadway			
		To Be Adv Dt: Cnty:FA-2238; MP .38 - 1.00												
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$2,023,640	\$2,023,640	\$0	\$0	\$2,023,640	
		STP_URB_SL			\$0	\$0	\$0	\$0	\$5,058,260	\$5,058,260	\$4,715,816	\$0	\$342,444	
		Total			\$0	\$0	\$0	\$0	\$7,081,900	\$7,081,900	\$4,715,816	\$0	\$2,366,084	
SALT L	21130	Scoping	F-2240(5)0		2240		4700 South; 5400 West to 5600 West				Reconstruct & Widening			
		To Be Adv Dt: 02/29/24 Cnty:FA-2240; MP .00 - .25												
		HIP_COMMUNITY			\$200,000	\$1,945,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232	
SALT L	11085	Undr Const	F-2240(2)0		2240	2	4700 South; 4000 West to 5600 West				Reconstruct & Widening			
		Adv Dt: 04/09/22 Cnty:FA-2240; MP .00 - 2.01												
		HIP_COMMUNITY			\$5,363,081	\$0	\$0	\$0	\$0	\$5,363,081	\$5,000,000	\$0	\$363,081	
		LOCAL_GOV			\$33,764	\$5,458,958	\$0	\$0	\$0	\$5,492,722	\$0	\$0	\$5,492,722	
		STP_URB_SL			\$15,204,377	\$0	\$0	\$0	\$0	\$15,204,377	\$14,175,040	\$0	\$1,029,336	
		Total			\$20,601,221	\$5,458,958	\$0	\$0	\$0	\$26,060,179	\$19,175,040	\$0	\$6,885,139	





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len			PIN Description / Project Location				Concept Description					
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other				
Salt Lake County Projects																
SALT L	20422	Scoping Will Not Adv	S-2250(1)6	2250	6	1	400 S Viaduct Multi-use Trail Cnty:FA-2250; MP 5.80 - 6.55				Local/MPO/Other Agency Pass-Through					
		L_PASS_MATCH		\$0	\$4,237,333		\$0	\$0	\$0	\$0	\$4,237,333	\$0	\$0	\$4,237,333		
		ST_TTIF_FMLM		\$0	\$6,356,000		\$0	\$0	\$0	\$0	\$6,356,000	\$0	\$6,356,000	\$0		
		Total		\$0	\$10,593,333		\$0	\$0	\$0	\$0	\$10,593,333	\$0	\$6,356,000	\$4,237,333		
SALT L	20309	STIP To Be Adv Dt:	F-2258(3)5	2258	5	1	900 West; North Temple to 600 North Cnty:FA-2258; MP 4.98 - 5.73				Major Rehabilitation - Roadway					
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$4,239,529	\$4,239,529	\$0	\$0	\$4,239,529		
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$3,449,336	\$3,449,336	\$3,215,816	\$0	\$233,520		
		Total		\$0	\$0		\$0	\$0	\$0	\$7,688,865	\$7,688,865	\$3,215,816	\$0	\$4,473,049		
SALT L	20323	STIP To Be Adv Dt:	F-2258(4)4	2258	4		Salt Lake Green Bike Share Expansion Cnty:FA-2258; MP 4.23 - 4.23				Pedestrian/Bike facility					
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$476,718	\$476,718	\$444,444	\$0	\$32,274		
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$166,852	\$166,852	\$0	\$0	\$166,852		
		Total		\$0	\$0		\$0	\$0	\$0	\$643,570	\$643,570	\$444,444	\$0	\$199,126		
SALT L	21222	Funding To Be Adv Dt:	NEWPROJ(21222)	2258	4		Salt Lake Green Bike Share Expansion Cnty:FA-2258; MP 4.21 - 4.21				Pedestrian/Bike facility					
NEW		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$688,298	\$688,298	\$641,700	\$0	\$46,598		
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$0	\$1,702	\$1,702	\$0	\$0	\$1,702		
		Total		\$0	\$0		\$0	\$0	\$0	\$690,000	\$690,000	\$641,700	\$0	\$48,300		
SALT L	20397	Scoping Will Not Adv	S-2266(3)6	2266	6		Parleys Trail Gap In Sugar House (Salt Lake City) Cnty:FA-2266; MP 5.85 - 6.30				Local/MPO/Other Agency Pass-Through					
		L_PASS_MATCH		\$0	\$633,333		\$0	\$0	\$0	\$0	\$633,333	\$0	\$0	\$633,333		
		ST_TIF_ACT		\$0	\$950,000		\$0	\$0	\$0	\$0	\$950,000	\$0	\$950,000	\$0		
		Total		\$0	\$1,583,333		\$0	\$0	\$0	\$0	\$1,583,333	\$0	\$950,000	\$633,333		
SALT L	16944	Scoping To Be Adv Dt: 07/26/24	F-2266(2)2	2266	2		Highland Drive & 4500 South Intersection Imp Cnty:FA-2266; MP 2.43 - 2.43				Intersection Modification					
		CMAQ_PM2.5		\$0	\$1,287,139		\$0	\$0	\$0	\$0	\$1,287,139	\$1,200,000	\$0	\$87,139		
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		LOCAL_GOV		\$0	\$1,309,861		\$0	\$0	\$0	\$0	\$1,309,861	\$0	\$0	\$1,309,861		
		Total		\$0	\$2,597,000		\$0	\$0	\$0	\$0	\$2,597,000	\$1,200,000	\$0	\$1,397,000		
SALT L	20416	Scoping Will Not Adv	S-2292(1)13	2292	13	1	Emigration Cyn Rd; Margarethe to Pinecrest Cyn Rd Cnty:FA-2292; MP 12.54 - 13.83				Local/MPO/Other Agency Pass-Through					
		L_PASS_MATCH		\$0	\$2,104,840		\$0	\$0	\$0	\$0	\$2,104,840	\$0	\$0	\$2,104,840		
		ST_TIF_ACT		\$0	\$3,157,260		\$0	\$0	\$0	\$0	\$3,157,260	\$0	\$3,157,260	\$0		
		Total		\$0	\$5,262,100		\$0	\$0	\$0	\$0	\$5,262,100	\$0	\$3,157,260	\$2,104,840		



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Salt Lake County Projects															
NEW	SALT L	21203	Funding	NEWPROJ(21203)	2292	12	3	5655 Emigration Cyn to 9698 Emigration Cyn Cnty:FA-2292; MP 12.10 - 15.52				Spot Safety Improvement			
			LOCAL_GOV		\$0		\$0		\$0		\$3,301,052	\$3,301,052	\$0	\$0	\$3,301,052
			STP_URB_SL		\$0		\$0		\$0		\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total		\$0		\$0		\$0		\$6,518,900	\$6,518,900	\$3,000,000	\$0	\$3,518,900
	SALT L	19684	STIP	F-2322(1)4	2322	4		East Downtown 200 So Transit Hub (400 E to 300 E) Cnty:FA-2322; MP 3.64 - 3.79				UTA/Transit			
			CMAQ_WFRC		\$0		\$0		\$0		\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
			LOCAL_GOV		\$0		\$0		\$0		\$918,684	\$918,684	\$0	\$0	\$918,684
			Total		\$0		\$0		\$0		\$1,991,300	\$1,991,300	\$1,000,000	\$0	\$991,300
	SALT L	20424	Scoping	S-2324(1)0	2324		1	West Temple Walk Bike Transit Connections Cnty:FA-2324; MP .00 - .75				Local/MPO/Other Agency Pass-Through			
			L_PASS_MATCH		\$0		\$884,000		\$0		\$0	\$884,000	\$0	\$0	\$884,000
			ST_TTIF_FMLM		\$0		\$1,326,000		\$0		\$0	\$1,326,000	\$0	\$1,326,000	\$0
			Total		\$0		\$2,210,000		\$0		\$0	\$2,210,000	\$0	\$1,326,000	\$884,000
	SALT L	20423	Scoping	S-2330(2)3	2330	3	1	North Temple Active Transportation Project Cnty:FA-2330; MP 2.98 - 3.73				Local/MPO/Other Agency Pass-Through			
			L_PASS_MATCH		\$0		\$2,200,000		\$0		\$0	\$2,200,000	\$0	\$0	\$2,200,000
			ST_TTIF_FMLM		\$0		\$3,300,000		\$0		\$0	\$3,300,000	\$0	\$3,300,000	\$0
			Total		\$0		\$5,500,000		\$0		\$0	\$5,500,000	\$0	\$3,300,000	\$2,200,000
	SALT L	17850	STIP	F-2330(1)1	2330	1		SLC West Intermodal Center Cnty:FA-2330; MP 1.30 - 1.30				UTA/Transit			
			CMAQ_WFRC		\$0		\$0		\$1,501,663		\$0	\$1,501,663	\$1,400,000	\$0	\$101,663
			LOCAL_GOV		\$0		\$0		\$2,698,637		\$0	\$2,698,637	\$0	\$0	\$2,698,637
			STP_URB_SL		\$0		\$0		\$0		\$2,270,092	\$2,270,092	\$2,116,407	\$0	\$153,685
		Total		\$0		\$0		\$4,200,300		\$2,270,092	\$0	\$6,470,392	\$3,516,407	\$0	\$2,953,985
	SALT L	19633	STIP	F-2354(3)1	2354	1	1	700 North; 2200 West to Redwood Rd (1700 West) Cnty:FA-2354; MP .99 - 1.72				Major Rehabilitation - Roadway			
			LOCAL_GOV		\$0		\$0		\$0		\$1,462,752	\$1,462,752	\$0	\$0	\$1,462,752
			STP_URB_SL		\$0		\$0		\$0		\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
			Total		\$0		\$0		\$0		\$4,680,600	\$4,680,600	\$3,000,000	\$0	\$1,680,600
	SALT L	15264	Scoping	S-R299(244)	MULT			I-80 and State Street Interchange R/W US-89; MP 375.64 - 375.91 & I-80; MP 122.93 - 123.46				PE			
			ST_HB377/TF		\$0		\$0		\$0		\$0	\$0	\$0	\$0	\$0
			ST_TIF		\$0		\$500,000		\$0		\$0	\$500,000	\$0	\$500,000	\$0
			Total		\$0		\$500,000		\$0		\$0	\$500,000	\$0	\$500,000	\$0



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	15688	Undr Const	F-I80-3(193)125	MULT	I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S				High Volume			
		Adv Dt: 10/01/20			I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00							
		NHPP_BR	\$13,700,000	\$0	\$0	\$0	\$0	\$0	\$13,700,000	\$12,772,510	\$927,490	\$0
		NHPP_IM	\$36,264,817	\$0	\$0	\$0	\$0	\$0	\$36,264,817	\$34,154,205	\$2,110,612	\$0
		STP_BRIDGE	\$12,127,013	\$0	\$0	\$0	\$0	\$0	\$12,127,013	\$11,306,014	\$820,999	\$0
		STP_FLX_ST	\$83,556,616	\$30,659,344	\$0	\$0	\$0	\$0	\$114,215,960	\$106,483,540	\$7,732,421	\$0
		ST_RET_ROW	\$4,191,931	\$279	\$0	\$0	\$0	\$0	\$4,192,210	\$0	\$4,192,210	\$0
		Total	\$149,840,377	\$30,659,623	\$0	\$0	\$0	\$0	\$180,500,000	\$164,716,269	\$15,783,731	\$0
SALT L	16490	Scoping	F-I215(197)11	MULT	700 W, 300 W & TRAX over I-215 Bridge Rehab				Replacement and Rehabilitation - Structure			
		To Be Adv Dt: 12/21/23			I-215; MP 11.14 - 11.19 & I-215; MP 11.11 - 11.22 & Cnty:FA-2118; MP 1.00 - 1.08							
		NHPP_BR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_BRIDGE	\$1,071,000	\$6,529,000	\$0	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
		Total	\$1,071,000	\$6,529,000	\$0	\$0	\$0	\$0	\$7,600,000	\$7,085,480	\$514,520	\$0
SALT L	18452	Scoping	S-0085(19)4	MULT	MVC; Old Bing Hwy to Porter Rockwell				New Capacity			
		To Be Adv Dt: 04/06/26			SR-85; MP 3.53 - 12.46 & SR-85; MP 3.53 - 12.46							
		ST_CONCPT_D2	\$45,649	\$0	\$0	\$0	\$0	\$0	\$45,649	\$0	\$45,649	\$0
		ST_TIF	\$317,977	\$4,682,023	\$7,500,000	\$22,500,000	\$0	\$455,000,000	\$490,000,000	\$0	\$490,000,000	\$0
		Total	\$363,626	\$4,682,023	\$7,500,000	\$22,500,000	\$0	\$455,000,000	\$490,045,649	\$0	\$490,045,649	\$0
SALT L	18843	Active	S-2354(1)2	MULT	600/700 N Frequent Transit Network Improvements				UTA/Transit			
		Will Not Adv			SR-268; MP .00 - .73 & Cnty:FA-2354; MP 1.72 - 3.09							
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$152,000	\$0	\$0	\$0	\$0	\$152,000	\$0	\$0	\$152,000
		ST_TTIF	\$0	\$228,000	\$0	\$0	\$0	\$0	\$228,000	\$0	\$228,000	\$0
		Total	\$0	\$380,000	\$0	\$0	\$0	\$0	\$380,000	\$0	\$228,000	\$152,000
SALT L	18844	Scoping	S-2354(2)1	MULT	600/700 N Active Transportation Improvements				Transportation Alternatives			
		Will Not Adv			Cnty:FA-2354; MP .99 - 3.09 & SR-268; MP .00 - .73							
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000
		ST_TIF_ACT	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0
		Total	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$2,400,000	\$1,600,000
SALT L	18847	Scoping	S-2066(3)10	MULT	1300 W; 6400 S to 4800 S - Active Transportation				Transportation Alternatives			
		Will Not Adv			Cnty:FA-2066; MP 10.03 - 11.72							
		LOCAL_MATCH	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$1,120,000
		ST_TIF_ACT	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$1,680,000	\$0	\$1,680,000	\$0
		Total	\$0	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000	\$0	\$1,680,000	\$1,120,000



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	19504	Scoping	F-0201(56)14	MULT	Bridge Rehabilitations on SR-201 and SR-172				Preservation - Structure			
		To Be Adv Dt: 03/26/24			SR-201; MP 13.67 - 13.92 & SR-172; MP 9.00 - 9.22							
		NHPP_BR		\$950,000	\$400,000	\$0	\$0	\$0	\$1,350,000	\$1,258,605	\$91,395	\$0
		STP_BRIDGE		\$1,010,100	\$7,139,900	\$0	\$0	\$0	\$8,150,000	\$7,598,245	\$551,755	\$0
		Total		\$1,960,100	\$7,539,900	\$0	\$0	\$0	\$9,500,000	\$8,856,850	\$643,150	\$0
SALT L	19632	STIP	F-R299(421)	MULT	SLC Metro - Signal Timing and Optimization				Traffic Signal Coordination			
		To Be Adv Dt:			Cnty:FA-2161; MP 1.51 - 4.25 & SR-48; MP .00 - 2.00							
		CARBON_SL		\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$559,380	\$40,620	\$0
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$559,380	\$40,620	\$0
SALT L	20415	Advertised	S-0154(250)4	MULT	Bangerter Highway South Interchanges				TIF - Transportation Investment Fund			
		Adv Dt: 02/16/23			SR-154; MP 9.84 - 11.43 & SR-154; MP 3.71 - 4.77 & SR-154; MP 5.21 - 6.40							
		ST_TIF		\$0	\$43,646,603	\$177,105,000	\$0	\$0	\$220,751,603	\$0	\$220,751,603	\$0
		ST_TIF_HB433		\$224,391	\$9,629,005	\$37,895,000	\$0	\$0	\$47,748,397	\$0	\$47,748,397	\$0
		Total		\$224,391	\$53,275,609	\$215,000,000	\$0	\$0	\$268,500,000	\$0	\$268,500,000	\$0
SALT L	20430	Scoping	S-0186(46)1	MULT	Bicycle Lanes up Capitol Hill				Local/MPO/Other Agency Pass-Through			
		Will Not Adv			SR-186; MP 1.18 - 1.50 & Cnty:FA-2148; MP 6.84 - 7.14							
		L_PASS_MATCH		\$0	\$270,734	\$0	\$0	\$0	\$270,734	\$0	\$0	\$270,734
		ST_TTIF_FMLM		\$0	\$406,102	\$0	\$0	\$0	\$406,102	\$0	\$406,102	\$0
		Total		\$0	\$676,836	\$0	\$0	\$0	\$676,836	\$0	\$406,102	\$270,734
SALT L	20518	Undr Const	S-0154(103)10	MULT	Bangerter Highway Aqueduct Protection				Other			
		Adv Dt: 11/05/22			SR-154; MP 9.98 - 10.91 & SR-154; MP 16.30 - 17.34							
		ST_TIF		\$1,283,703	\$1,716,297	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
SALT L	21097	Scoping	S-R299(479)	MULT	Cottonwood Canyon Variable Message Signs				ITS Communication			
		To Be Adv Dt: 01/31/24			SR-190; MP .51 - .58 & SR-209; MP 15.10 - 15.15							
		ST_TIF		\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000	\$0	\$3,200,000	\$0
SALT L	20777	Funding	NEWPROJ(20777)	MULT	I-80 Bridge Deck Replacements and Rehabilitation				Rehabilitation or Replacement			
		To Be Adv Dt:			I-80; MP 131.48 - 132.91 & FROM SR-186 TO I-215; MP .30 - .37 & I-80; MP 130.37 - 131.03							
NEW		NHPP_BR		\$0	\$0	\$0	\$21,700,000	\$0	\$21,700,000	\$20,230,910	\$1,469,090	\$0
		STP_BRIDGE		\$0	\$0	\$0	\$3,800,000	\$0	\$3,800,000	\$3,542,740	\$257,260	\$0
		ST_BRIDGE		\$0	\$0	\$3,100,000	\$0	\$0	\$3,100,000	\$0	\$3,100,000	\$0
		ST_TIF_PRS_S		\$0	\$0	\$1,400,000	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$0
		Total		\$0	\$0	\$4,500,000	\$25,500,000	\$0	\$30,000,000	\$23,773,650	\$6,226,350	\$0



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	7703	Undr Const	MP-0182(6)	MULT	MVC; Salt Lake County PM				Staffing Support			
		Will Not Adv			MVC; Salt Lake County PM							
		LOCAL_INKIND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_BETTERMENT	\$38,333,979	\$0	\$0	\$0	\$0	\$0	\$38,333,979	\$0	\$0	\$38,333,979
		ST_BONDS_MVC	\$55,800,000	\$0	\$0	\$0	\$0	\$0	\$55,800,000	\$0	\$55,800,000	\$0
		ST_CHF_TIF	\$193,845,199	\$0	\$0	\$0	\$0	\$0	\$193,845,199	\$0	\$193,845,199	\$0
		ST_CONST	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_GF_CHN	\$128,755,865	\$0	\$0	\$0	\$0	\$0	\$128,755,865	\$0	\$128,755,865	\$0
		ST_GF_TIF	\$7,500,000	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$0
		ST_TIF	\$6,950,038	\$12,990,741	\$0	\$0	\$0	\$0	\$19,940,779	\$0	\$19,940,779	\$0
		Total	\$431,685,081	\$12,990,741	\$0	\$0	\$0	\$0	\$444,675,822	\$0	\$406,341,843	\$38,333,979
SALT L	7704	Undr Const	S-0085(1)0	MULT	MVC; UTILITIES TRANSMISSION LOCATION							
		Will Not Adv			MVC; UTILITIES TRANSMISSION LOCATION (SR-201TO 4700 SOUTH)							
		ST_APPROP	\$317,788	\$0	\$0	\$0	\$0	\$0	\$317,788	\$0	\$317,788	\$0
		ST_CHF_TIF	\$48,315,844	\$1,818,669	\$0	\$0	\$0	\$0	\$50,134,512	\$0	\$50,134,512	\$0
		ST_GF_CHN	\$31,952,390	\$0	\$0	\$0	\$0	\$0	\$31,952,390	\$0	\$31,952,390	\$0
		Total	\$80,586,021	\$1,818,669	\$0	\$0	\$0	\$0	\$82,404,690	\$0	\$82,404,690	\$0
SALT L	8312	Undr Const	S-0085(4)0	MULT	MVC; AQ MONITOR AND FILTERS							
		Will Not Adv			MVC; AQ MONITOR AND FILTERS							
		ST_CHF_TIF	\$3,131,368	\$968,632	\$0	\$0	\$0	\$0	\$4,100,000	\$0	\$4,100,000	\$0
SALT L	8601	Undr Const	F-0210(16)0	MULT	WASATCH BOULEVARD & 7650 SOUTH				Transportation Alternatives			
		Adv Dt: 07/30/22			WASATCH BLVD AND 7650 SO.							
		CMAQ_PM2.5	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$121,199	\$0	\$8,801
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL	\$1,223,285	\$4,218	\$0	\$0	\$0	\$0	\$1,227,503	\$1,144,401	\$83,102	\$0
		Total	\$1,353,285	\$4,218	\$0	\$0	\$0	\$0	\$1,357,503	\$1,265,600	\$83,102	\$8,801
SALT L	16382	Scoping	S-0154(97)10	MULT	Multiple Interchanges on Bangerter Hwy.				Upgrade Existing At-Grade Intersection			
		Will Not Adv			SR-154; MP 16.50 - 17.40 & SR-154; MP 10.04 - 10.68							
		ST_TIF	\$34,905,000	\$9,000,000	\$15,000,000	\$28,105,000	\$0	\$0	\$87,010,000	\$0	\$87,010,000	\$0
		ST_TIF_HB433	\$25,895,000	\$0	\$0	\$0	\$0	\$0	\$25,895,000	\$0	\$25,895,000	\$0
		Total	\$60,800,000	\$9,000,000	\$15,000,000	\$28,105,000	\$0	\$0	\$112,905,000	\$0	\$112,905,000	\$0
SALT L	16922	Scoping	F-2104(1)1	MULT	7000 South; 1300 West to Bangerter Highway - Study				Document EA/EIS			
		Will Not Adv			Cnty:FA-2104; MP 1.24 - 3.19 & Cnty:FA-2104; MP 3.19 - 3.19							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$927,384	\$927,384	\$0	\$0	\$927,384
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,072,616	\$1,000,000	\$0	\$72,616
		Total	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$0	\$1,000,000



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Salt Lake County Projects													
SALT L	16943	Scoping	F-2038(1)1	MULT	14600 South; Railroad Bridge to Redwood Bike/ Ped				Pedestrian/Bike facility				
		To Be Adv Dt: 03/29/27											
		CARBON_SL		\$0	\$0	\$0	\$1,142,002	\$0	\$0	\$1,142,002	\$1,064,688	\$0	\$77,314
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$0	\$0	\$1,142,002	\$0	\$0	\$1,142,002	\$1,064,688	\$0	\$77,314
SALT L	17842	Scoping	F-R299(344)	MULT	Midvalley Connector BRT; Atherton DR to 2700 W				UTA/Transit				
		Will Not Adv											
		CMAQ_PM2.5		\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		FTASEC_5309		\$0	\$0	\$0	\$0	\$0	\$80,687,500	\$80,687,500	\$64,550,000	\$16,137,500	\$0
		LOCAL_GOV		\$0	\$11,000,000	\$0	\$0	\$0	\$0	\$11,000,000	\$0	\$0	\$11,000,000
		LOCAL_INKIND		\$0	\$4,650,000	\$0	\$0	\$0	\$0	\$4,650,000	\$0	\$0	\$4,650,000
		ST_TTIF		\$22,800,000	\$0	\$0	\$0	\$0	\$0	\$22,800,000	\$0	\$22,800,000	\$0
		Total		\$22,800,000	\$17,795,232	\$0	\$0	\$0	\$80,687,500	\$121,282,732	\$66,550,000	\$38,937,500	\$15,795,232
SALT L	18818	STIP	F-R299(392)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows				ATMS				
		To Be Adv Dt:											
		STP_URB_SL		\$0	\$0	\$0	\$690,000	\$0	\$0	\$690,000	\$643,287	\$46,713	\$0
SALT L	18819	STIP	F-R299(393)	MULT	TSP/ Preemption Equipment for Transit Vehicles				UTA/Transit				
		To Be Adv Dt:											
		STP_URB_SL		\$0	\$255,000	\$0	\$0	\$0	\$0	\$255,000	\$237,737	\$0	\$17,264
SALT L	19569	STIP	F-R299(419)	MULT	Traffic Signal Priority/Preemption				Detection				
		To Be Adv Dt:											
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$790,000	\$790,000	\$736,517	\$53,483	\$0
SALT L	19629	STIP	F-R299(420)	MULT	TSP Project ; SR-266, 5400 So., SR-48				Detection				
		To Be Adv Dt:											
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$790,000	\$790,000	\$736,517	\$53,483	\$0
SALT L	19634	Undr Const	F-0085(20)7	MULT	NB Acceleration Lane from Rosecrest Rd to MVC				Adding a lane/shoulder				
		Adv Dt: 11/12/22											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL		\$1,513,086	\$0	\$0	\$0	\$0	\$0	\$1,513,086	\$1,410,650	\$102,436	\$0
		ST_PVMT		\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		Total		\$1,513,086	\$5,000	\$0	\$0	\$0	\$0	\$1,518,086	\$1,410,650	\$107,435	\$0
SALT L	19678	Scoping	F-R299(422)	MULT	Point of the Mountain Transit Environmental Study				UTA/Transit				
		Will Not Adv											
		LOCAL_GOV		\$0	\$5,854,768	\$0	\$0	\$0	\$0	\$5,854,768	\$0	\$0	\$5,854,768
		STP_URB_SL		\$0	\$2,145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total		\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	\$2,000,000	\$0	\$6,000,000



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	20315	STIP	F-R299(444)	MULT	Midvalley Connector; Operations				UTA/Transit			
		To Be Adv Dt:			Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station							
		CARBON_SL		\$0	\$2,376,720	\$0	\$0	\$0	\$0	\$2,376,720	\$2,215,816	\$160,904
		CMAQ_WFRC		\$0	\$2,467,017	\$0	\$0	\$0	\$0	\$2,467,017	\$2,300,000	\$167,017
		LOCAL_GOV		\$0	\$26,658,320	\$0	\$0	\$0	\$0	\$26,658,320	\$0	\$26,658,320
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$31,502,057	\$0	\$0	\$0	\$0	\$31,502,057	\$4,515,816	\$327,921
\$26,658,320												
SALT L	20340	STIP	F-R299(446)	MULT	Utah Lake Distribution Canal Trail So. Segment				Pedestrian/Bike facility			
		To Be Adv Dt:			Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities							
		TAP_URB_WFRC		\$0	\$167,000	\$0	\$0	\$0	\$0	\$167,000	\$155,694	\$0
												\$11,306
SALT L	20345	Scoping	F-2116(4)3	MULT	Fort Union Blvd Pedestrian Hybrid Beacon				Pedestrian/Bike facility			
		To Be Adv Dt:	04/04/24		Cnty:FA-2116; MP 3.27 - 3.31 & Cnty:FA-2116; MP 3.27 - 3.27							
		TAP_URB_WFRC		\$10,000	\$477,000	\$0	\$0	\$0	\$0	\$487,000	\$454,030	\$0
												\$32,970
SALT L	21198	Funding	NEWPROJ(21198)	MULT	Fort Union Blvd; Pippen Drive to 3160 East				Pedestrian/Bicycle Safety			
		To Be Adv Dt:			Cnty:FA-2116; MP 4.66 - 5.24 & Cnty:FA-2116; MP 4.66 - 4.67							
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$3,010,560	\$3,010,560	\$0	\$0	\$3,010,560
		STP_URB_SL		\$0	\$0	\$0	\$0	\$2,681,540	\$2,681,540	\$2,500,000	\$0	\$181,540
		Total		\$0	\$0	\$0	\$0	\$5,692,100	\$5,692,100	\$2,500,000	\$0	\$3,192,100
SALT L	21199	Funding	NEWPROJ(21199)	MULT	Pioneer Road; 1300 East to 1650 East				Reconstruct & Widening			
		To Be Adv Dt:			Cnty:FA-2072; MP 1.07 - 1.52 & Cnty:FA-2072; MP 1.07 - 1.07							
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$1,376,452	\$1,376,452	\$0	\$0	\$1,376,452
		STP_URB_SL		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total		\$0	\$0	\$0	\$0	\$4,594,300	\$4,594,300	\$3,000,000	\$0	\$1,594,300
SALT L	21202	Funding	NEWPROJ(21202)	MULT	2700 South; 8054 West to 8000 West				Pedestrian/Bicycle Safety			
		To Be Adv Dt:			Cnty:FA-2236; MP 1.29 - 1.29 & Cnty:FA-2236; MP 1.29 - 1.50 & Cnty:FA-2236; MP 1.50 - 1.50							
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$303,252	\$303,252	\$0	\$0	\$303,252
		STP_URB_SL		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total		\$0	\$0	\$0	\$0	\$3,521,100	\$3,521,100	\$3,000,000	\$0	\$521,100
SALT L	18885	Scoping	F-R299(401)	OTHER	Northwest Quadrant West Rail Project				Freight			
		Will Not Adv			New Salt Lake Garfield and Western Rail Line							
		FA_INFRA@100		\$0	\$13,647,228	\$0	\$0	\$0	\$0	\$13,647,228	\$13,647,228	\$0
		L_PASS_MATCH		\$0	\$10,259,246	\$0	\$0	\$0	\$0	\$10,259,246	\$0	\$10,259,246
		OTHER		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$23,906,474	\$0	\$0	\$0	\$0	\$23,906,474	\$13,647,228	\$0
												\$10,259,246





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



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epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	18969	Scoping Will Not Adv	S-R299(405)	OTHER	7300 West Corridor Study This study is to find a new route for the extension of SR-111.				Planning			
		LOCAL_GOV		\$11,695	\$0	\$0	\$0	\$0	\$11,695	\$0	\$0	\$11,695
		ST_CONT_R2		\$45,540	\$14,460	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_SB115		\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		Total		\$357,236	\$14,460	\$0	\$0	\$0	\$371,695	\$0	\$360,000	\$11,695
SALT L	19472	Scoping Will Not Adv	S-R299(416)	OTHER	SR-111; Herriman Pkwy to 11800 S 7300 W; Herriman Pkwy to 11800 S				New Capacity			
		ST_TIF_HB433		\$849,526	\$6,900,474	\$34,000,000	\$8,000,000	\$0	\$49,750,000	\$0	\$49,750,000	\$0
SALT L	19736	Undr Const Will Not Adv	S-R299(426)	OTHER	U&SL Canal SUP; Midway Dr to 6200 S U&SL Canal SUP				Transportation Alternatives			
		L_PASS_MATCH		\$0	\$680,000	\$0	\$0	\$0	\$680,000	\$0	\$0	\$680,000
		ST_TIF_ACT		\$2,720,000	\$0	\$0	\$0	\$0	\$2,720,000	\$0	\$2,720,000	\$0
		Total		\$2,720,000	\$680,000	\$0	\$0	\$0	\$3,400,000	\$0	\$2,720,000	\$680,000
SALT L	20398	Scoping Will Not Adv	S-R299(451)	OTHER	Midvale Canal Trails (Midvale City) Midvale Canal Trail				Local/MPO/Other Agency Pass-Through			
		L_PASS_MATCH		\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
		ST_TIF_ACT		\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		Total		\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$600,000	\$400,000
SALT L	20421	Scoping Will Not Adv	S-R299(452)	OTHER	4000 South Millcreek City Trailhead 4000 South Millcreek City Trailhead				Local/MPO/Other Agency Pass-Through			
		L_PASS_MATCH		\$0	\$1,006,800	\$0	\$0	\$0	\$1,006,800	\$0	\$0	\$1,006,800
		ST_TIF_ACT		\$1,510,200	\$0	\$0	\$0	\$0	\$1,510,200	\$0	\$1,510,200	\$0
		Total		\$1,510,200	\$1,006,800	\$0	\$0	\$0	\$2,517,000	\$0	\$1,510,200	\$1,006,800
SALT L	20432	Scoping Will Not Adv	S-R299(455)	OTHER	Utah and Salt Lake Canal SUP; 8000 W to 2600 S U&SL Canal				Local/MPO/Other Agency Pass-Through			
		L_PASS_MATCH		\$0	\$540,000	\$0	\$0	\$0	\$540,000	\$0	\$0	\$540,000
		ST_TIF_ACT		\$0	\$2,160,000	\$0	\$0	\$0	\$2,160,000	\$0	\$2,160,000	\$0
		Total		\$0	\$2,700,000	\$0	\$0	\$0	\$2,700,000	\$0	\$2,160,000	\$540,000
SALT L	20720	Scoping Will Not Adv	S-R299(465)	OTHER	12600 S at SR-111 Environmental 12600 South				Document EA/EIS			
		ST_TIF_HB433		\$17,189	\$232,811	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	14939	Scoping To Be Adv Dt: 10/22/26	F-LC35(300)	OTHER	SLC Emigration Creek Trail; Connor St - Wasatch Dr Bonneville Golf Course between Connor Street and Wasatch Drive				Transportation Alternatives			
		CMAQ_WFRC		\$0	\$60,000	\$387,000	\$0	\$0	\$447,000	\$447,000	\$0	\$0
		LOCAL_GOV		\$0	\$4,357	\$28,343	\$0	\$0	\$32,700	\$0	\$0	\$32,700
		Total		\$0	\$64,357	\$415,343	\$0	\$0	\$479,700	\$447,000	\$0	\$32,700





# DRAFT

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### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location			Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	15912	Scoping	F-LC35(315)	OTHER	2810 South at 8000 West Realignment - Magna			Intersection Modification				
		To Be Adv Dt: 04/14/25										
		LOCAL_GOV		\$0	\$710,340	\$0	\$0	\$0	\$710,340	\$0	\$0	\$710,340
		STP_URB_SL		\$0	\$1,290,560	\$0	\$0	\$2,376,720	\$3,667,280	\$3,419,005	\$0	\$248,275
		Total		\$0	\$2,000,900	\$0	\$0	\$2,376,720	\$4,377,620	\$3,419,005	\$0	\$958,615
SALT L	15919	Scoping	F-R299(272)	OTHER	Salt Lake County Signal Interconnect - UDOT TOC			Traffic Signal Coordination				
		To Be Adv Dt: 08/07/23										
		CMAQ_WFRC		\$0	\$965,354	\$0	\$0	\$0	\$965,354	\$900,000	\$0	\$65,354
		LOCAL_GOV		\$0	\$643,246	\$0	\$0	\$0	\$643,246	\$0	\$0	\$643,246
		Total		\$0	\$1,608,600	\$0	\$0	\$0	\$1,608,600	\$900,000	\$0	\$708,600
SALT L	15920	Scoping	F-R299(273)	OTHER	Salt Lake City Traffic Signal Synchronization			Traffic Signal Coordination				
		To Be Adv Dt: 08/24/23										
		CMAQ_WFRC		\$120,000	\$877,533	\$0	\$0	\$0	\$997,533	\$930,000	\$0	\$67,533
		LOCAL_GOV		\$0	\$2,467	\$0	\$0	\$0	\$2,467	\$0	\$0	\$2,467
		Total		\$120,000	\$880,000	\$0	\$0	\$0	\$1,000,000	\$930,000	\$0	\$70,000
SALT L	15936	Undr Const	S-LC35(322)	OTHER	8600 South; 5600 West to 6000 West			New Bridge/Bridge Replacement				
		Will Not Adv										
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$3,785,772	\$923,628	\$0	\$0	\$0	\$4,709,400	\$0	\$4,709,400	\$0
		Total		\$3,785,772	\$8,923,628	\$0	\$0	\$0	\$12,709,400	\$0	\$4,709,400	\$8,000,000
SALT L	17868	Scoping	F-R299(346)	OTHER	Utah & Salt Lake Canal Trail, Phase 5			Transportation Alternatives				
		To Be Adv Dt: 09/05/24										
		LOCAL_GOV		\$0	\$3,465	\$0	\$0	\$0	\$3,465	\$0	\$0	\$3,465
		TAP_URB_WFRC		\$0	\$96,535	\$0	\$0	\$0	\$96,535	\$90,000	\$0	\$6,535
		Total		\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$90,000	\$0	\$10,000
SALT L	18817	STIP	F-R299(391)	OTHER	UTA - On-Board Technology System			Data System Development/Enhancement				
		To Be Adv Dt:										
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TRANSFER2UTA		\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
		Total		\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0
SALT L	18824	STIP	F-LC35(324)	OTHER	9000 South; New Bingham Highway to SR-111			New Capacity				
		To Be Adv Dt:										
		LOCAL_GOV		\$0	\$0	\$0	\$11,957,052	\$0	\$11,957,052	\$0	\$0	\$11,957,052
		STP_URB_SL		\$0	\$0	\$0	\$3,217,848	\$0	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total		\$0	\$0	\$0	\$15,174,900	\$0	\$15,174,900	\$3,000,000	\$0	\$12,174,900



# DRAFT

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### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid			
<b>Salt Lake County Projects</b>													
SALT L	18827	Awarded	F-LC35(323)	OTHER	3800 South Skyline HS; Virginia Way to Birch Drive				Intersection Modification				
		Adv Dt: 11/26/22			3800 South Skyline HS; Virginia Way to Birch Drive								
		LOCAL_GOV		\$0	\$550,000	\$0	\$0	\$0	\$550,000	\$0	\$0	\$550,000	
		STP_URB_SL		\$1,932,000	\$0	\$0	\$0	\$0	\$1,932,000	\$1,801,204	\$0	\$130,796	
		Total		\$1,932,000	\$550,000	\$0	\$0	\$0	\$2,482,000	\$1,801,204	\$0	\$680,796	
SALT L	18832	Scoping	F-R299(390)	OTHER	On Route Electric Bus Charging Infrastructure				UTA/Transit				
		Will Not Adv			Potential Locations, Salt Lake Intermodal Center North Temple, UTA at 200 South and 600 West								
		CMAQ_WFRC		\$0	\$804,462	\$0	\$0	\$0	\$804,462	\$750,000	\$0	\$54,462	
		LOCAL_GOV		\$0	\$318,460	\$0	\$0	\$0	\$318,460	\$0	\$0	\$318,460	
		TFER_2_UTA		\$0	\$1,750,000	\$0	\$0	\$0	\$1,750,000	\$1,750,000	\$0	\$0	
		Total		\$0	\$2,872,922	\$0	\$0	\$0	\$2,872,922	\$2,500,000	\$0	\$372,922	
SALT L	18837	Scoping	F-LC35(325)	OTHER	Kensington East-West Neighborhood Byway				Transportation Alternatives				
		To Be Adv Dt: 11/06/23			Kensington Avenue from 600 East to West Temple								
		LOCAL_GOV		\$0	\$429,300	\$0	\$0	\$0	\$429,300	\$0	\$0	\$429,300	
		TAP_URB_WFRC		\$0	\$697,200	\$0	\$0	\$0	\$697,200	\$650,000	\$0	\$47,200	
		Total		\$0	\$1,126,500	\$0	\$0	\$0	\$1,126,500	\$650,000	\$0	\$476,500	
SALT L	19683	Scoping	F-R299(423)	OTHER	Electrified Truck Parking Facility John Glenn Rd				Other				
		Will Not Adv			Electrified Truck Parking Facility (700 North John Glenn Road )								
		CARBON_SL		\$0	\$2,588,000	\$0	\$0	\$0	\$2,588,000	\$2,412,792	\$175,208	\$0	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_GOV		\$0	\$7,093,992	\$0	\$0	\$0	\$7,093,992	\$0	\$0	\$7,093,992	
		Total		\$0	\$9,681,992	\$0	\$0	\$0	\$9,681,992	\$2,412,792	\$175,208	\$7,093,992	
SALT L	19689	Scoping	F-R199(330)	OTHER	TRAX Rail Trail Design				Concept Development				
		To Be Adv Dt: 12/17/24			TRAX Rail Trail Design - Historic Gardner Village Station to 9000 South/4200 West								
		LOCAL_GOV		\$0	\$31,286	\$0	\$0	\$0	\$31,286	\$0	\$0	\$31,286	
		TAP_URB_WFRC		\$0	\$128,714	\$0	\$0	\$0	\$128,714	\$120,000	\$0	\$8,714	
		Total		\$0	\$160,000	\$0	\$0	\$0	\$160,000	\$120,000	\$0	\$40,000	
SALT L	20314	STIP	F-R299(443)	OTHER	Tuscany View Rd Extension; 800 W to Holden				Other-Roadway Project				
		To Be Adv Dt:			Extend Tuscany View Road from 800 West to Holden Street								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$2,284,348	\$2,284,348	\$0	\$0	\$2,284,348	
		STP_URB_SL		\$0	\$0	\$0	\$0	\$3,824,752	\$3,824,752	\$3,565,816	\$0	\$258,936	
		Total		\$0	\$0	\$0	\$0	\$6,109,100	\$6,109,100	\$3,565,816	\$0	\$2,543,284	
SALT L	20322	STIP	F-R299(445)	OTHER	Phase I Welby Jacob Canal Ped/ Bike Trail				Pedestrian/Bike facility				
		To Be Adv Dt:			Phase I Welby Jacob Canal Ped/ Bike Trail; 12600 South to 13400 South								
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$1,390,451	\$1,390,451	\$1,296,317	\$0	\$94,134	



# DRAFT

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epm345\_stip\_report (Rev 2179)

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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location			Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lake County Projects												
SALT L	20347	STIP	F-R299(447)	OTHER	First/ Last Mile POM Active Transportation Study			Pedestrian/Bike facility				
	To Be Adv Dt:				First Mile/Last Mile Active Transportation Study/Design Point of the Mountain Transit fro Draper FrontRunner Station to Highline Commercial Special District							
		LOCAL_GOV		\$0	\$178,215	\$0	\$0	\$0	\$178,215	\$0	\$0	\$178,215
		TAP_URB_WFRC		\$0	\$321,785	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
		Total		\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$300,000	\$0	\$200,000
SALT L	21232	Funding	NEWPROJ(21232)	OTHER	4220 West Sidewalk; 5415 So to 5500 South			Pedestrian/Bike facility				
	To Be Adv Dt:				4220 West Sidewalk; 5415 So to 5500 South - curb, gutter, and sidewalk on both sides of 4220 West							
NEW		TAP_URB_WFRC		\$0	\$0	\$131,000	\$0	\$0	\$131,000	\$122,131	\$0	\$8,869
SALT L	21235	Funding	NEWPROJ(21235)	OTHER	S Birch Drive; Upland Drive to 3900 South			Pedestrian/Bike facility				
	To Be Adv Dt:				S Birch Drive; Upland Drive to 3900 South							
NEW		LOCAL_GOV		\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$0	\$0	\$100,000
		TAP_URB_WFRC		\$0	\$0	\$813,400	\$0	\$0	\$813,400	\$758,333	\$0	\$55,067
		Total		\$0	\$0	\$913,400	\$0	\$0	\$913,400	\$758,333	\$0	\$155,067
SALT L	3616	Active	SP-0182(1)0		Mountain View Corridor Presevation							
	Will Not Adv				Mountain View Corridor							
		ST_CORR_PRES		\$39,023,655	\$30,853,820	\$0	\$0	\$0	\$69,877,476	\$0	\$69,877,476	\$0
SALT L	4308	Active	SP-9999(697)		Highland Drive Corridor							
	Will Not Adv				Draper/Sandy to Highland Drive							
		ST_CORR_PRES		\$1,391,377	\$3,302	\$0	\$0	\$0	\$1,394,679	\$0	\$1,394,679	\$0
SALT L	4310	Active	SP-0068(32)36		Redwood Road Corridor			Chip Seal				
	Will Not Adv				Redwood Road Corridor							
		ST_CORR_PRES		\$2,624,214	\$0	\$0	\$0	\$0	\$2,624,214	\$0	\$2,624,214	\$0
SALT L	17374	Scoping	S-R299(312)		Cottonwood Canyons Rec Hot Spot Project Placeholde			Design and Construction				
	To Be Adv Dt: 11/30/23				Placeholder for the Cottonwood Canyons Rec Hot Spot Project(s)							
		ST_TIF		\$33,431,014	\$12,237,986	\$0	\$0	\$0	\$45,669,000	\$0	\$45,669,000	\$0
SALT L	17414	Scoping	S-R299(318)		Cottonwood Canyons Transportation Study			Study				
	Will Not Adv				Little Cottonwood Canyon & Big Cottonwood Canyons (and vice versa)							
		ST_GF_HB3		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
SALT L	17916	Scoping	S-R299(350)		Rail Access through I-80 in Western SL County			UTA/Transit				
	Will Not Adv				Rail Access through I-80 in Western SL County							
		ST_TIF		\$174,314	\$75,686	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	19561	STIP	UT-FLAP-SLA(10)1		MILL CREEK CANYON ROAD - UT FLAP SLA 10(1)			Federal Lands Access Program				
	To Be Adv Dt:				MILL CREEK CANYON ROAD - Reconstruction of 10 miles of Mill Creek Canyon Road, including adding a 5' bike lane							
		FLHP		\$0	\$12,400,000	\$0	\$0	\$0	\$12,400,000	\$12,400,000	\$0	\$0



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>												
SALT L	20257	STIP	S-ST99(838)		5600 West Express Bus and Park & Ride at 6200 S				UTA/Transit			
		To Be Adv Dt:			5600 West							
		LOCAL_MATCH		\$0	\$13,680,000	\$0	\$0	\$0	\$13,680,000	\$0	\$0	\$13,680,000
		ST_TTIF		\$0	\$20,520,000	\$0	\$0	\$0	\$20,520,000	\$0	\$20,520,000	\$0
		Total		\$0	\$34,200,000	\$0	\$0	\$0	\$34,200,000	\$0	\$20,520,000	\$13,680,000
SALT L	20259	Scoping	S-ST99(840)		200 South Transit Priority Signal System				UTA/Transit			
		Will Not Adv			200 South							
		LOCAL_MATCH		\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
		ST_TTIF		\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000	\$0
		Total		\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$0	\$1,800,000	\$1,200,000
SALT L	20260	Scoping	S-ST99(841)		200 South Transit Hub				UTA/Transit			
		Will Not Adv			200 South							
		LOCAL_MATCH		\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
		ST_TTIF		\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total		\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000	\$0	\$1,500,000	\$1,000,000
SALT L	20428	Scoping	S-R299(453)		Westpointe/Jordan Meadows Neighborhood Byway				Local/MPO/Other Agency Pass-Through			
		Will Not Adv			Westpointe/Jordan Meadows Neighborhood Byway							
		L_PASS_MATCH		\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
		ST_TTIF_FMLM		\$0	\$900,000	\$0	\$0	\$0	\$900,000	\$0	\$900,000	\$0
		Total		\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$900,000	\$600,000
SALT L	20651	Scoping	S-R299(462)		Coordinated Ramp Metering Study				Study			
		Will Not Adv			Coordinated Ramp Metering Study							
		ST_TIF		\$47,035	\$452,965	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
SALT L	21207	STIP	S-R299(482)		Enhanced Bus, Tolling, Mobility Hub & Bus Stops				UTA/Transit			
		To Be Adv Dt:			Big & Little Cottonwood Canyons							
		ST_TIF		\$0	\$142,000,000	\$0	\$0	\$0	\$142,000,000	\$0	\$142,000,000	\$0
		ST_TIF_CC		\$0	\$50,000,000	\$0	\$0	\$0	\$50,000,000	\$0	\$50,000,000	\$0
		Total		\$0	\$192,000,000	\$0	\$0	\$0	\$192,000,000	\$0	\$192,000,000	\$0
SALT L	21213	Scoping	S-R299(483)		FrontRunner Station at Pt of Mnt & Double Tracking				UTA/Transit			
		To Be Adv Dt: 02/29/24			FrontRunner Station at Point of the Mountain & Double-Tracking							
		ST_TTIF		\$0	\$200,000,000	\$0	\$0	\$0	\$200,000,000	\$0	\$200,000,000	\$0
SALT L	11985	Scoping	F-LC35(240)		Transportation and Land Use Connection Program				Local/MPO/Other Agency Pass-Through			
		Will Not Adv			Project Planning Support - Salt Lake County							
		L_PASS_MATCH		\$76,973	\$178,636	\$0	\$0	\$0	\$255,609	\$0	\$0	\$255,609
		STP_URB_SL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL@1		\$4,029,015	\$1,081,122	\$804,556	\$828,693	\$0	\$8,476,099	\$8,476,099	\$0	\$0
		ST_STUDIES		\$0	\$466,850	\$0	\$0	\$0	\$466,850	\$0	\$466,850	\$0
		ST_TRANS_SOL		\$288,188	\$0	\$0	\$0	\$0	\$288,188	\$0	\$288,188	\$0
		Total		\$4,394,176	\$1,726,608	\$804,556	\$828,693	\$0	\$9,486,746	\$8,476,099	\$755,038	\$255,609



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

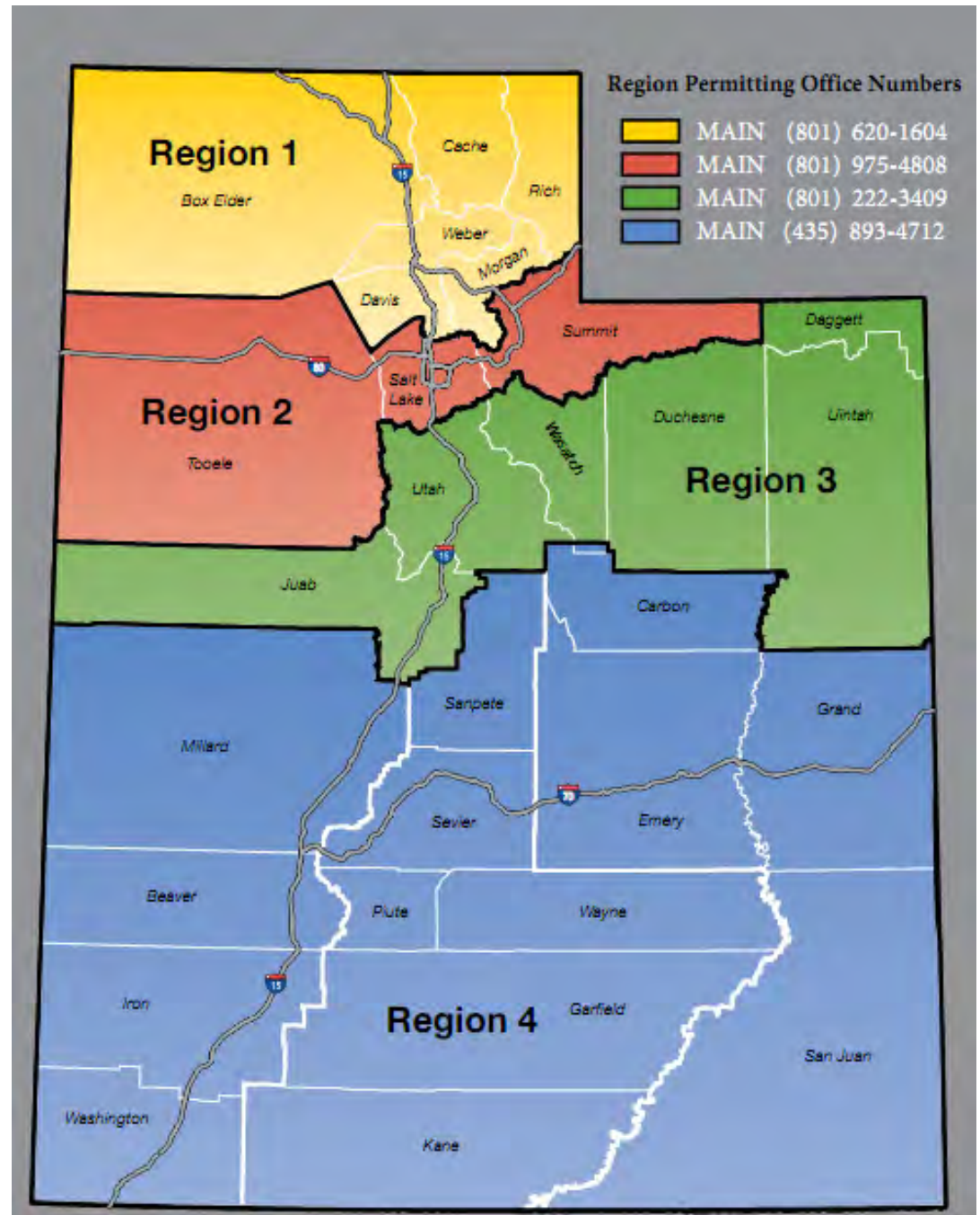
Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location			Concept Description				
		Fund	Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Salt Lake County Projects													
SALT L	13126	Scoping Will Not Adv	F-LC35(255)			Hillsborough Pond Park & Ride; Wasatch Blvd.			UTA/Transit				
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$1,784,700	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13128	Scoping To Be Adv Dt: 07/10/26	F-LC35(257)			Park & Ride Smart Boards, Cottonwood Cnys			Traveler Information				
		CMAQ_WFRC			\$0	\$706,900	\$0	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857
SALT L	14035	Scoping Will Not Adv	F-LC35(273)			Highland Drive EIS			Concept Development				
		STP_URB_SL			\$0	\$0	\$0	\$4,612,249	\$0	\$4,612,249	\$4,300,000	\$0	\$312,249
SALT L	14046	Active Will Not Adv	F-LC35(279)			33/35 MAX Expansion and Optimization			UTA/Transit				
		CMAQ_WFRC			\$0	\$3,003,325	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$0	\$203,325
		TFER_2_UTA			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total			\$0	\$3,003,325	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$0	\$203,325
SALT L	14054	Scoping To Be Adv Dt: 05/30/25	F-LC35(285)			1300 South Bypass; 200 East to 200 West			Pedestrian/Bicycle Safety				
		TAP_URB_WFRC			\$0	\$347,528	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528
SALT L	17493	Undr Const Adv Dt: 09/24/22	F-R299(320)			SLC Area Signal Detection Upgrade Phase II			Detection				
		STP_URB_SL			\$1,632,355	\$2	\$0	\$0	\$0	\$1,632,357	\$1,521,846	\$0	\$110,511

# Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The “Statewide County Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information purposes, they are listed all together.







# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Statewide County Projects</b>												
STATEW	4677	Active	SP-9999(743)	OTHER	UDOT Wetland Mitigation Sites State Funded Project				UDOT Wetland Mitigation Sites State Funded Project			
		Will Not Adv										
		ST_APPROP	\$23,311	\$0	\$0	\$0	\$0	\$0	\$23,311	\$0	\$23,311	\$0
		ST_CONST	\$604	\$9,396	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		Total	\$23,916	\$9,396	\$0	\$0	\$0	\$0	\$33,311	\$0	\$33,311	\$0
STATEW	5451	Active	SP-R299(13)		Various Locations Statewide				Various Locations Statewide			
		Will Not Adv										
		ST_CORR_PRES	\$1,168,704	\$646,494	\$0	\$0	\$0	\$0	\$1,815,198	\$0	\$1,815,198	\$0
STATEW	14395	Active	S-ST99(380)		Property Inventory				Develop Documents			
		To Be Adv Dt: 03/07/16										
		ST_CONST	\$204,319	\$45,681	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
STATEW	14647	Scoping	S-ST99(394)		Statewide Storm Drain System and Outfall Mapping				Enviro. Mitigation/Storm Water Pollution/ etc			
		Will Not Adv										
		ST_CONST	\$23,818	\$411,182	\$0	\$0	\$0	\$0	\$435,000	\$0	\$435,000	\$0
STATEW	17049	Active	S-ST99(562)		UVISION - Statewide Planning Development				Staffing Support			
		Will Not Adv										
		ST_PR	\$169,668	\$0	\$0	\$0	\$0	\$0	\$169,668	\$0	\$169,668	\$0
		ST_TRANS_SOL	\$2,190	\$0	\$0	\$0	\$0	\$0	\$2,190	\$0	\$2,190	\$0
		Total	\$171,858	\$0	\$0	\$0	\$0	\$0	\$171,858	\$0	\$171,858	\$0
STATEW	17384	Active	F-TPF-5(394)		Western Maintenance Partnership - Phase 3				Planning			
		Will Not Adv										
		OTHER	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
		SPR_P_100%	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$0
		SPR_R_100%	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$0	\$0
		Total	\$120,000	\$15,000	\$0	\$0	\$0	\$0	\$135,000	\$120,000	\$0	\$15,000
STATEW	17606	Active	S-ST99(584)		Infrastructure for Emerging Vehicle Technology				ATMS			
		Will Not Adv										
		LOCAL_GOV	\$1,339,899	\$26,107	\$0	\$0	\$0	\$0	\$1,366,005	\$0	\$0	\$1,366,005
		ST_CONST	\$97,246	\$124,959	\$0	\$0	\$0	\$0	\$222,205	\$0	\$222,205	\$0
		Total	\$1,437,145	\$151,065	\$0	\$0	\$0	\$0	\$1,588,210	\$0	\$222,205	\$1,366,005
STATEW	19461	Active	F-ST99(752)		2022-2026 LTAP Program				Annual Work Program			
		Will Not Adv										
		FA_LTAP	\$600,050	\$0	\$0	\$0	\$0	\$0	\$600,050	\$300,025	\$300,025	\$0



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## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Statewide County Projects</b>												
STATEW	19538	Active	F-TPF-5(476)		2021 Pooled Fund Study, Western Alliance QTC				Research			
		Will Not Adv			N/A							
		OTHER		\$36,000	\$202,055	\$0	\$0	\$0	\$0	\$238,055	\$0	\$238,055
		SPR_P_100%		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$12,000	\$0
		SPR_R_100%		\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$180,000	\$0
		ST_APPROP		\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000
		Total		\$240,000	\$202,055	\$0	\$0	\$0	\$0	\$442,055	\$192,000	\$12,000
STATEW	19777	Scoping	F-ST99(804)		NTD / TAM Plan Update				UTA/Transit			
		Will Not Adv			Update the National Transit Database (NTD) and UDOT's Rural Public Transit Asset Management Plan							
		FTA_5311_100		\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$90,000	\$0
STATEW	19778	Scoping	F-ST99(805)		5311 Program Assistance				UTA/Transit			
		Will Not Adv			Provide oversight and support on the 5311 Construction projects through the application development process.							
		FTA_5311_100		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0
STATEW	19782	Scoping	F-ST99(806)		2021 DBE & Paratransit Reporting				UTA/Transit			
		Will Not Adv			2021 DBE & Paratransit Reporting							
		FTA_5311_100		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0
STATEW	19789	Active	F-ST99(807)		FY22-27 FTA 5304 Statewide Rural Transit Planning				UTA/Transit			
		Will Not Adv			N/A							
		FTA_5304_80%		\$2,377,202	\$0	\$0	\$0	\$0	\$0	\$2,377,202	\$2,377,202	\$0
		L_PASS_MATCH		\$594,301	\$0	\$0	\$0	\$0	\$0	\$594,301	\$0	\$594,301
		Total		\$2,971,503	\$0	\$0	\$0	\$0	\$0	\$2,971,503	\$2,377,202	\$0
STATEW	19794	Active	F-ST99(808)		Highway Use Tax Evasion Project FY 2022-2024				Annual Work Program			
		Will Not Adv			N/A							
		STP_FLX_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_FLX_ST		\$304,000	\$152,000	\$0	\$0	\$0	\$0	\$456,000	\$456,000	\$0
		Total		\$304,000	\$152,000	\$0	\$0	\$0	\$0	\$456,000	\$456,000	\$0
STATEW	20034	Active	F-ST99(816)		SHRP2 Product R01A 3D Utility Location Data Rep				Data System Development/Enhancement			
		Will Not Adv			N/A							
		FA_SHRP2		\$116,966	\$0	\$0	\$0	\$0	\$0	\$116,966	\$116,966	\$0
STATEW	20158	Active	F-TPF-5(485)		Study; Undrained Shear Liquefaction Phase 1				Education			
		Will Not Adv			N/A							
		SPR_R_100%		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000	\$0
STATEW	20294	Active	F-ST99(852)		FY2023 Statewide Planning Work Program				Annual Work Program			
		Will Not Adv			N/A							
		OTHER_STATE		\$500	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$500
		SPR_P_100%		\$8,506,002	\$0	\$0	\$0	\$0	\$0	\$8,506,002	\$8,506,002	\$0
		ST_MATCH		\$0	\$2,126,500	\$0	\$0	\$0	\$0	\$2,126,500	\$0	\$2,126,500
		Total		\$8,506,502	\$2,126,500	\$0	\$0	\$0	\$0	\$10,633,002	\$8,506,002	\$2,127,000





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Statewide County Projects</b>												
STATEW	20299	Active	F-ST99(853)		FY2023 Research Work Program				Annual Work Program			
		Will Not Adv			N/A							
		SPR_R		\$3,579,658	\$223,242	\$0	\$0	\$0	\$0	\$3,802,900	\$3,042,320	\$760,580
		ST_RESEARCH		\$934,013	\$0	\$0	\$0	\$0	\$0	\$934,013	\$0	\$934,013
		Total		\$4,513,671	\$223,242	\$0	\$0	\$0	\$0	\$4,736,913	\$3,042,320	\$1,694,593
STATEW	20380	Active	S-ST99(855)		FY2023 Statewide Pavement Management				Annual Work Program			
		Will Not Adv			N/A							
		ST_PVMT		\$318,784	\$1,081,216	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000
STATEW	20391	Active	F-ST99(856)		FY2023 State Training Budget				Annual Work Program			
		Will Not Adv			N/A							
		STP_FLX_100%		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0
		ST_MATCH		\$83,718	\$81,282	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000
		Total		\$583,718	\$81,282	\$0	\$0	\$0	\$0	\$665,000	\$500,000	\$165,000
STATEW	20392	Active	F-ST99(857)		Statewide Household Travel Survey				Local/MPO/Other Agency Pass-Through			
		Will Not Adv			N/A							
		L_PASS_MATCH		\$0	\$636,114	\$0	\$0	\$0	\$0	\$636,114	\$0	\$636,114
		SPR_P		\$320,073	\$0	\$0	\$0	\$0	\$0	\$320,073	\$320,073	\$0
		STP_URB_O/L		\$246,360	\$0	\$0	\$0	\$0	\$0	\$246,360	\$246,360	\$0
		STP_URB_SL		\$457,526	\$0	\$0	\$0	\$0	\$0	\$457,526	\$457,526	\$0
		ST_MATCH		\$80,018	\$0	\$0	\$0	\$0	\$0	\$80,018	\$0	\$80,018
		Total		\$1,103,977	\$636,114	\$0	\$0	\$0	\$0	\$1,740,091	\$1,023,959	\$80,018
STATEW	20724	Active	F-R199(365)0		Implement RWIS on North Ogden Divide				Data System Development/Enhancement			
		Will Not Adv			N/A							
		FA_STIC_2021		\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000	\$0
		LOCAL_MATCH		\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
		Total		\$40,000	\$10,000	\$0	\$0	\$0	\$0	\$50,000	\$40,000	\$10,000
STATEW	21136	Active	F-ST99(898)		Fabrication Inspections Yellowstone River Bridge				Reimbursement/Settlement			
		Will Not Adv			N/A							
		OTHER		\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000	\$0	\$55,000
STATEW	21159	Active	F-ST99(923)		CRRSAA Reimbursement UDOT Salaries				Reimbursement/Settlement			
		Will Not Adv			N/A							
		STP_COVID_ST		\$34,472,436	\$0	\$0	\$0	\$0	\$0	\$34,472,436	\$34,472,436	\$0
STATEW	21169	Active	F-ST99(924)		FY2024 Research Work Program				Annual Work Program			
		Will Not Adv			Annual Work Program N/A							
		SPR_R		\$2,379,956	\$1,896,621	\$0	\$0	\$0	\$0	\$4,276,578	\$3,421,262	\$855,316
		ST_RESEARCH		\$507,685	\$0	\$0	\$0	\$0	\$0	\$507,685	\$0	\$507,685
		Total		\$2,887,641	\$1,896,621	\$0	\$0	\$0	\$0	\$4,784,262	\$3,421,262	\$1,363,000



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid			
Statewide County Projects													
STATEW	21183	Active	F-ST99(925)		FY2024 Statewide Planning Work Program				Annual Work Program				
		Will Not Adv			N/A								
		SPR_P_100%		\$6,363,756	\$0	\$0	\$0	\$0	\$6,363,756	\$6,363,756	\$0	\$0	\$0
		ST_MATCH		\$0	\$1,590,939	\$0	\$0	\$0	\$1,590,939	\$0	\$1,590,939	\$0	\$0
		Total		\$6,363,756	\$1,590,939	\$0	\$0	\$0	\$7,954,695	\$6,363,756	\$1,590,939	\$0	\$0
STATEW	21185	Active	F-ST99(926)		FY2024 State Training Budget				Annual Work Program				
		Will Not Adv			N/A								
		STP_FLX_100%		\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$0
		ST_MATCH		\$0	\$165,000	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0	\$0
		Total		\$600,000	\$165,000	\$0	\$0	\$0	\$765,000	\$600,000	\$165,000	\$0	\$0
STATEW	21212	Active	S-ST99(932)		FY2024 Statewide Pavement Management				Annual Work Program				
		Will Not Adv			N/A								
		ST_PVMT		\$1,300,000	\$1,250,000	\$0	\$0	\$0	\$2,550,000	\$0	\$2,550,000	\$0	\$0

# Tooele County

In October 2004, the Tooele Valley Rural Planning Organization (RPO) was formed to establish a process to assist the local jurisdictions within Tooele Valley in working cooperatively to plan the transportation system and prioritize transportation projects.

Although Tooele County is not within the Urbanized Boundaries of Wasatch Front Regional Council (WFRC), they are a member of the Regional Council Board and as such, their projects are included in the WFRC TIP as a resource to the County and the Cities and Towns.

The Cities and Towns of Tooele County include;

Grantsville City

Ophir Town

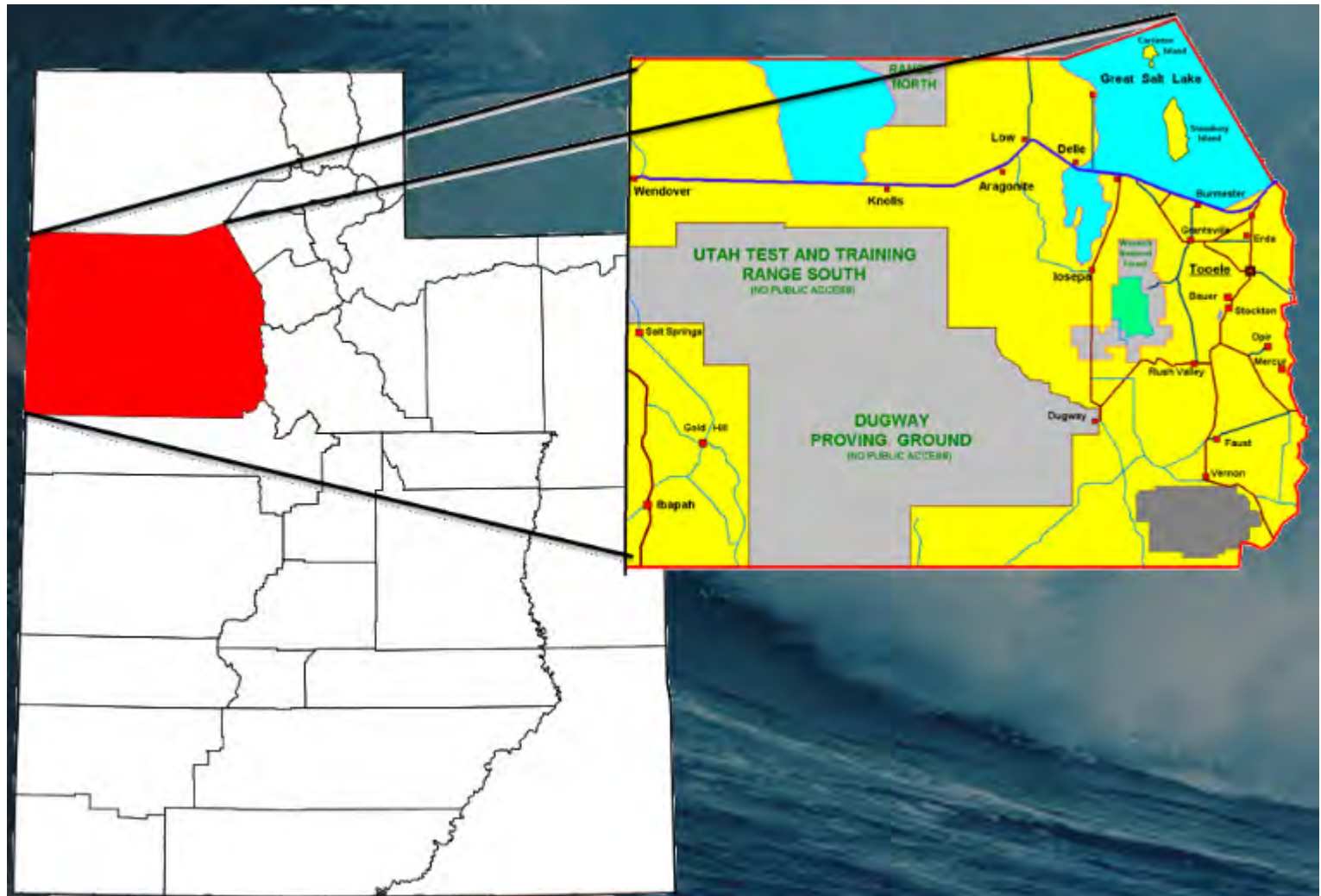
Rush Valley Town

Stockton Town

Tooele City

Vernon Town

Wendover City





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

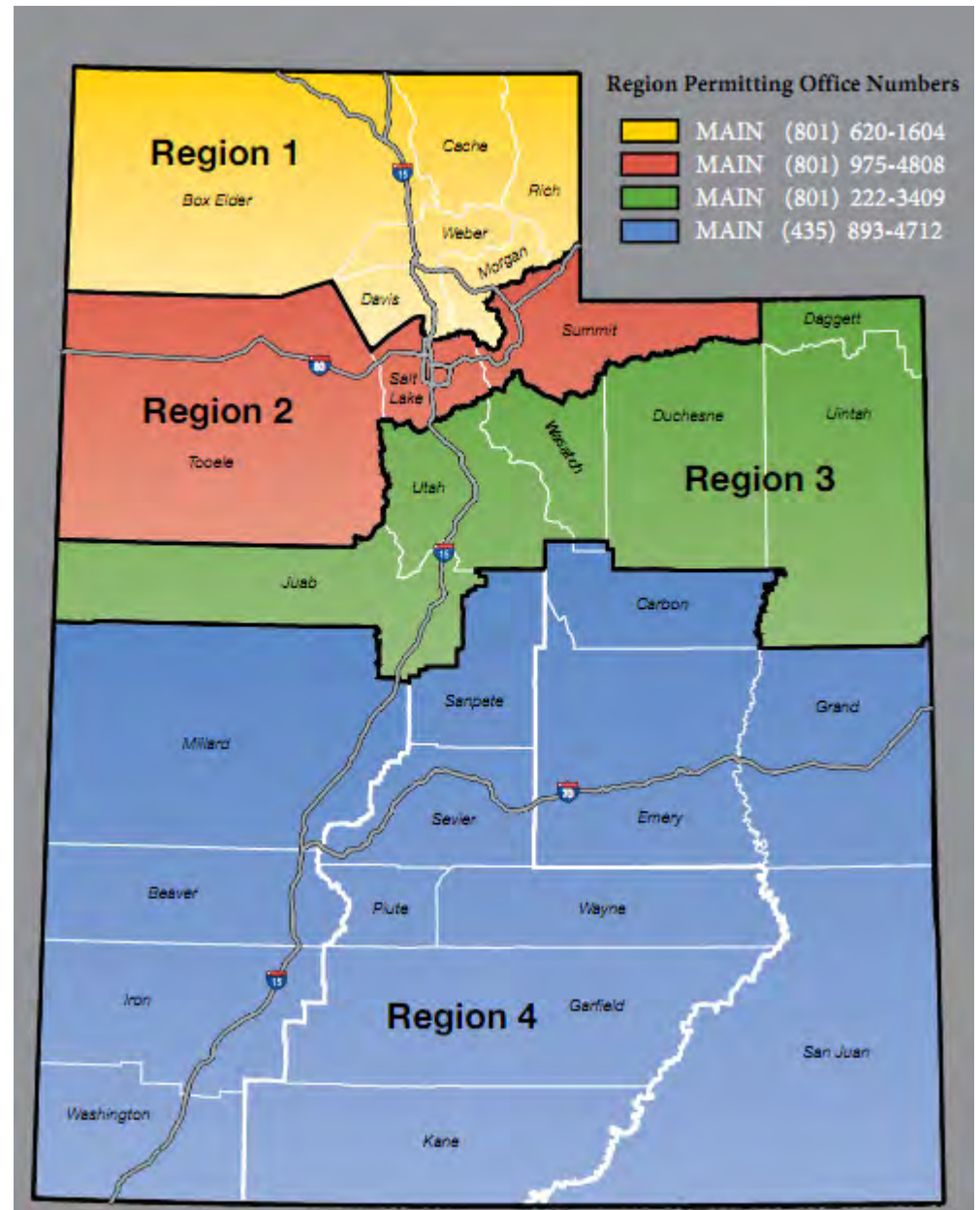
Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid		
<b>Tooele County Projects</b>															
TOOELE	17628	Scoping	S-0036(50)61	36	61	4	SR-36 SB; Sunset Ln to Stansbury Pkwy				Widen Existing Facility				
		To Be Adv Dt: 02/15/24					SR-36; MP 61.28 - 65.12								
		ST_TIF		\$1,389	\$6,998,611		\$0	\$0	\$0		\$0	\$7,000,000	\$0	\$7,000,000	\$0
TOOELE	19738	Scoping	S-0036(51)61	36	61	2	Tooele Cnty Soundwall Trail; SR-138 to Village Blv				Transportation Alternatives				
		Will Not Adv					SR-36; MP 61.28 - 62.90								
		L_PASS_MATCH		\$0	\$133,600		\$0	\$0	\$0		\$0	\$133,600	\$0	\$0	\$133,600
		ST_TIF_ACT		\$0	\$534,400		\$0	\$0	\$0		\$0	\$534,400	\$0	\$534,400	\$0
		Total		\$0	\$668,000		\$0	\$0	\$0		\$0	\$668,000	\$0	\$534,400	\$133,600
TOOELE	17626	Scoping	S-R299(417)	MULT			I-80; EB Auxiliary Lane and SR-36 NB Lane				Widen Existing Facility				
		To Be Adv Dt: 12/10/24					I-80; MP 99.00 - 101.30 & SR-36; MP 61.06 - 65.80 & I-80 EB MP 99 - 101.3								
		ST_TIF		\$0	\$27,500,000		\$0	\$0	\$0		\$0	\$27,500,000	\$0	\$27,500,000	\$0
TOOELE	16588	Scoping	F-R299(297)	OTHER			Tom's Lane South Extension				Small Urban				
		To Be Adv Dt: 11/16/23					Tom's Lane South Extension								
		STP_SU_JHC		\$300,000	\$1,285,665		\$0	\$0	\$0		\$0	\$1,585,665	\$1,478,315	\$0	\$107,350
TOOELE	16603	Scoping	F-R299(467)	OTHER			Burmester Road Improvement				Non-Urban				
		To Be Adv Dt: 02/21/24					Burmester Road Improvement (Grantsville City Limit North 1.6 miles)								
		LOCAL_GOV		\$0	\$238,468		\$0	\$0	\$0		\$0	\$238,468	\$0	\$0	\$238,468
		STP_RURAL		\$198,300	\$1,946,932		\$0	\$0	\$0		\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total		\$198,300	\$2,185,400		\$0	\$0	\$0		\$0	\$2,383,700	\$2,000,000	\$0	\$383,700
TOOELE	20138	STIP	F-R299(436)	OTHER			33rd Parkway in Tooele County				Small Urban				
		To Be Adv Dt:					33rd Parkway; SR-36 to Sheep Lane								
		LOCAL_GOV		\$0	\$0		\$2,950,076	\$0	\$0		\$0	\$2,950,076	\$0	\$0	\$2,950,076
		STP_SU_JHC		\$0	\$0		\$1,608,924	\$0	\$0		\$0	\$1,608,924	\$1,500,000	\$0	\$108,924
		Total		\$0	\$0		\$4,559,000	\$0	\$0		\$0	\$4,559,000	\$1,500,000	\$0	\$3,059,000
TOOELE	19500	Scoping	S-0179(2)0	OTHER			Midvalley Highway Re-evaluation				Document EA/EIS				
		Will Not Adv					Midvalley Phase 2 alignment								
		ST_APPROP		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$835,230	\$164,770		\$0	\$0	\$0		\$0	\$1,000,000	\$0	\$1,000,000	\$0
		Total		\$835,230	\$164,770		\$0	\$0	\$0		\$0	\$1,000,000	\$0	\$1,000,000	\$0

# Various

Projects that are included in “Various Projects” often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The “Various Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.







DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024		2025	2026	2027		CD	Total	Fed Aid	State	Other
Various County Projects															
VARIOU	18217	STIP	S-I15-1(137)38	15	38	5	I-15; Add SB Lane, MP 38 to Mp 43				TIF - Transportation Investment Fund				
		To Be Adv Dt:					I-15; MP 38.00 - 43.00								
		ST_TIF			\$0		\$0	\$4,500,000	\$27,150,000	\$0	\$0	\$31,650,000	\$0	\$31,650,000	\$0
VARIOU	18857	Scoping	S-I15-7(369)309	15	309	16	I-15; Farmington to Salt Lake City EIS				TIF - Transportation Investment Fund				
		Will Not Adv					I-15; MP 309.00 - 325.00								
		ST_TIF			\$8,618,103		\$7,381,897	\$0	\$0	\$0	\$0	\$16,000,000	\$0	\$16,000,000	\$0
VARIOU	19854	Scoping	S-R199(343)	15	308	18	I-15 Reconstruction; Farmington to Salt Lake City				TIF - Transportation Investment Fund				
		To Be Adv Dt: 07/22/25					I-15; MP 307.50 - 325.00								
		ST_TIF			\$77		\$111,999,923	\$100,000,000	\$362,000,000	\$0	\$1194,000,000	\$1768,000,000	\$0	\$1768,000,000	\$0
VARIOU	20551	Scoping	S-R199(357)	30	109	4	Bear Lake Legacy Pathway; 2200 S to 800 N				Local/MPO/Other Agency Pass-Through				
		Will Not Adv					SR-30; MP 109.00 - 113.00 & Bear Lake Legacy Pathway 2200 S. to 800 N								
		LOCAL_MATCH			\$0		\$640,000	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$640,000
		ST_TIF_ACT			\$0		\$2,560,000	\$0	\$0	\$0	\$0	\$2,560,000	\$0	\$2,560,000	\$0
		Total			\$0		\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$2,560,000	\$640,000
VARIOU	1793	Undr Const	SP-0067(1)0	67		14	Legacy Parkway Project - *ROW*								
		Adv Dt: 05/10/03					SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00								
		ST_APPROP			\$435,748		\$0	\$0	\$0	\$0	\$0	\$435,748	\$0	\$435,748	\$0
		ST_CHF			\$388,758,788		\$0	\$0	\$0	\$0	\$0	\$388,758,788	\$0	\$388,758,788	\$0
		Total			\$389,194,536		\$0	\$0	\$0	\$0	\$0	\$389,194,536	\$0	\$389,194,536	\$0
VARIOU	4278	Active	SP-0089(98)334	89	398	11	US-89 Corridor Preservation								
		Will Not Adv					US-89; MP 397.55 - 408.38								
		ST_CONT_R1			\$265		\$735	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0
		ST_CORR_PRES			\$37,521,003		\$0	\$0	\$0	\$0	\$0	\$37,521,003	\$0	\$37,521,003	\$0
		Total			\$37,521,268		\$735	\$0	\$0	\$0	\$0	\$37,522,003	\$0	\$37,522,003	\$0
VARIOU	13821	Undr Const	S-0089(406)398	89	398	9	US-89; Farmington to I-84				TIF - Transportation Investment Fund				
		Adv Dt: 12/12/19					US-89; MP 398.00 - 406.64 & US-89; I-84 to Antelope Drive, I-84 to Harrison								
		LOCAL_GOV			\$86,658		\$0	\$0	\$0	\$0	\$0	\$86,658	\$0	\$0	\$86,658
		L_BETTERMENT			\$6,154,793		\$0	\$0	\$0	\$0	\$0	\$6,154,793	\$0	\$0	\$6,154,793
		ST_APPROP			\$796,604		\$378,665	\$0	\$0	\$0	\$0	\$1,175,270	\$0	\$1,175,270	\$0
		ST_BRIDGE			\$2,050,000		\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$0	\$2,050,000	\$0
		ST_TIF			\$490,353,502		\$20,629,608	\$0	\$0	\$0	\$0	\$510,983,110	\$0	\$510,983,110	\$0
		ST_TRANS_SOL			\$5,125,000		\$0	\$0	\$0	\$0	\$0	\$5,125,000	\$0	\$5,125,000	\$0
		Total			\$504,566,557		\$21,008,274	\$0	\$0	\$0	\$0	\$525,574,831	\$0	\$519,333,380	\$6,241,451
VARIOU	11479	STIP	S-0108(408)	108	8	3	SR-108; SR-37 to 4275 South				Widen Existing Facility				
		To Be Adv Dt:					SR-108; MP 7.51 - 10.02								
		ST_CONCPT_D1			\$10,103		\$0	\$0	\$0	\$0	\$0	\$10,103	\$0	\$10,103	\$0
		ST_TIF			\$0		\$0	\$0	\$0	\$0	\$123,000,000	\$123,000,000	\$0	\$123,000,000	\$0
		Total			\$10,103		\$0	\$0	\$0	\$0	\$123,000,000	\$123,010,103	\$0	\$123,010,103	\$0



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len			PIN Description / Project Location				Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other			
Various County Projects															
VARIOU	13051	Scoping	S-R199(177)	108	4	9	SR-108; Corridor Preservation				Corridor Preservation				
		Will Not Adv													
		ST_CORR_PRES		\$779,498	\$71,543		\$0	\$0	\$0	\$0	\$851,041	\$0	\$851,041	\$0	
VARIOU	20247	Scoping	S-0126(45)7	126	7	2	UPRR Corridor Purchase				Contingency Funding				
		Will Not Adv													
		ST_CONT_R1		\$405	\$9,595	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0		
		ST_TIF		\$20,400,000	\$0	\$0	\$0	\$0	\$0	\$20,400,000	\$0	\$20,400,000	\$0		
		Total		\$20,400,405	\$9,595	\$0	\$0	\$0	\$0	\$20,410,000	\$0	\$20,410,000	\$0		
VARIOU	18225	Undr Const	F-0132(29)41	132	41	6	SR-132; WB & EB Passing Lanes				TIF - Transportation Investment Fund				
		Adv Dt: 06/25/22													
		STP_FLX_ST		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0		
		ST_TIF		\$0	\$497,000	\$0	\$0	\$0	\$0	\$497,000	\$0	\$497,000	\$0		
		ST_TIF_HB433		\$196,451	\$6,003,549	\$0	\$0	\$0	\$0	\$6,200,000	\$0	\$6,200,000	\$0		
		Total		\$2,196,451	\$6,500,549	\$0	\$0	\$0	\$0	\$8,697,000	\$1,864,600	\$6,832,400	\$0		
VARIOU	14698	Active	S-0189(77)13	189	13	4	Provo River Parkway, Phase I				Converted TAP				
		To Be Adv Dt: 07/24/23													
		LOCAL_GOV		\$1,464,952	\$4,128,848	\$0	\$0	\$0	\$0	\$5,593,800	\$0	\$0	\$5,593,800		
		LOCAL_MAG		\$1,721,956	\$8,492,284	\$0	\$0	\$0	\$0	\$10,214,241	\$0	\$0	\$10,214,241		
		LOCAL_MATCH		\$406,200	\$0	\$0	\$0	\$0	\$0	\$406,200	\$0	\$0	\$406,200		
		L_BETTERMENT		\$0	\$2,485,872	\$0	\$0	\$0	\$0	\$2,485,872	\$0	\$0	\$2,485,872		
		ST_CONT_R3		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0		
		ST_PVMT		\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0		
		ST_TIF		\$0	\$1,383,179	\$0	\$0	\$0	\$0	\$1,383,179	\$0	\$1,383,179	\$0		
		ST_TIF_ACT		\$0	\$23,686,361	\$0	\$0	\$0	\$0	\$23,686,361	\$0	\$23,686,361	\$0		
		ST_TRANS_SOL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		Total		\$4,493,108	\$40,176,545	\$0	\$0	\$0	\$0	\$44,669,653	\$0	\$25,969,540	\$18,700,113		
VARIOU	14775	Undr Const	S-R499(287)	3270		6	Wayne County Fish Lake Cutoff Road				Non-Urban				
		Will Not Adv													
		STP_HIF_RURL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		STP_RURAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		ST_PVMT_LV2		\$1,537,302	\$74,698	\$0	\$0	\$0	\$0	\$1,612,000	\$0	\$1,612,000	\$0		
		Total		\$1,537,302	\$74,698	\$0	\$0	\$0	\$0	\$1,612,000	\$0	\$1,612,000	\$0		
VARIOU	14264	Active	F-I84-6(131)91	MULT			I-84; Over Weber River and UPRR Bridge Repl, C-476				Rehabilitation or Replacement				
		To Be Adv Dt: 12/19/23													
		NHPP_BR		\$0	\$13,963,000	\$0	\$0	\$0	\$0	\$13,963,000	\$13,017,705	\$945,295	\$0		
		STP_BRIDGE		\$6,520,000	\$2,517,000	\$0	\$0	\$0	\$0	\$9,037,000	\$8,425,195	\$611,805	\$0		
		STP_COVID_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
		STP_FLX_ST		\$0	\$13,000,000	\$0	\$0	\$0	\$0	\$13,000,000	\$12,119,900	\$880,100	\$0		
		Total		\$6,520,000	\$29,480,000	\$0	\$0	\$0	\$0	\$36,000,000	\$33,562,800	\$2,437,200	\$0		





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location			Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various County Projects												
VARIOU	14411	Undr Const	F-0040(199)12	MULT	US-40; Wasatch Co Line to SR-32 Pvmnt & Structures			Replacement and Rehabilitation - Structure				
		Adv Dt: 08/07/21			US-40; MP 5.90 - 12.95 & US-40; MP 5.90 - 12.95							
		STP_FLX_ST	\$5,100,000	\$0	\$0	\$0	\$0	\$0	\$5,100,000	\$4,754,730	\$345,270	\$0
		ST_BRIDGE	\$1,646,681	\$3,103,319	\$0	\$0	\$0	\$0	\$4,750,000	\$0	\$4,750,000	\$0
		Total	\$6,746,681	\$3,103,319	\$0	\$0	\$0	\$0	\$9,850,000	\$4,754,730	\$5,095,270	\$0
VARIOU	15676	STIP	F-I15-7(342)332	MULT	I-15; SR-232 to I-84, Ogden			High Volume				
		To Be Adv Dt:			I-15; MP 331.50 - 340.10 & I-15; MP 331.50 - 340.10							
		NHPP_IM	\$0	\$0	\$50,000,000	\$0	\$0	\$0	\$50,000,000	\$47,090,000	\$2,910,000	\$0
VARIOU	19507	Scoping	S-I84-6(146)87	MULT	I-84/ US-89 Interchange Reconstruction			New Capacity				
		To Be Adv Dt: 12/20/23			I-84; MP 87.39 - 88.10 & I-84; MP 87.39 - 88.10 & I-84/US-89 Interchange							
		ST_TIF	\$1,339,197	\$58,660,803	\$0	\$0	\$0	\$0	\$60,000,000	\$0	\$60,000,000	\$0
VARIOU	18803	STIP	F-R199(295)	MULT	TSP/ Preemption for Transit, Freight, & Snow Plows			Detection				
		To Be Adv Dt:			US-89; MP 411.65 - 416.51 & Cnty:FA-1478; MP .00 - .74 & SR-108; MP .00 - 4.01 & SR-108; MP 3.85 - 3.97							
		STP_URB_O/L	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
VARIOU	18806	STIP	F-R199(296)	MULT	TSP/ Preemption Equipment for Additional Buses			UTA/Transit				
		To Be Adv Dt:			US-89; MP 411.65 - 416.48 & SR-108; MP .00 - 4.01 & Cnty:FA-1478; MP .00 - .80 & SR-108; MP 3.98 - 4.00							
		STP_URB_O/L	\$0	\$85,000	\$0	\$0	\$0	\$0	\$85,000	\$79,246	\$0	\$5,755
VARIOU	19626	STIP	F-R199(327)	MULT	Davis/ Salt Lake Connector Design			UTA/Transit				
		To Be Adv Dt:			SR-225; MP .00 - .75 & SR-106; MP 1.15 - 8.27 & Cnty:FA-1404; MP .75 - 2.74 & SR-106; MP 1.06 - 1.14 & Cnty:FA-2322; MP 3.34 - 3.80 & US-89; MP 379.97 - 380.00 & Cnty:FA-2330; MP 3.11 - 3.64 & Cnty:FA-2330; MP 3.63 - 3.70 & SR-186; MP 1.91 - 2.36 & U							
		LOCAL_GOV	\$0	\$0	\$0	\$0	\$0	\$3,895,538	\$3,895,538	\$0	\$0	\$3,895,538
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$804,462	\$804,462	\$750,000	\$0	\$54,462
		Total	\$0	\$0	\$0	\$0	\$0	\$4,700,000	\$4,700,000	\$750,000	\$0	\$3,950,000
VARIOU	21217	Funding	NEWPROJ(21217)	MULT	Center St Shared Use Trail; Foxboro Dr to Jordan R			Pedestrian/Bike facility				
		To Be Adv Dt:			Cnty:FA-1392; MP .19 - .22 & Cnty:FA-1392; MP .19 - .42 & Cnty:FA-1392; MP .20 - .20							
		NEW	CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$593,400	\$593,400	\$553,227	\$0
VARIOU	12413	Advertised	S-R399(388)	OTHER	MVC from 2100 N to Porter Rockwell			TIF - Transportation Investment Fund				
		Adv Dt: 04/06/23			MVC; Porter Rockwell to 2100 N Lehi							
		ST_TIF	\$55,819,604	\$219,180,396	\$150,000,000	\$41,000,000	\$0	\$0	\$466,000,000	\$0	\$466,000,000	\$0
VARIOU	10018	Active	F-ST99(162)	OTHER	Travelwise			ATMS				
		Will Not Adv			Other: STATEWIDE TRAVEL PROGRAM							
		CMAQ_MAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_PM2.5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_WFRC	\$643,570	\$0	\$0	\$0	\$0	\$0	\$643,570	\$600,000	\$43,570	\$0
		LOCAL_GOV	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
		Total	\$893,570	\$0	\$0	\$0	\$0	\$0	\$893,570	\$600,000	\$43,570	\$250,000



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location			Concept Description					
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Various County Projects													
VARIOU	13919	Active Will Not Adv	S-ST99(351)		Surplus Property Documentation			ROW					
		ST_SRPLS_DOC		\$21,661	\$178,339	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
VARIOU	14903	Active Will Not Adv	F-ST99(406)		FY15 AID Demonstration			Data System Development/Enhancement					
		FA_MISC		\$782,786	\$0	\$0	\$0	\$0	\$782,786	\$626,229	\$156,557	\$0	
VARIOU	15110	Scoping Will Not Adv	F-0276(8)0		Region 4 Ferry Engine Replacement and Retrofit			Spot improvement					
					Lake Powell Ferry								
		EM_2016_FBD		\$100,195	\$0	\$0	\$0	\$0	\$100,195	\$80,156	\$20,039	\$0	
		EM_2017_FBD		\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0	
		EM_2018_FBD		\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0	
		EM_2019_FBD		\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$100,000	\$25,000	\$0	
		EM_2020_FBD		\$131,193	\$0	\$0	\$0	\$0	\$131,193	\$104,954	\$26,239	\$0	
		EM_2021_FBD		\$126,975	\$0	\$0	\$0	\$0	\$126,975	\$101,580	\$25,395	\$0	
		EM_2023_FBD		\$0	\$251,123	\$0	\$0	\$0	\$251,123	\$200,898	\$50,225	\$0	
		FA_MISC		\$3,431	\$0	\$0	\$0	\$0	\$3,431	\$2,744	\$686	\$0	
		STP_ENH_ST		\$1,180,203	\$0	\$0	\$0	\$0	\$1,180,203	\$944,162	\$236,041	\$0	
		STP_FLX_ST		\$0	\$110,000	\$0	\$0	\$0	\$110,000	\$102,553	\$7,447	\$0	
		ST_CONT_PG		\$0	\$274,041	\$0	\$0	\$0	\$274,041	\$0	\$274,041	\$0	
			Total	\$1,916,995	\$635,163	\$0	\$0	\$0	\$2,552,158	\$1,837,047	\$715,111	\$0	
VARIOU	17824	Scoping Will Not Adv	F-TPF-5(433)		Study; Cellular Concrete for Retaining Walls			Study					
					N/A								
		FA_MISC		\$37,500	\$0	\$0	\$0	\$0	\$37,500	\$30,000	\$7,500	\$0	
		FA_MISC_100%		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		SPR_R_100%		\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0	
			Total	\$337,500	\$0	\$0	\$0	\$0	\$337,500	\$330,000	\$7,500	\$0	
VARIOU	19066	Active Will Not Adv	S-ST99(734)		FY2022 Mandli Communications Collection			Develop Documents					
		ST_PVMT		\$1,632,206	\$72,834	\$0	\$0	\$0	\$0	\$1,705,040	\$0	\$1,705,040	\$0
VARIOU	19082	Active Will Not Adv	F-ST99(735)		RUC Fed Grants: Local Overlay & Toll Int			Education					
		FA_MISC_50%		\$1,490,000	\$0	\$0	\$0	\$0	\$1,490,000	\$745,000	\$745,000	\$0	
VARIOU	19614	Scoping Will Not Adv	F-ST99(792)		UTA Contactless Payment			UTA/Transit					
		COVID_UTA		\$0	\$538,200	\$0	\$0	\$0	\$538,200	\$538,200	\$0	\$0	
VARIOU	19637	Active Will Not Adv	F-ST99(784)		FY20 Digital Construction AID Demo			Data System Development/Enhancement					
		FA_MISC		\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000	\$1,000,000	\$250,000	\$0	



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Various County Projects													
VARIOU	19762	Active	F-ST99(801)		Develop QC/QA Plan for 3D Digital Models				Develop Documents				
		Will Not Adv			N/A								
		FA_STIC_2021	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	
		ST_TRANS_SOL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_UNITMATCH	\$10,136	\$2,364	\$0	\$0	\$0	\$0	\$12,500	\$0	\$12,500	\$0	
Total			\$60,136	\$2,364	\$0	\$0	\$0	\$0	\$62,500	\$50,000	\$12,500	\$0	
VARIOU	19763	Active	F-ST99(802)		Create Data Set Listing				Develop Documents				
		Will Not Adv			N/A								
		FA_STIC_2021	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	
		ST_TRANS_SOL	\$1,157	\$1,343	\$0	\$0	\$0	\$0	\$2,500	\$0	\$2,500	\$0	
		ST_UNITMATCH	\$12,500	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$12,500	\$0	
Total			\$63,657	\$1,343	\$0	\$0	\$0	\$0	\$65,000	\$50,000	\$15,000	\$0	
VARIOU	20253	Scoping	S-ST99(835)		Frontrunner Strategic Double Track				UTA/Transit				
		To Be Adv Dt: 05/12/26			Frontrunner								
		ST_TTIF	\$107,742	\$86,892,258	\$69,000,000	\$124,000,000	\$0	\$44,000,000	\$324,000,000	\$0	\$324,000,000	\$0	
		UTA_FUNDS	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$31,000,000	\$46,000,000	\$0	\$0	\$46,000,000	
Total			\$107,742	\$91,892,258	\$74,000,000	\$129,000,000	\$0	\$75,000,000	\$370,000,000	\$0	\$324,000,000	\$46,000,000	
VARIOU	20254	Scoping	S-ST99(836)		Point of the Mountain Transit				UTA/Transit				
		To Be Adv Dt: 05/12/26			Point of the Mountain Transit								
			ST_TTIF	\$325,300	\$644,700	\$74,000,000	\$0	\$0	\$0	\$74,970,000	\$0	\$74,970,000	\$0
VARIOU	20971	Active	F-ST99(889)		Develop Tool for R/W Excess / Surplus				Data System Development/Enhancement				
		Will Not Adv			N/A								
		FA_STIC_2021	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$0	
		ST_MATCH	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0	
Total			\$60,000	\$15,000	\$0	\$0	\$0	\$0	\$75,000	\$60,000	\$15,000	\$0	
VARIOU	21189	Active	F-ST99(930)		FY2024 WFRC MPO CPG SLC, O/L AREAS				Annual Work Program				
		Will Not Adv			N/A								
		FTA_5303_100	\$881,435	\$0	\$0	\$0	\$0	\$0	\$881,435	\$881,435	\$0	\$0	
		L_PASS_MATCH	\$0	\$381,749	\$0	\$0	\$0	\$0	\$381,749	\$0	\$0	\$381,749	
		PL_WFRC	\$3,141,111	\$0	\$0	\$0	\$0	\$0	\$3,141,111	\$3,141,111	\$0	\$0	
		STP_URB_SL@1	\$802,446	\$0	\$0	\$0	\$0	\$0	\$802,446	\$802,446	\$0	\$0	
		STP_UR_O/L@1	\$432,086	\$0	\$0	\$0	\$0	\$0	\$432,086	\$432,086	\$0	\$0	
Total			\$5,257,078	\$381,749	\$0	\$0	\$0	\$0	\$5,638,827	\$5,257,078	\$0	\$381,749	
VARIOU	13006	STIP	F-ST99(293)		UTA 1 Call - 1 Click & Outreach Program				UTA/Transit				
		To Be Adv Dt:			Utah Transit Authority (UTA) One Call - One Click Center & Veterans								
		FA_MISC	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	
		FA_MISC_100%	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	
		UTA_FUNDS	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	
Total			\$0	\$550,000	\$0	\$0	\$0	\$0	\$550,000	\$450,000	\$0	\$100,000	



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

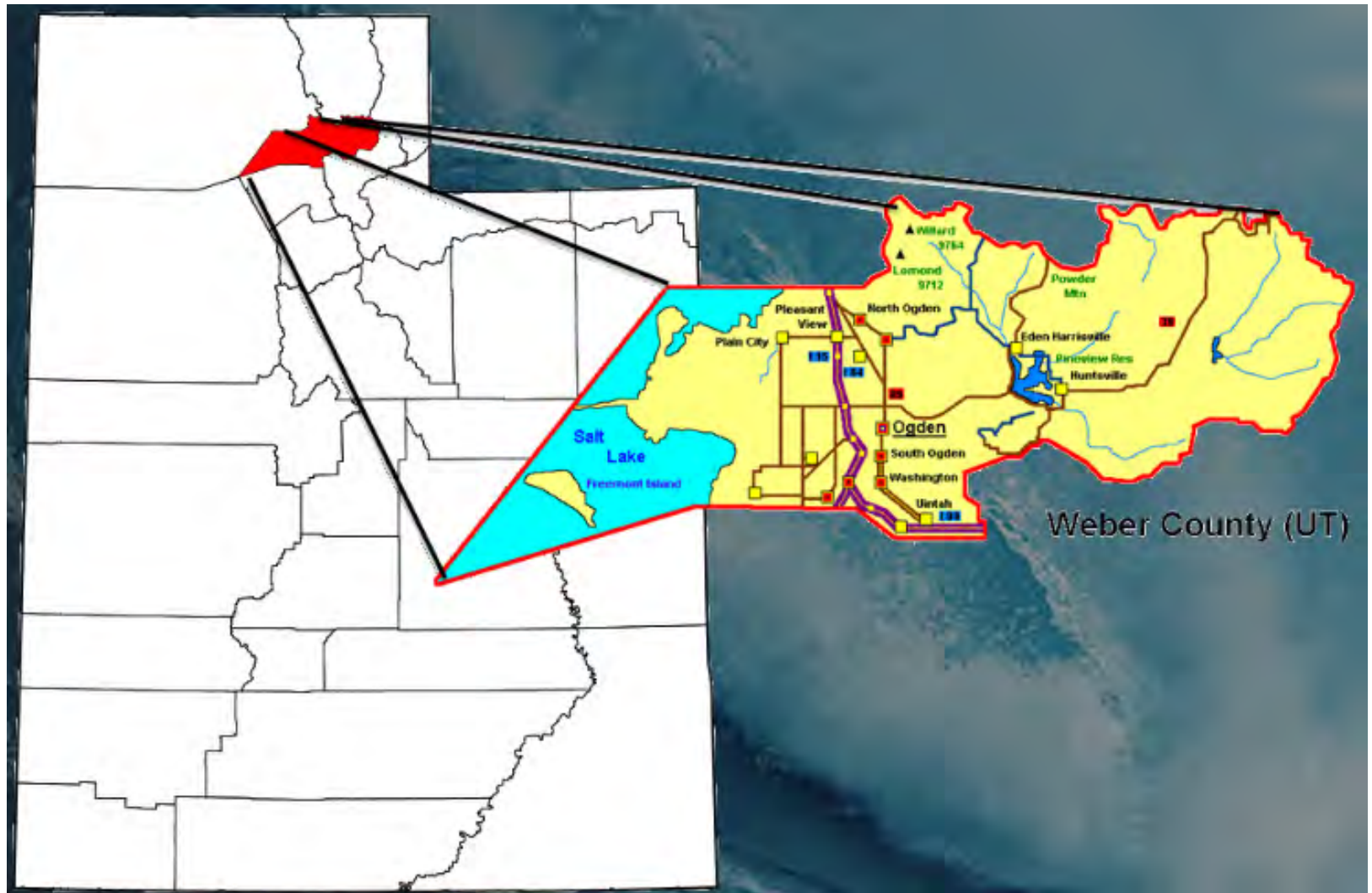
Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Various County Projects													
VARI0U	16039	STIP	F-ST99(494)		TIGER 8; First/Last Mile Program				UTA/Transit				
		Will Not Adv			* For more detail go to <a href="http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project">http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project</a>								
		LOCAL_GOVT		\$0	\$11,771,432	\$0	\$0	\$0	\$0	\$11,771,432	\$0	\$0	\$11,771,432
		TIGER_MAG		\$0	\$5,966,789	\$0	\$0	\$0	\$0	\$5,966,789	\$5,966,789	\$0	\$0
		TIGER_SUMMIT		\$0	\$688,350	\$0	\$0	\$0	\$0	\$688,350	\$688,350	\$0	\$0
		TIGER_TOOELE		\$0	\$313,285	\$0	\$0	\$0	\$0	\$313,285	\$313,285	\$0	\$0
		TIGER_WFRC		\$0	\$13,031,576	\$0	\$0	\$0	\$0	\$13,031,576	\$13,031,576	\$0	\$0
		Total		\$0	\$31,771,432	\$0	\$0	\$0	\$0	\$31,771,432	\$20,000,000	\$0	\$11,771,432
VARI0U	16040	STIP	F-ST99(495)		UTA; Enhanced Automated Train Control System				UTA/Transit				
		To Be Adv Dt:			UTA's Front Runner Enhanced Automated Train Control System								
		FTASEC_3028		\$0	\$3,520,000	\$0	\$0	\$0	\$0	\$3,520,000	\$2,816,000	\$704,000	\$0
		UTA_FUNDS		\$0	\$30,280,000	\$0	\$0	\$0	\$0	\$30,280,000	\$0	\$0	\$30,280,000
		Total		\$0	\$33,800,000	\$0	\$0	\$0	\$0	\$33,800,000	\$2,816,000	\$704,000	\$30,280,000

# Weber County

The Wasatch Front Regional Council (WFRC) is responsible for coordinating the transportation planning process in the Salt Lake/ West Valley and the Ogden-Layton urbanized areas as the designated Metropolitan Planning Organization (MPO).

The Cities of Weber County include;

Farr West  
Harrisville  
Hooper  
Marriott-Slaterville  
North Ogden  
Ogden  
Plain  
Pleasant View  
Riverdale  
Roy  
South Ogden  
Uintah  
Washington Terrace  
West Haven





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location	Concept Description	CD	Total	Fed Aid	State	Other
		Fund	Prior		2024	2025	2026	2027				
<b>Weber County Projects</b>												
WEBER	18834	Undr Const	F-0060(14)1	60		UDOT Reg One/ Riverdale 1050 W & I-84 Sidewalk	Transportation Alternatives					
		Adv Dt: 09/17/22				SR-60; MP .42 - .51						
		TAP_URB_O/L			\$501,176	\$13,680	\$0	\$0	\$0	\$514,856	\$480,000	\$34,856
WEBER	18855	STIP	S-0089(538)414	89	414	1 Ogden/WSU Bus Rapid Transit (BRT)	TIF - Transportation Investment Fund					
		To Be Adv Dt:				US-89; MP 413.75 - 414.25						
		ST_TTIF			\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000
WEBER	18858	Scoping	S-R199(299)	89	414	1 BDO Phase 2 Shared Use Path	Trails					
		Will Not Adv				US-89; MP 414.00 - 415.00						
		LOCAL_MATCH			\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$600,000
		ST_TIF_ACT			\$0	\$900,000	\$0	\$0	\$0	\$900,000	\$0	\$900,000
		Total			\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$900,000
WEBER	16945	Scoping	F-0089(486)408	89	408	US-89 & Skyline Drive Intersection Imp	Intersection Modification					
		To Be Adv Dt: 02/27/24				US-89; MP 408.10 - 408.10						
		CARBON_O/L			\$0	\$1,265,000	\$0	\$0	\$0	\$1,265,000	\$1,179,360	\$85,641
		CMAQ_PM2.5			\$214,523	\$22,139	\$0	\$0	\$0	\$236,663	\$220,641	\$16,022
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total			\$214,523	\$1,287,139	\$0	\$0	\$0	\$1,501,663	\$1,400,000	\$101,663
WEBER	20318	STIP	F-0089(573)413	89	414	Ogden Green Bike Share Expansion	Pedestrian/Bike facility					
		To Be Adv Dt:				US-89; MP 413.67 - 413.67						
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$536,308	\$536,308	\$500,000	\$36,308
		LOCAL_GOVT			\$0	\$0	\$0	\$0	\$224,092	\$224,092	\$0	\$224,092
		Total			\$0	\$0	\$0	\$0	\$760,400	\$760,400	\$500,000	\$260,400
WEBER	21216	Funding	NEWPROJ(21216)	89	414	Ogden Green Bike Share Expansion	Pedestrian/Bike facility					
		To Be Adv Dt:				US-89; MP 413.61 - 413.61						
NEW		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$678,500	\$678,500	\$632,566	\$45,934
WEBER	20728	Undr Const	S-0097(21)3	97	3	2 5600 S Early Mitigation Work	Widen Existing Facility					
		Adv Dt: 03/13/23				SR-97; MP 3.20 - 5.33						
		ST_TIF_HB433			\$7,404	\$17,692,596	\$0	\$0	\$0	\$17,700,000	\$0	\$17,700,000
WEBER	16391	Advertised	S-R199(324)	97	5	I-15; SR-97 (5600 South), widening of 5600 South	Upgrade Existing Interchange					
		Adv Dt: 07/03/23				SR-97; MP 5.10 - 5.30						
		ST_APPROP			\$206,723	\$0	\$0	\$0	\$0	\$206,723	\$0	\$206,723
		ST_TIF			\$0	\$0	\$140,000,000	\$0	\$0	\$140,000,000	\$0	\$140,000,000
		ST_TIF_HB433			\$49,659,469	\$94,433,808	\$76,000,000	\$0	\$0	\$220,093,277	\$0	\$220,093,277
		Total			\$49,866,192	\$94,433,808	\$76,000,000	\$140,000,000	\$0	\$360,300,000	\$0	\$360,300,000
WEBER	19606	STIP	F-0204(22)0	204		4 Ogden/ Layton Area Signal Timing & Optimization	Traffic Signal Coordination					
		To Be Adv Dt:				SR-204; MP .00 - 3.56						
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$372,920	\$27,080





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

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Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Weber County Projects														
WEBER	21215	Funding	NEWPROJ(21215)		284	On Route Electric Bus Charging Infrastructure				UTA/Transit				
		To Be Adv Dt:												
NEW		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,398,450	\$0	\$101,550
WEBER	18812	Scoping	F-3308(3)1		3308	1	4800 South & Layton Canal				Reconstruct & Widening			
		To Be Adv Dt:	05/23/24											
		STP_URB_O/L			\$0	\$471,500	\$0	\$0	\$0	\$0	\$471,500	\$439,579	\$0	\$31,921
WEBER	17847	STIP	F-3310(1)1		3310	6000 South & 3100 West Round-a-bout				Intersection Modification				
		To Be Adv Dt:												
		CARBON_O/L			\$0	\$722,375	\$0	\$0	\$0	\$0	\$722,375	\$673,470	\$48,905	\$0
		CMAQ_WFRC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		LOCAL_GOV			\$0	\$38,325	\$0	\$0	\$0	\$0	\$38,325	\$0	\$0	\$38,325
		Total			\$0	\$760,700	\$0	\$0	\$0	\$0	\$760,700	\$673,470	\$48,905	\$38,325
WEBER	19628	Scoping	F-3318(1)0		3318	4000 South SRTS Rail Crossing; 2550 W - 2350 W				Pedestrian/Bicycle Safety				
		To Be Adv Dt:	08/01/24											
		LOCAL_GOV			\$0	\$0	\$0	\$0	\$8,661	\$8,661	\$0	\$0	\$8,661	
		LOCAL_MATCH			\$0	\$217,800	\$0	\$0	\$0	\$0	\$217,800	\$0	\$0	\$217,800
		STP_URB_O/L			\$10,000	\$0	\$0	\$0	\$231,339	\$241,339	\$225,000	\$0	\$16,339	
		ST_TTIF_FMLM			\$0	\$326,700	\$0	\$0	\$0	\$326,700	\$0	\$326,700	\$0	
		Total			\$10,000	\$544,500	\$0	\$0	\$240,000	\$794,500	\$225,000	\$326,700	\$242,800	
WEBER	17795	Scoping	F-3328(2)1		3328	1	300 West; 5000 South to Riverdale City Boundary				Reconstruct no widening			
		To Be Adv Dt:	01/11/24											
		LOCAL_GOV			\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000	
		STP_URB_O/L			\$325,000	\$2,574,100	\$0	\$0	\$0	\$2,899,100	\$2,702,831	\$0	\$196,269	
		Total			\$325,000	\$2,699,100	\$0	\$0	\$0	\$3,024,100	\$2,702,831	\$0	\$321,269	
WEBER	21229	Funding	NEWPROJ(21229)		3346	1	Adams Avenue Sidewalk; 40th Street to 42nd Street				Pedestrian/Bike facility			
		To Be Adv Dt:												
NEW		LOCAL_GOV			\$0	\$0	\$248,563	\$0	\$0	\$0	\$248,563	\$0	\$0	\$248,563
		TAP_URB_O/L			\$0	\$0	\$1,814,437	\$0	\$0	\$0	\$1,814,437	\$1,691,600	\$0	\$122,837
		Total			\$0	\$0	\$2,063,000	\$0	\$0	\$0	\$2,063,000	\$1,691,600	\$0	\$371,400
WEBER	13124	Undr Const	S-LC57(32)		3359	1	4700 West; 4000 South to 4600 South				Reconstruct & Widening			
		Will Not Adv												
		LOCAL_MATCH			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		L_PASS_MATCH			\$0	\$197,613	\$0	\$0	\$0	\$0	\$197,613	\$0	\$0	\$197,613
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		ST_TIF_EXCH			\$1,976,128	\$0	\$0	\$0	\$0	\$0	\$1,976,128	\$0	\$1,976,128	\$0
		Total			\$1,976,128	\$197,613	\$0	\$0	\$0	\$0	\$2,173,741	\$0	\$1,976,128	\$197,613





# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt.	Beg Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2024	2025	2026	2027	CD	Total	Fed Aid	State	Other	
Weber County Projects														
WEBER	15905	Scoping	F-3370(1)0		3370	1	3600 West; 2600 N to 1975 N, Plain City Cnty:FA-3370; MP .00 - .78			Reconstruct & Widening				
		To Be Adv Dt: 01/19/24												
		CMAQ_PM2.5			\$0	\$473,721	\$0	\$0	\$0	\$0	\$473,721	\$441,650	\$0	\$32,071
		LOCAL_MATCH			\$0	\$162,059	\$0	\$0	\$0	\$0	\$162,059	\$0	\$0	\$162,059
		STP_COVID_OL			\$290,076	\$2	\$0	\$0	\$0	\$0	\$290,078	\$290,078	\$0	\$0
		STP_URB_O/L			\$0	\$2,326,536	\$0	\$0	\$0	\$0	\$2,326,536	\$2,169,030	\$0	\$157,507
		TAP_URB_O/L			\$0	\$321,785	\$0	\$0	\$0	\$0	\$321,785	\$300,000	\$0	\$21,785
		Total			\$290,076	\$3,284,104	\$0	\$0	\$0	\$0	\$3,574,179	\$3,200,758	\$0	\$373,422
WEBER	18809	STIP	F-3371(1)1		3371	1	North Plain City Road; 2917 West to 3350 West Cnty:FA-3371; MP .90 - 1.61			Reconstruct & Widening				
		To Be Adv Dt:												
		LOCAL_GOV'T			\$0	\$0	\$0	\$234,744	\$0	\$0	\$234,744	\$0	\$0	\$234,744
		STP_URB_O/L			\$0	\$10,000	\$0	\$3,744,156	\$0	\$0	\$3,754,156	\$3,500,000	\$0	\$254,156
		Total			\$0	\$10,000	\$0	\$3,978,900	\$0	\$0	\$3,988,900	\$3,500,000	\$0	\$488,900
WEBER	21196	Funding	NEWPROJ(21196)		3371	2	3300 North; 2700 West to 2575 West Cnty:FA-3371; MP 2.18 - 2.34			Intersection Modification				
		To Be Adv Dt:												
NEW		LOCAL_GOV'T			\$0	\$0	\$0	\$0	\$0	\$879,121	\$879,121	\$0	\$0	\$879,121
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$2,574,279	\$2,574,279	\$2,400,000	\$0	\$174,279
		Total			\$0	\$0	\$0	\$0	\$0	\$3,453,400	\$3,453,400	\$2,400,000	\$0	\$1,053,400
WEBER	17865	Undr Const	F-3416(1)		3416		20th & Lincoln Traffic Signal Cnty:FA-3416; MP .14 - .14			Intersection Improvements				
		Adv Dt: 09/24/22												
		LOCAL_GOV'T			\$0	\$150,745	\$0	\$0	\$0	\$0	\$150,745	\$0	\$0	\$150,745
		TAP_URB_O/L			\$256,355	\$0	\$0	\$0	\$0	\$0	\$256,355	\$239,000	\$0	\$17,355
		Total			\$256,355	\$150,745	\$0	\$0	\$0	\$0	\$407,100	\$239,000	\$0	\$168,100
WEBER	17797	Scoping	F-3442(2)5		3442	5	1 West Harrisville Rd; US-89 to 750 West Cnty:FA-3442; MP 5.16 - 5.76			Reconstruct & Widening				
		To Be Adv Dt: 03/10/25												
		LOCAL_GOV'T			\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		STP_URB_O/L			\$0	\$653,660	\$2,681,540	\$0	\$0	\$0	\$3,335,200	\$3,109,407	\$0	\$225,793
		Total			\$0	\$653,660	\$2,806,540	\$0	\$0	\$0	\$3,460,200	\$3,109,407	\$0	\$350,793
WEBER	20303	STIP	F-3442(3)1		3442	1	1 1900/1975 North; 2700 West to 3600 West (Phase 1) Cnty:FA-3442; MP 1.33 - 2.49			Reconstruct & Widening				
		To Be Adv Dt:												
		LOCAL_GOV'T			\$0	\$0	\$0	\$0	\$0	\$182,114	\$182,114	\$0	\$0	\$182,114
		STP_URB_O/L			\$0	\$0	\$0	\$0	\$0	\$2,479,859	\$2,479,859	\$2,311,973	\$0	\$167,886
		Total			\$0	\$0	\$0	\$0	\$0	\$2,661,973	\$2,661,973	\$2,311,973	\$0	\$350,000
WEBER	18814	STIP	F-3446(1)		3446	1	1 4000 North; SR-126 to 2800 West Cnty:FA-3446; MP 1.32 - 1.88			Reconstruct & Widening				
		To Be Adv Dt:												
		LOCAL_GOV'T			\$0	\$0	\$0	\$4,204,537	\$0	\$0	\$4,204,537	\$0	\$0	\$4,204,537
		STP_URB_O/L			\$0	\$0	\$0	\$2,896,064	\$0	\$0	\$2,896,064	\$2,700,000	\$0	\$196,064
		Total			\$0	\$0	\$0	\$7,100,600	\$0	\$0	\$7,100,600	\$2,700,000	\$0	\$4,400,600



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Weber County Projects</b>												
WEBER	15683	Scoping	S-I15-8(158)343	MULT	I-15; 24th Street Interchange				TIF - Transportation Investment Fund			
		To Be Adv Dt: 11/22/23			I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50							
		ST_TIF	\$3,581,935	\$70,343,728	\$18,574,337	\$3,500,000	\$0	\$0	\$96,000,000	\$0	\$96,000,000	\$0
WEBER	15685	Active	S-I15-8(159)338	MULT	I-15; SR-97 (5600 South) Environmental Study				TIF - Transportation Investment Fund			
		Will Not Adv			I-15; MP 338.00 - 338.80 & I-15; MP 338.00 - 338.80 & SR-97; MP 3.00 - 5.35 & Addendum to add the section of SR-97 that is included within the study limits							
		ST_TIF	\$1,989,587	\$1,010,414	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
WEBER	19919	Scoping	F-I84-6(148)81	MULT	I-84 Bridge Replacements at Riverdale				New Bridge/Bridge Replacement			
		To Be Adv Dt: 02/29/24			I-84; MP 81.18 - 81.26 & Cnty:FA-3316; MP .62 - .72							
		NHPP_BR	\$10,000	\$0	\$18,090,000	\$0	\$0	\$0	\$18,100,000	\$16,874,630	\$1,225,370	\$0
		STP_BRIDGE	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000	\$1,211,990	\$88,010	\$0
		ST_BRIDGE	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$750,000	\$0
		ST_TIF_PRS_S	\$50,000	\$1,800,000	\$0	\$0	\$0	\$0	\$1,850,000	\$0	\$1,850,000	\$0
		Total	\$60,000	\$2,550,000	\$19,390,000	\$0	\$0	\$0	\$22,000,000	\$18,086,620	\$3,913,380	\$0
WEBER	14840	Undr Const	S-LC57(37)	MULT	20th St.; Washington to Monroe Reconstruction				Reconstruct & Widening			
		Will Not Adv			20th Street, Washington to Monroe							
		LOCAL_MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$242,332	\$0	\$0	\$0	\$0	\$242,332	\$0	\$0	\$242,332
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH	\$2,423,317	\$0	\$0	\$0	\$0	\$0	\$2,423,317	\$0	\$2,423,317	\$0
		Total	\$2,423,317	\$242,332	\$0	\$0	\$0	\$0	\$2,665,649	\$0	\$2,423,317	\$242,332
WEBER	14850	Scoping	F-LC57(45)	MULT	SR-60; Round-About at Ritter Drive, Riverdale				Intersection Modification			
		To Be Adv Dt: 11/04/22			SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale							
		CMAQ_WFRC	\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	16936	Scoping	F-3354(4)0	MULT	40th St & Chimes View - Riverdale to Washington				Reconstruct & Widening			
		To Be Adv Dt: 01/30/24			Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05							
		LOCAL_GOV'T	\$0	\$0	\$454,735	\$0	\$0	\$0	\$454,735	\$0	\$0	\$454,735
		STP_URB_O/L	\$1,089,596	\$1,591,944	\$1,608,925	\$0	\$0	\$0	\$4,290,465	\$4,000,001	\$0	\$290,464
		Total	\$1,089,596	\$1,591,944	\$2,063,660	\$0	\$0	\$0	\$4,745,200	\$4,000,001	\$0	\$745,199
WEBER	19620	Scoping	S-3368(3)1	MULT	1700 So; 12th Str to Ogden Boundary Line				Reconstruct & Widening			
		Will Not Adv			Cnty:FA-3368; MP .52 - 1.19 & Cnty:FA-3368; MP .52 - .52							
		LOCAL_GOV'T	\$0	\$2,600,100	\$0	\$0	\$0	\$0	\$2,600,100	\$0	\$0	\$2,600,100
		ST_PVMT_LV2	\$0	\$1,765,265	\$0	\$0	\$0	\$0	\$1,765,265	\$0	\$1,765,265	\$0
		Total	\$0	\$4,365,364	\$0	\$0	\$0	\$0	\$4,365,364	\$0	\$1,765,265	\$2,600,100



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Weber County Projects</b>												
WEBER	19621	Scoping	S-3416(2)1	MULT	20th Street; Quincy Ave to Harrison Blvd				Reconstruct no widening			
		Will Not Adv			Cnty:FA-3416; MP 1.16 - 1.58 & Cnty:FA-3416; MP 1.15 - 1.17							
		LOCAL_GOV		\$0	\$3,154,768	\$0	\$0	\$0	\$3,154,768	\$0	\$0	\$3,154,768
		ST_PVMT_LV2		\$0	\$1,530,000	\$0	\$0	\$0	\$1,530,000	\$0	\$1,530,000	\$0
		Total		\$0	\$4,684,768	\$0	\$0	\$0	\$4,684,768	\$0	\$1,530,000	\$3,154,768
WEBER	20307	STIP	F-3384(1)0	MULT	25th Str & 4400 So. Pavement Reconstructiion				Reconstruct no widening			
		To Be Adv Dt:			Cnty:FA-3384; MP .73 - 1.59 & 25th Street; Jefferson Ave to Harrison Blvd and also 4400 South; Mckay Dee Hospital to Harrison Blvd							
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$5,469,690	\$5,469,690	\$0	\$0	\$5,469,690
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,616,410	\$3,616,410	\$3,371,579	\$0	\$244,831
		Total		\$0	\$0	\$0	\$0	\$9,086,100	\$9,086,100	\$3,371,579	\$0	\$5,714,521
WEBER	21193	Funding	NEWPROJ(21193)	MULT	2nd Street; Washington Blvd to Monroe Blvd				Reconstruct & Widening			
		To Be Adv Dt:			Cnty:FA-3432; MP 1.06 - 1.76 & Cnty:FA-3432; MP 1.06 - 1.07							
NEW		LOCAL_GOV		\$0	\$0	\$0	\$0	\$4,331,652	\$4,331,652	\$0	\$0	\$4,331,652
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total		\$0	\$0	\$0	\$0	\$7,549,500	\$7,549,500	\$3,000,000	\$0	\$4,549,500
WEBER	13615	STIP	S-0067(25)0	OTHER	SR-67; Corridor Preservation, Weber County				Corridor Preservation			
		To Be Adv Dt:			Future SR-67 Corridor in Weber County							
		ST_CORR_PRES		\$154,471	\$1,911	\$0	\$0	\$0	\$156,382	\$0	\$156,382	\$0
WEBER	16939	STIP	F-LC57(49)	OTHER	UTA Locomotive Rebuild				UTA/Transit			
		Will Not Adv			Rebuilding of the Commuter Rail Locomotives (Location for GIS - Weber Intermodal Center)							
		CMAQ_PM2.5		\$0	\$933,176	\$0	\$0	\$0	\$933,176	\$870,000	\$63,176	\$0
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$381,015	\$381,015	\$0	\$0	\$381,015
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$933,176	\$0	\$0	\$381,015	\$1,314,191	\$870,000	\$63,176	\$381,015
WEBER	18933	Scoping	S-R199(304)	OTHER	SR-97 (5600 South), Weber Co.Corridor Preservation				Corridor Preservation			
		Will Not Adv			SR-97 (5600 South), Weber Co.Corridor Preservation							
		ST_CORR_PRES		\$3,223,607	\$276,393	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$0
WEBER	19741	Scoping	S-R199(341)	OTHER	Ogden Canyon Shared use Path				Pedestrian/Bike facility			
		To Be Adv Dt: 11/21/24			Ogden Canyon Shared use Path							
		HIP_COMMUNITY		\$0	\$2,145,232	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
		L_PASS_MATCH		\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
		ST_TIF_ACT		\$450,229	\$1,949,771	\$0	\$0	\$0	\$2,400,000	\$0	\$2,400,000	\$0
		Total		\$450,229	\$4,695,004	\$0	\$0	\$0	\$5,145,232	\$2,000,000	\$2,400,000	\$745,232
WEBER	11091	Scoping	F-R199(133)	OTHER	Washington Blvd & Larsen Lane				Intersection Improvements			
		Will Not Adv			Washington Blvd. & Larsen Lane							
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_CONCPT_D1		\$2,650	\$310	\$0	\$0	\$0	\$2,960	\$0	\$2,960	\$0
		ST_CONT_PG		\$1,910	\$8,816	\$0	\$0	\$0	\$10,726	\$0	\$10,726	\$0
		Total		\$4,561	\$9,126	\$0	\$0	\$0	\$13,686	\$0	\$13,686	\$0



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid			
<b>Weber County Projects</b>													
WEBER	14045	Scoping	S-LC57(34)	OTHER	4700 West; 5100 South to 5500 South				Reconstruct & Widening				
		Will Not Adv			4700 West; 5100 South to 5500 South								
		LOCAL_MATCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$207,915	\$0	\$0	\$0	\$0	\$207,915	\$0	\$0	\$207,915
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$2,075,175	\$3,973	\$0	\$0	\$0	\$0	\$2,079,148	\$0	\$2,079,148	\$0
		Total		\$2,075,175	\$211,888	\$0	\$0	\$0	\$0	\$2,287,063	\$0	\$2,079,148	\$207,915
WEBER	14842	Undr Const	S-LC57(38)	OTHER	450/400 E.; 2600 N. to Elberta, Widening, N. Ogden				TIF - Transportation Investment Fund				
		Will Not Adv			450/400 Est; 2600 North to Elberta Drive								
		LOCAL_GOV'T		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$391,000	\$0	\$0	\$0	\$0	\$391,000	\$0	\$0	\$391,000
		STP_FLX_ST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_HIF_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TIF_EXCH		\$3,487,388	\$31,612	\$0	\$0	\$0	\$0	\$3,519,000	\$0	\$3,519,000	\$0
		Total		\$3,487,388	\$422,612	\$0	\$0	\$0	\$0	\$3,910,000	\$0	\$3,519,000	\$391,000
WEBER	14846	STIP	F-LC57(43)	OTHER	UTA Intermodal Center; Weber State University				UTA/Transit				
		Will Not Adv			Ice Sheet Parking, Weber State University								
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,616
		UTA_FUNDS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$1,072,616	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$0	\$72,616
WEBER	14847	Undr Const	F-LC57(44)	OTHER	Ogden Bike Share Program				Transportation Alternatives				
		Will Not Adv			Downtown Ogden								
		CMAQ_PM2.5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_PM2.5_1		\$601,873	\$0	\$0	\$0	\$0	\$0	\$601,873	\$601,873	\$0	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		CMAQ_WFRC_1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		L_PASS_MATCH		\$0	\$43,706	\$0	\$0	\$0	\$0	\$43,706	\$0	\$0	\$43,706
		ST_CONT_R1		\$1,502	\$0	\$0	\$0	\$0	\$0	\$1,502	\$0	\$1,502	\$0
		Total		\$603,375	\$43,706	\$0	\$0	\$0	\$0	\$647,081	\$601,873	\$1,502	\$43,706
WEBER	14853	Scoping	F-LC57(40)	OTHER	Bicycle and Ped Safety Enhancements, Riverdale				Pedestrian/Bike facility				
		To Be Adv Dt: 11/21/24			Riverdale Various Locations								
		TAP_URB_WFRC		\$0	\$69,720	\$0	\$0	\$0	\$0	\$69,720	\$65,000	\$0	\$4,720



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
	Fund		Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>Weber County Projects</b>												
WEBER	15923	STIP	F-R199(236)	OTHER	Update Bike Cars on Frontrunner - UTA				Transportation Alternatives			
		Will Not Adv			This request is for new bike racks on 6 of UTA's 16 FrontRunner bike cars.							
		LOCAL_GOV		\$0	\$15,001	\$0	\$0	\$0	\$15,001	\$0	\$0	\$15,001
		TAP_URB_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TFER_2_UTA		\$0	\$101,899	\$0	\$0	\$0	\$101,899	\$95,000	\$6,899	\$0
		Total		\$0	\$116,900	\$0	\$0	\$0	\$116,900	\$95,000	\$6,899	\$15,001
WEBER	16934	STIP	F-LC57(48)	OTHER	Ogden-WSU Bus Rapid Transit (BRT) - Construction				New Capacity			
		Will Not Adv			Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center.							
		FTASEC_5309		\$0	\$97,903,590	\$0	\$0	\$0	\$97,903,590	\$78,322,872	\$0	\$19,580,718
		LOCAL_INKIND		\$0	\$4,570,000	\$0	\$0	\$0	\$4,570,000	\$0	\$0	\$4,570,000
		TFER_2_UTA		\$0	\$3,754,156	\$0	\$0	\$0	\$3,754,156	\$3,500,000	\$0	\$254,156
		UTA_FUNDS		\$0	\$4,478,513	\$0	\$0	\$0	\$4,478,513	\$0	\$0	\$4,478,513
		Total		\$0	\$110,706,259	\$0	\$0	\$0	\$110,706,259	\$81,822,872	\$0	\$28,883,387
WEBER	17866	Scoping	F-R199(271)	OTHER	3100 West; 4800 So to 5000 So, Sidewalk				Safe Sidewalk			
		To Be Adv Dt: 01/05/24			3100 West; 4800 South to 5000 South Sidewalk, Roy							
		LOCAL_GOV		\$0	\$10,453	\$0	\$0	\$0	\$10,453	\$0	\$0	\$10,453
		TAP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		TAP_URB_WFRC		\$44,575	\$246,672	\$0	\$0	\$0	\$291,247	\$271,530	\$0	\$19,717
		Total		\$44,575	\$257,125	\$0	\$0	\$0	\$301,700	\$271,530	\$0	\$30,170
WEBER	17954	STIP	F-R299(352)	OTHER	Skyline Drive; 1100 W to 4300 N (Pleasant View)				New Capacity			
		To Be Adv Dt:			Skyline Drive; US-89 to 1100 West, Pleasant View City							
		LOCAL_GOV		\$0	\$0	\$28,655,373	\$0	\$0	\$28,655,373	\$0	\$0	\$28,655,373
		STP_URB_O/L		\$0	\$1,836,414	\$1,846,413	\$0	\$0	\$3,682,827	\$3,433,500	\$0	\$249,327
		Total		\$0	\$1,836,414	\$30,501,786	\$0	\$0	\$32,338,200	\$3,433,500	\$0	\$28,904,700
WEBER	18811	STIP	F-LC57(51)0	OTHER	5500 West; 5500 South to Davis Co Line				Reconstruct & Widening			
		To Be Adv Dt:			5500 West; 5500 South (SR-97) to Weber/ Davis County Line							
		LOCAL_GOV		\$0	\$0	\$490,000	\$0	\$0	\$490,000	\$0	\$0	\$490,000
		STP_URB_O/L		\$0	\$0	\$1,981,100	\$0	\$0	\$1,981,100	\$1,846,980	\$0	\$134,120
		Total		\$0	\$0	\$2,471,100	\$0	\$0	\$2,471,100	\$1,846,980	\$0	\$624,120
WEBER	18828	STIP	F-R199(297)	OTHER	Bus Rapid Transit - Operating Subsidy				UTA/Transit			
		To Be Adv Dt:			Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital							
		CMAQ_WFRC		\$0	\$1,230,700	\$0	\$0	\$0	\$1,230,700	\$1,147,382	\$0	\$83,318
WEBER	18829	STIP	F-R199(198)	OTHER	On Route Electric Bus Charging Infrastructure				UTA/Transit			
		To Be Adv Dt:			Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital							
		CARBON_O/L		\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$1,398,450	\$101,550	\$0



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid			
<b>Weber County Projects</b>													
WEBER	18830	STIP	F-LC57(52)	OTHER	Ogden City Bike Share Expansion				Transportation Alternatives				
		To Be Adv Dt:			Ogden City Green Bike Expansion Various Locations around Downtown								
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$435,200	\$435,200	\$405,737		\$0	\$29,463
WEBER	20305	STIP	F-R199(347)	OTHER	1800 South; 2050 West to 1900 West, West Haven				Intersection Modification				
		To Be Adv Dt:			Realign 1800 South at 2050 West to 1900 West eliminating the offset intersection								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$769,592	\$769,592	\$0		\$0	\$769,592
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$1,187,708	\$1,187,708	\$1,107,300		\$0	\$80,408
		Total		\$0	\$0	\$0	\$0	\$1,957,300	\$1,957,300	\$1,107,300		\$0	\$850,000
WEBER	20308	Scoping	F-R199(349)	OTHER	ROW; 400 N Bridge/ N Str Expansion & Rail Facility				Corridor Preservation				
		Will Not Adv			Right of Way for the 400 North Bridge/ North Street Expansion and Commuter Rail Station/ Maintenance Facility								
		LOCAL_GOV		\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0		\$0	\$200,000
		STP_COVID_OL		\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000		\$0	\$0
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0
		Total		\$1,500,000	\$200,000	\$0	\$0	\$0	\$1,700,000	\$1,500,000		\$0	\$200,000
WEBER	20334	STIP	F-R199(353)	OTHER	1500 North Sidewalk - Safe Route to School				Pedestrian/Bike facility				
		To Be Adv Dt:			1500 North Sidewalk; 4825 West to 4920 West, Plain City								
		LOCAL_GOV		\$0	\$18,235	\$0	\$0	\$0	\$18,235	\$0		\$0	\$18,235
		TAP_URB_O/L		\$0	\$110,265	\$0	\$0	\$0	\$110,265	\$102,800		\$0	\$7,465
		Total		\$0	\$128,500	\$0	\$0	\$0	\$128,500	\$102,800		\$0	\$25,700
WEBER	21236	Funding	NEWPROJ(21236)	OTHER	Roy City Bldg. Electric Vehicle Charging Stations				Other - Enhancement Project				
		To Be Adv Dt:			Roy Municipal Bldg. Electric Vehicle Charging Stations; 5051 South 1900 West								
NEW		CARBON_O/L		\$0	\$100,500	\$0	\$0	\$0	\$100,500	\$93,696		\$0	\$6,804
WEBER	19564	STIP	UT-FLAP-WEB(10)1		Causey Reservoir Access - UT FLAP WEB 10(1)				Federal Lands Access Program				
		To Be Adv Dt:			Causey Reservoir Access - Roadway Rehabilitation & Roadway Widening								
		FLHP		\$0	\$0	\$7,900,000	\$0	\$0	\$7,900,000	\$7,900,000		\$0	\$0
WEBER	18802	STIP	F-LC57(50)0		UTA - On-Board Technology System				UTA/Transit				
		To Be Adv Dt:			UTA Transit Authority Frontlines Head Quarters, 669 West 200 South, Salt Lake City, Utah								
		LOCAL_GOV		\$0	\$4,785,477	\$0	\$0	\$0	\$4,785,477	\$0		\$0	\$4,785,477
		STP_URB_O/L		\$0	\$214,523	\$0	\$0	\$0	\$214,523	\$200,000		\$0	\$14,523
		Total		\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$200,000		\$0	\$4,800,000



# County

These are listed in the 2023-2028 TIP as programs that identify the funding source for the programs and not the specific projects in the program.

These programs include Bridge Inspection, Region Project Concept Development, and Bridge Loading, Scour Inspection, Pavement Rehabilitation, Pavement Maintenance, Transportation Solutions Program, etc.







DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM											
		HSIP		\$2,814,416	\$0	\$0	\$0	\$0	\$0	\$2,814,416	\$2,623,880	\$190,536	\$0
		LOCAL_GOV		\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
		L_BETTERMENT		\$0	\$308,531	\$0	\$0	\$0	\$0	\$308,531	\$0	\$0	\$308,531
		NHPP_BR		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$10,155	\$0
		NHPP_IM		\$1,423,480	\$0	\$0	\$0	\$0	\$0	\$1,423,480	\$1,340,634	\$82,847	\$0
		NHPP_NHS		\$5,062	\$199,775	\$0	\$0	\$0	\$0	\$204,837	\$190,969	\$13,867	\$0
		OTHER_STATE		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		STP_FLX_ST		\$24,869,330	\$15,690,498	\$0	\$0	\$0	\$0	\$40,559,828	\$37,813,928	\$2,745,900	\$0
		STP_UB_O/L_U		\$300,000	\$5,358,299	\$0	\$0	\$0	\$0	\$5,658,299	\$5,275,232	\$383,067	\$0
		ST_APPROP		\$0	\$90,544	\$0	\$0	\$0	\$0	\$90,544	\$0	\$90,544	\$0
		ST_PVMT		\$4,625,000	\$874,862	\$0	\$0	\$0	\$0	\$5,499,862	\$0	\$5,499,862	\$0
		ST_PVMT_LV2		\$0	\$4,086,751	\$0	\$0	\$0	\$0	\$4,086,751	\$0	\$4,086,751	\$0
		ST_TIF		\$990,000	\$1,107,115	\$0	\$0	\$0	\$0	\$2,097,115	\$0	\$2,097,115	\$0
		ST_TRANS_SOL		\$13,763,088	\$670,932	\$0	\$0	\$0	\$0	\$14,434,020	\$0	\$14,434,020	\$0
		Total		\$48,940,376	\$28,562,306	\$0	\$0	\$0	\$0	\$77,502,682	\$47,384,488	\$29,684,663	\$433,531
1	19033	CMPO FEDERAL FUNDS EXCHANGE PROGRAM											
		ST_TIF		\$0	\$3,162,337	\$0	\$0	\$0	\$0	\$3,162,337	\$0	\$3,162,337	\$0
		ST_TIFEX_CPO		\$12,074,542	\$0	\$0	\$0	\$0	\$0	\$12,074,542	\$0	\$12,074,542	\$0
		Total		\$12,074,542	\$3,162,337	\$0	\$0	\$0	\$0	\$15,236,880	\$0	\$15,236,880	\$0



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
2	16616	REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM											
		CMAQ_WFRC		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$466,150	\$33,850	\$0
		HSIP		\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		LOCAL_GOV		\$10,991,004	\$194,942	\$0	\$0	\$0	\$0	\$11,185,946	\$0	\$0	\$11,185,946
		L_BETTERMENT		\$394,427	\$391,189	\$0	\$0	\$0	\$0	\$785,617	\$0	\$0	\$785,617
		NHPP_IM		\$2,820,000	\$11,289,058	\$0	\$0	\$0	\$0	\$14,109,058	\$13,287,911	\$821,147	\$0
		NHPP_NHS		\$2,400,000	\$850,000	\$0	\$0	\$0	\$0	\$3,250,000	\$3,029,975	\$220,025	\$0
		STP_FLX_ST		\$37,168,760	\$17,890,446	\$0	\$0	\$0	\$0	\$55,059,206	\$51,331,698	\$3,524,021	\$203,487
		STP_HIF_ST		\$0	\$4,515,056	\$0	\$0	\$0	\$0	\$4,515,056	\$4,209,387	\$305,669	\$0
		STP_SU_JHC		\$1,608,925	\$0	\$0	\$0	\$0	\$0	\$1,608,925	\$1,500,000	\$0	\$108,924
		STP_URB_SL		\$1,072,616	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		STP_URB_SL_U		\$610,000	\$2,442,509	\$0	\$0	\$0	\$0	\$3,052,509	\$2,845,854	\$206,655	\$0
		ST_APPROP		\$666	\$0	\$0	\$0	\$0	\$0	\$666	\$0	\$666	\$0
		ST_ATMS		\$13,389	\$23,846	\$0	\$0	\$0	\$0	\$37,235	\$0	\$37,235	\$0
		ST_ATMS_AM		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_BARRIER		\$0	\$92,326	\$0	\$0	\$0	\$0	\$92,326	\$0	\$92,326	\$0
		ST_BRIDGE		\$62,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$62,000	\$0
		ST_CONCPT_D2		\$132,513	\$0	\$0	\$0	\$0	\$0	\$132,513	\$0	\$132,513	\$0
		ST_CONT_R2		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_ITS		\$225,437	\$92,328	\$0	\$0	\$0	\$0	\$317,765	\$0	\$317,765	\$0
		ST_PVMT		\$91,643	\$30,223	\$0	\$0	\$0	\$0	\$121,866	\$0	\$121,866	\$0
		ST_PVMT_LV2		\$194,318	\$7,298,853	\$0	\$0	\$0	\$0	\$7,493,171	\$0	\$7,493,171	\$0
		ST_RET_ROW		\$764,673	\$0	\$0	\$0	\$0	\$0	\$764,673	\$0	\$764,673	\$0
		ST_SPOT_SFTY		\$0	\$34,031	\$0	\$0	\$0	\$0	\$34,031	\$0	\$34,031	\$0
		ST_TRANS_SOL		\$4,193,000	\$4,681,524	\$0	\$0	\$0	\$0	\$8,874,524	\$0	\$8,874,524	\$0
		Total		\$65,443,371	\$49,876,331	\$0	\$0	\$0	\$0	\$115,319,703	\$79,628,805	\$23,406,924	\$12,283,974
2	18351	GREEN BIKE/BIKE SHARE PROGRAM - SALT LAKE											
		CMAQ_WFRC_1		\$23,308	\$1,615,012	\$400,000	\$0	\$0	\$400,000	\$2,438,320	\$2,438,320	\$0	\$0
		L_PASS_MATCH		\$0	\$131,748	\$0	\$0	\$0	\$58,092	\$189,840	\$0	\$0	\$189,840
		ST_PVMT_LV2		\$300	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$300	\$0
		TAP_UR_WFRC1		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
		Total		\$23,608	\$1,946,761	\$400,000	\$0	\$0	\$458,092	\$2,828,460	\$2,638,320	\$300	\$189,840
3	15480	MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM											
		STP_UB_P/O_U		\$0	\$11,565,958	\$0	\$0	\$0	\$0	\$11,565,958	\$10,782,943	\$783,015	\$0
		ST_PVMT_LV2		\$6,232,338	\$0	\$0	\$0	\$0	\$0	\$6,232,338	\$0	\$6,232,338	\$0
		ST_TIF		\$2,753,448	\$0	\$0	\$0	\$0	\$0	\$2,753,448	\$0	\$2,753,448	\$0
		ST_TIFEX_MAG		\$12,679,805	\$0	\$0	\$0	\$0	\$0	\$12,679,805	\$0	\$12,679,805	\$0
		Total		\$21,665,591	\$11,565,958	\$0	\$0	\$0	\$0	\$33,231,549	\$10,782,943	\$22,448,606	\$0



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
4	16618	REGION FOUR; TRANSPORTATIONS SOLUTIONS PROGRAM											
		HSIP		\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		LOCAL_GOV		\$1,112,598	\$150,402	\$0	\$0	\$0	\$0	\$1,263,000	\$0	\$0	\$1,263,000
		NHPP_BR		\$330,978	\$0	\$0	\$0	\$0	\$0	\$330,978	\$308,571	\$22,407	\$0
		NHPP_IM		\$3,568,300	\$1,482,089	\$0	\$0	\$0	\$0	\$5,050,388	\$4,756,456	\$293,933	\$0
		NHPP_NHS		\$1,537,274	\$498,802	\$0	\$0	\$0	\$0	\$2,036,076	\$1,898,233	\$137,842	\$0
		OTHER		\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
		OTHER_STATE		\$0	\$1,064,255	\$0	\$0	\$0	\$0	\$1,064,255	\$0	\$1,064,255	\$0
		STP_BRIDGE		\$119,022	\$0	\$0	\$0	\$0	\$0	\$119,022	\$110,964	\$8,058	\$0
		STP_FLX_ST		\$45,081,629	\$19,110,805	\$0	\$0	\$0	\$0	\$64,192,434	\$59,846,606	\$4,345,828	\$0
		STP_HIF_ST		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		STP_RURAL		\$0	\$1,248,272	\$0	\$0	\$0	\$0	\$1,248,272	\$1,163,764	\$84,508	\$0
		ST_APPROP		\$265	\$98,169	\$0	\$0	\$0	\$0	\$98,434	\$0	\$98,434	\$0
		ST_ATMS_AM		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BARRIER		\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_PARK_LEG		\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$0	\$1,700,000	\$0
		ST_PVMT		\$1,410,768	\$1,201,362	\$0	\$0	\$0	\$0	\$2,612,131	\$0	\$2,612,131	\$0
		ST_PVMT_LV2		\$1,221,092	\$5,423,785	\$0	\$0	\$0	\$0	\$6,644,877	\$0	\$6,644,877	\$0
		ST_TRANS_SOL		\$10,620,742	\$719,038	\$0	\$0	\$0	\$0	\$11,339,781	\$0	\$11,339,781	\$0
		Total		\$69,102,670	\$33,066,978	\$0	\$0	\$0	\$0	\$102,169,647	\$71,813,794	\$28,792,853	\$1,563,000
9	15046	ATMS ASSET MANAGEMENT (LIFE CYCLE REPLACEMENT)											
		ST_APPROP		\$8,272	\$0	\$0	\$0	\$0	\$0	\$8,272	\$0	\$8,272	\$0
		ST_ATMS		\$1,668,739	\$148	\$0	\$0	\$0	\$0	\$1,668,887	\$0	\$1,668,887	\$0
		ST_ATMS_AM		\$84,000	\$404	\$0	\$0	\$0	\$0	\$84,404	\$0	\$84,404	\$0
		ST_CONT_R1		\$18,900	\$0	\$0	\$0	\$0	\$0	\$18,900	\$0	\$18,900	\$0
		ST_CONT_R2		\$69,300	\$0	\$0	\$0	\$0	\$0	\$69,300	\$0	\$69,300	\$0
		ST_EXPRESS		\$739,202	\$70,798	\$0	\$0	\$0	\$0	\$810,000	\$0	\$810,000	\$0
		Total		\$2,588,414	\$71,350	\$0	\$0	\$0	\$0	\$2,659,763	\$0	\$2,659,763	\$0
9	17583	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2020											
		FA_ATCMTD		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0
		ST_APPROP		\$67,974	\$0	\$0	\$0	\$0	\$0	\$67,974	\$0	\$67,974	\$0
		ST_ATMS		\$1,439,306	\$11,442	\$0	\$0	\$0	\$0	\$1,450,748	\$0	\$1,450,748	\$0
		ST_CAV		\$1,610,068	\$469,932	\$0	\$0	\$0	\$0	\$2,080,000	\$0	\$2,080,000	\$0
		ST_CONT_R3		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_PVMT		\$5,300,000	\$0	\$0	\$0	\$0	\$0	\$5,300,000	\$0	\$5,300,000	\$0
		ST_PVMT_LV2		\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$0
		ST_TRANS_SOL		\$5,068,215	\$152,245	\$0	\$0	\$0	\$0	\$5,220,460	\$0	\$5,220,460	\$0
		Total		\$19,185,562	\$683,619	\$0	\$0	\$0	\$0	\$19,869,181	\$3,000,000	\$16,869,181	\$0



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
9	17872	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2020											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	17873	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020											
		ST_ATMS		\$420,150	\$6,555	\$0	\$0	\$0	\$0	\$426,705	\$0	\$426,705	\$0
		ST_ATMS_AM		\$179,881	\$295,119	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_FWY_OPS		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$700,031	\$301,674	\$0	\$0	\$0	\$0	\$1,001,705	\$0	\$1,001,705	\$0
9	17874	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020											
		ST_ATMS		\$888,743	\$5,572	\$0	\$0	\$0	\$0	\$894,315	\$0	\$894,315	\$0
		ST_ATMS_AM		\$97,958	\$0	\$0	\$0	\$0	\$0	\$97,958	\$0	\$97,958	\$0
		ST_PVMT		\$8,000	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
		Total		\$994,701	\$5,572	\$0	\$0	\$0	\$0	\$1,000,273	\$0	\$1,000,273	\$0
9	18642	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2021											
		FA_ATCMTD		\$5,450,000	\$0	\$0	\$0	\$0	\$0	\$5,450,000	\$5,450,000	\$0	\$0
		FA_MISC_100%		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
		LOCAL_INKIND		\$0	\$950,000	\$0	\$0	\$0	\$0	\$950,000	\$0	\$0	\$950,000
		ST_ATMS_AM		\$188,711	\$61,289	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_CAV		\$850,543	\$879,842	\$0	\$0	\$0	\$0	\$1,730,385	\$0	\$1,730,385	\$0
		ST_TRANS_SOL		\$8,120	\$4,491,880	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		Total		\$6,697,373	\$6,383,012	\$0	\$0	\$0	\$0	\$13,080,385	\$5,650,000	\$6,480,385	\$950,000
9	18643	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2021											
		ST_SIGNAL_M&O		\$4,614,205	\$921,742	\$0	\$0	\$0	\$0	\$5,535,947	\$0	\$5,535,947	\$0
		Total		\$4,614,205	\$921,742	\$0	\$0	\$0	\$0	\$5,535,947	\$0	\$5,535,947	\$0
9	18644	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021											
		ST_FWY_OPS		\$2,677,956	\$233,505	\$0	\$0	\$0	\$0	\$2,911,461	\$0	\$2,911,461	\$0
		ST_TRANS_SOL		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total		\$2,683,956	\$233,505	\$0	\$0	\$0	\$0	\$2,917,461	\$0	\$2,917,461	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
9	18645	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021											
		STP_FLX_ST		\$1,190,000	\$0	\$0	\$0	\$0	\$0	\$1,190,000	\$1,109,437	\$80,563	\$0
		ST_APPROP		\$14,267	\$771	\$0	\$0	\$0	\$0	\$15,038	\$0	\$15,038	\$0
		ST_ATMS_AM		\$297,027	\$151,362	\$0	\$0	\$0	\$0	\$448,389	\$0	\$448,389	\$0
		ST_ITS		\$2,335,580	\$73,439	\$0	\$0	\$0	\$0	\$2,409,019	\$0	\$2,409,019	\$0
		ST_PVMT_LV2		\$3,557,219	\$1,532,781	\$0	\$0	\$0	\$0	\$5,090,000	\$0	\$5,090,000	\$0
		ST_TRANS_SOL		\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$0
		Total		\$7,504,093	\$1,758,352	\$0	\$0	\$0	\$0	\$9,262,446	\$1,109,437	\$8,153,009	\$0
9	18646	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2022											
9	18647	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2022											
		ST_SIGNAL_M&O		\$2,017,019	\$30,332	\$0	\$0	\$0	\$0	\$2,047,351	\$0	\$2,047,351	\$0
9	18648	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022											
		ST_FWY_OPS		\$1,961,144	\$1,703,987	\$0	\$0	\$0	\$0	\$3,665,130	\$0	\$3,665,130	\$0
9	18649	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022											
		ST_APPROP		\$1,662	\$0	\$0	\$0	\$0	\$0	\$1,662	\$0	\$1,662	\$0
		ST_ATMS		\$234	\$0	\$0	\$0	\$0	\$0	\$234	\$0	\$234	\$0
		ST_ATMS_AM		\$78,013	\$571,987	\$0	\$0	\$0	\$0	\$650,000	\$0	\$650,000	\$0
		ST_ITS		\$4,802,181	\$1,632,927	\$0	\$0	\$0	\$0	\$6,435,108	\$0	\$6,435,108	\$0
		Total		\$4,882,091	\$2,204,914	\$0	\$0	\$0	\$0	\$7,087,005	\$0	\$7,087,005	\$0
9	18650	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2023											
		ST_CAV		\$191,717	\$427,898	\$0	\$0	\$0	\$0	\$619,615	\$0	\$619,615	\$0
9	18651	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2023											
		ST_SIGNAL_M&O		\$2,873,274	\$1,356,476	\$0	\$0	\$0	\$0	\$4,229,751	\$0	\$4,229,751	\$0
9	18652	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
		ST_FWY_OPS		\$810,657	\$2,507,395	\$0	\$0	\$0	\$0	\$3,318,051	\$0	\$3,318,051	\$0
9	18653	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
		ST_ATMS		\$18,485	\$0	\$0	\$0	\$0	\$0	\$18,485	\$0	\$18,485	\$0
		ST_ATMS_AM		\$1,823,242	\$1,119,255	\$0	\$0	\$0	\$0	\$2,942,496	\$0	\$2,942,496	\$0
		ST_FWY_OPS		\$76,182	\$48,818	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_ITS		\$2,202,398	\$2,870,517	\$0	\$0	\$0	\$0	\$5,072,915	\$0	\$5,072,915	\$0
		ST_T&S_FUND		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		Total		\$4,170,307	\$4,038,590	\$0	\$0	\$0	\$0	\$8,208,897	\$0	\$8,208,897	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
9	20640	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
		OTHER		\$122,245	\$0	\$0	\$0	\$0	\$0	\$122,245	\$0	\$0	\$122,245
		STP_FLX_ST		\$1,068,650	\$586	\$0	\$0	\$0	\$0	\$1,069,236	\$996,849	\$72,387	\$0
		ST_ATMS_AM		\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		ST_ITS		\$1,686,933	\$513,067	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$0
		Total		\$2,877,829	\$523,653	\$0	\$0	\$0	\$0	\$3,401,481	\$996,849	\$2,282,387	\$122,245
9	20641	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024											
9	20642	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2025											
9	20814	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026											
9	20815	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2026											
9	20816	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2026											
9	20817	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026											
9	20828	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026											
B	14862	STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM											
		OTHER		\$30,100	\$0	\$0	\$0	\$0	\$0	\$30,100	\$0	\$0	\$30,100
		SPR_P		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$24,000	\$6,000	\$0
		ST_ADA_RAMPS		\$23,671	\$0	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_APPROP		\$143	\$0	\$0	\$0	\$0	\$0	\$143	\$0	\$143	\$0
		ST_BARRIER		\$6,034	\$0	\$0	\$0	\$0	\$0	\$6,034	\$0	\$6,034	\$0
		ST_CONT_R2		\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		ST_ITS		\$30,000	\$50,000	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$0
		ST_PVMT		\$150,543	\$0	\$0	\$0	\$0	\$0	\$150,543	\$0	\$150,543	\$0
		ST_SIGNALS		\$31,675	\$29,732	\$0	\$0	\$0	\$0	\$61,406	\$0	\$61,406	\$0
		ST_SPOT_SFTY		\$176,306	\$166	\$0	\$0	\$0	\$0	\$176,472	\$0	\$176,472	\$0
		ST_T&S_FUND		\$6,176,717	\$7,694,160	\$0	\$0	\$0	\$0	\$13,870,877	\$0	\$13,870,877	\$0
		Total		\$6,675,189	\$7,774,057	\$0	\$0	\$0	\$0	\$14,449,247	\$24,000	\$14,395,147	\$30,100



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
P	15995	PLANNING											
		SPR_P_100%		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
		Total		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
P	18683	STATEWIDE CORRIDOR STUDIES											
		LOCAL_CMPO		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
		LOCAL_GOV'T		\$150,855	\$139,333	\$0	\$0	\$0	\$0	\$290,188	\$0	\$0	\$290,188
		OTHER		\$9,442	\$65,559	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
		ST_CONT_R1		\$104,613	\$70,387	\$0	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0
		ST_CONT_R3		\$25,048	\$49,952	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$0
		ST_CONT_R4		\$75,000	\$10,000	\$0	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$0
		ST_EMERGING		\$963	\$149,037	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_STUDIES		\$538,917	\$1,421,588	\$0	\$0	\$0	\$0	\$1,960,505	\$0	\$1,960,505	\$0
		Total		\$934,837	\$1,905,856	\$0	\$0	\$0	\$0	\$2,840,693	\$0	\$2,445,505	\$395,188
S	9369	BRIDGE INSPECTION PROGRAM											
		BR_ON/OFF		\$82,634	\$531	\$0	\$0	\$0	\$0	\$83,165	\$66,532	\$16,633	\$0
		NHPP_BR		\$2,152,969	\$188	\$0	\$0	\$0	\$0	\$2,153,156	\$2,007,388	\$145,769	\$0
		STP_BR		\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE		\$15,472,600	\$5,100,000	\$0	\$0	\$0	\$2,400,000	\$22,972,600	\$21,417,355	\$1,555,245	\$0
		ST_BRIDGE		\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total		\$17,708,203	\$6,351,251	\$0	\$0	\$0	\$2,400,000	\$26,459,454	\$24,652,554	\$1,806,900	\$0
S	9615	LOAD RATING PROGRAM											
		NHPP_BR		\$1,750,000	\$2,400	\$0	\$0	\$0	\$0	\$1,752,400	\$1,633,763	\$118,638	\$0
		STP_BR		\$546,393	\$0	\$0	\$0	\$0	\$0	\$546,393	\$509,403	\$36,991	\$0
		STP_BRIDGE		\$850,000	\$300,000	\$0	\$0	\$0	\$600,000	\$1,750,000	\$1,631,525	\$118,475	\$0
		ST_BRIDGE		\$30,000	\$12,338	\$0	\$0	\$0	\$0	\$42,338	\$0	\$42,338	\$0
		Total		\$3,176,393	\$314,739	\$0	\$0	\$0	\$600,000	\$4,091,132	\$3,774,690	\$316,442	\$0
S	9616	BRIDGE SCOUR INSPECTION PROGRAM											
		ST_BRIDGE		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
		Total		\$0	\$56,129	\$0	\$0	\$0	\$0	\$56,129	\$0	\$56,129	\$0
S	10948	STATEWIDE SIGNALS MAINTENANCE & OPERATION											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12135	2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_CONCPT_D1		\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0
		Total		\$18,898	\$0	\$0	\$0	\$0	\$0	\$18,898	\$0	\$18,898	\$0





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	12136	2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		NHS		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$391,566	\$28,434	\$0
		ST_CONCPT_D3		\$4,433	\$0	\$0	\$0	\$0	\$0	\$4,433	\$0	\$4,433	\$0
		Total		\$424,433	\$0	\$0	\$0	\$0	\$0	\$424,433	\$391,566	\$32,867	\$0
S	12138	2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	12139	2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		STP_BRIDGE		\$0	\$36,009	\$0	\$0	\$0	\$0	\$36,009	\$33,572	\$2,438	\$0
		ST_BRIDGE		\$430,277	\$20,224	\$0	\$0	\$0	\$0	\$450,500	\$0	\$450,500	\$0
		Total		\$430,277	\$56,233	\$0	\$0	\$0	\$0	\$486,510	\$33,572	\$452,938	\$0
S	12781	UNOBLIGATED TIF/CHNF FUNDS PROGRAM											
		ST_CHF		\$0	\$435,748	\$0	\$0	\$0	\$0	\$435,748	\$0	\$435,748	\$0
		ST_CHF_TIF		\$0	\$7,365,804	\$0	\$0	\$0	\$0	\$7,365,804	\$0	\$7,365,804	\$0
		ST_GF_CHN		\$0	\$4,181,853	\$0	\$0	\$0	\$0	\$4,181,853	\$0	\$4,181,853	\$0
		ST_GF_HB173		\$0	\$67,231	\$0	\$0	\$0	\$0	\$67,231	\$0	\$67,231	\$0
		ST_SB215		\$0	\$635,702	\$0	\$0	\$0	\$0	\$635,702	\$0	\$635,702	\$0
		ST_TIF		\$0	\$21,145,413	\$0	\$0	\$0	\$0	\$21,145,413	\$0	\$21,145,413	\$0
		ST_TIFEX_MAG		\$0	\$847,086	\$0	\$0	\$0	\$0	\$847,086	\$0	\$847,086	\$0
		ST_TIF_EXCH		\$0	\$7,063	\$0	\$0	\$0	\$0	\$7,063	\$0	\$7,063	\$0
		ST_TIF_HB377		\$0	\$962,441	\$0	\$0	\$0	\$0	\$962,441	\$0	\$962,441	\$0
		ST_TIF_HB433		\$0	\$206,723	\$0	\$0	\$0	\$0	\$206,723	\$0	\$206,723	\$0
		ST_TIF_SB229		\$0	\$338,123	\$0	\$0	\$0	\$0	\$338,123	\$0	\$338,123	\$0
		ST_TTIF		\$0	\$179,888	\$0	\$0	\$0	\$0	\$179,888	\$0	\$179,888	\$0
		Total		\$0	\$36,373,073	\$0	\$0	\$0	\$0	\$36,373,073	\$0	\$36,373,073	\$0
S	12957	2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM											
		HSIP		\$2,300,000	\$0	\$0	\$0	\$0	\$0	\$2,300,000	\$2,144,290	\$155,710	\$0
		L_BETTERMENT		\$2,092,997	\$0	\$0	\$0	\$0	\$0	\$2,092,997	\$0	\$0	\$2,092,997
		NHPP_IM		\$8,000,000	\$20,000	\$0	\$0	\$0	\$0	\$8,020,000	\$7,553,236	\$466,764	\$0
		NHPP_NHS		\$9,161,613	\$499,000	\$0	\$0	\$0	\$0	\$9,660,613	\$9,006,589	\$654,023	\$0
		STP_FLX_ST		\$463,356	\$367,881	\$0	\$0	\$0	\$0	\$831,237	\$774,963	\$56,275	\$0
		STP_UB_P/O_U		\$12,331,409	\$0	\$0	\$0	\$0	\$0	\$12,331,409	\$11,496,573	\$834,836	\$0
		ST_CONCPT_D3		\$6,516	\$0	\$0	\$0	\$0	\$0	\$6,516	\$0	\$6,516	\$0
		ST_PVMT_LV2		\$3,378	\$36,622	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0
		Total		\$34,359,269	\$923,502	\$0	\$0	\$0	\$0	\$35,282,771	\$30,975,650	\$2,214,124	\$2,092,997



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	12958	2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$1,222,001	\$478,439	\$0	\$0	\$0	\$0	\$1,700,440	\$0	\$1,700,440	\$0
		Total		\$1,222,001	\$478,439	\$0	\$0	\$0	\$0	\$1,700,440	\$0	\$1,700,440	\$0
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		LOCAL_GOV		\$1,498,611	\$36,389	\$0	\$0	\$0	\$0	\$1,535,000	\$0	\$0	\$1,535,000
		L_PASS_MATCH		\$0	\$10,607,748	\$0	\$0	\$0	\$0	\$10,607,748	\$0	\$0	\$10,607,748
		ST_CONT_R1		\$160,000	\$12,828	\$0	\$0	\$0	\$0	\$172,828	\$0	\$172,828	\$0
		ST_CONT_R3		\$0	\$37,000	\$0	\$0	\$0	\$0	\$37,000	\$0	\$37,000	\$0
		ST_CONT_R4		\$114,540	\$0	\$0	\$0	\$0	\$0	\$114,540	\$0	\$114,540	\$0
		ST_PVMT		\$5,544,417	\$1,827,609	\$0	\$0	\$0	\$0	\$7,372,026	\$0	\$7,372,026	\$0
		ST_PVMT_LV2		\$194	\$1,499,806	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		ST_TIF		\$269,443	\$365,557	\$0	\$0	\$0	\$0	\$635,000	\$0	\$635,000	\$0
		ST_TRANS_SOL		\$376,648	\$1,589,987	\$0	\$0	\$0	\$0	\$1,966,635	\$0	\$1,966,635	\$0
		TAP_FLEX		\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		Total		\$7,963,854	\$17,976,923	\$0	\$0	\$0	\$0	\$25,940,776	\$1,864,600	\$11,933,429	\$12,142,748
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		ST_CONCPT_D1		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		Total		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		STP_BRIDGE		\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,025,530	\$74,470	\$0
		STP_FLX_ST		\$1,657,678	\$0	\$0	\$0	\$0	\$0	\$1,657,678	\$1,545,453	\$112,225	\$0
		ST_CODE_ONE		\$71	\$14,929	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		ST_TRANS_SOL		\$0	\$2,004	\$0	\$0	\$0	\$0	\$2,004	\$0	\$2,004	\$0
		Total		\$2,757,749	\$16,933	\$0	\$0	\$0	\$0	\$2,774,682	\$2,570,983	\$203,699	\$0
S	13771	2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		ST_PVMT_LV2		\$5,103,187	\$10,000	\$0	\$0	\$0	\$0	\$5,113,187	\$0	\$5,113,187	\$0
		Total		\$5,103,187	\$10,000	\$0	\$0	\$0	\$0	\$5,113,187	\$0	\$5,113,187	\$0
S	13952	2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	13953	2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		L_BETTERMENT		\$32,480	\$0	\$0	\$0	\$0	\$0	\$32,480	\$0	\$0	\$32,480
		STP_FLX_ST		\$1,662,310	\$0	\$0	\$0	\$0	\$0	\$1,662,310	\$1,549,771	\$112,538	\$0
		ST_RET_ROW		\$862,399	\$0	\$0	\$0	\$0	\$0	\$862,399	\$0	\$862,399	\$0
		Total		\$2,557,189	\$0	\$0	\$0	\$0	\$0	\$2,557,189	\$1,549,771	\$974,938	\$32,480



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		OTHER_STATE		\$212,531	\$43,202	\$0	\$0	\$0	\$0	\$255,733	\$0	\$255,733	\$0
		ST_PVMT_LV2		\$2,654,582	\$91,464	\$0	\$0	\$0	\$0	\$2,746,046	\$0	\$2,746,046	\$0
		Total		\$2,867,113	\$134,666	\$0	\$0	\$0	\$0	\$3,001,779	\$0	\$3,001,779	\$0
S	14350	2018 BRIDGE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	14351	2019 BRIDGE MAINTENANCE PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S	15195	2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		NHPP_IM		\$0	\$2,750,963	\$0	\$0	\$0	\$0	\$2,750,963	\$2,590,857	\$160,106	\$0
		NHPP_NHS		\$0	\$1	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		STP_FLX_ST		\$0	\$5,517,375	\$0	\$0	\$0	\$0	\$5,517,375	\$5,143,849	\$373,526	\$0
		ST_BRIDGE		\$16,393	\$0	\$0	\$0	\$0	\$0	\$16,393	\$0	\$16,393	\$0
		ST_PVMT		\$27,127	\$2,873	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		Total		\$43,521	\$8,271,212	\$0	\$0	\$0	\$0	\$8,314,732	\$7,734,707	\$580,026	\$0
S	15196	2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		HSIP		\$2,844,274	\$0	\$0	\$0	\$0	\$0	\$2,844,274	\$2,651,717	\$192,557	\$0
		HSIP_100%		\$1,159,493	\$0	\$0	\$0	\$0	\$0	\$1,159,493	\$1,159,493	\$0	\$0
		NHPP_IM		\$8,404,797	\$0	\$0	\$0	\$0	\$0	\$8,404,797	\$7,915,638	\$489,159	\$0
		NHPP_NHS		\$0	\$15,003	\$0	\$0	\$0	\$0	\$15,003	\$13,987	\$1,016	\$0
		STP_FLX_ST		\$2,396,772	\$0	\$0	\$0	\$0	\$0	\$2,396,772	\$2,234,510	\$162,261	\$0
		STP_HIF_ST		\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$11,187,600	\$812,400	\$0
		STP_RURAL		\$1,039,000	\$0	\$0	\$0	\$0	\$0	\$1,039,000	\$968,660	\$70,340	\$0
		ST_TIF_PRES		\$7,266,719	\$1,074,171	\$0	\$0	\$0	\$0	\$8,340,890	\$0	\$8,340,890	\$0
		ST_TOLL_CR		\$0	\$84,198	\$0	\$0	\$0	\$0	\$84,198	\$0	\$84,198	\$0
		Total		\$35,111,055	\$1,173,371	\$0	\$0	\$0	\$0	\$36,284,427	\$26,131,605	\$10,152,822	\$0
S	15197	2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		STP_FLX_ST		\$1,470,574	\$0	\$0	\$0	\$0	\$0	\$1,470,574	\$1,371,016	\$99,558	\$0
		Total		\$1,470,574	\$0	\$0	\$0	\$0	\$0	\$1,470,574	\$1,371,016	\$99,558	\$0
S	15198	2020 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		STP_FLX_ST		\$8,948,967	\$0	\$0	\$0	\$0	\$0	\$8,948,967	\$8,343,122	\$605,845	\$0
		Total		\$8,948,967	\$0	\$0	\$0	\$0	\$0	\$8,948,967	\$8,343,122	\$605,845	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	15199	2020 BRIDGE PRESERVATION PROGRAM											
		STP_BRIDGE		\$0	\$41,321	\$0	\$0	\$0	\$0	\$41,321	\$38,523	\$2,797	\$0
		ST_BRIDGE		\$1,917,229	\$4,171,653	\$0	\$0	\$0	\$0	\$6,088,881	\$0	\$6,088,881	\$0
		Total		\$1,917,229	\$4,212,974	\$0	\$0	\$0	\$0	\$6,130,202	\$38,523	\$6,091,679	\$0
S	15200	2020 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$254,622	\$65,404	\$0	\$0	\$0	\$0	\$320,025	\$0	\$320,025	\$0
		Total		\$254,622	\$65,404	\$0	\$0	\$0	\$0	\$320,025	\$0	\$320,025	\$0
S	16193	2023 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$59,382,755	\$698,605	\$0	\$0	\$0	\$0	\$60,081,360	\$56,584,625	\$3,496,735	\$0
		NHPP_NHS		\$33,599,408	\$5,030,035	\$0	\$0	\$0	\$0	\$38,629,443	\$36,014,230	\$2,615,213	\$0
		STP_FLX_ST		\$51,496,155	\$2,840,267	\$0	\$0	\$0	\$0	\$54,336,422	\$50,657,846	\$3,678,576	\$0
		STP_SU_JHC		\$290,000	\$0	\$0	\$0	\$0	\$0	\$290,000	\$270,367	\$19,633	\$0
		STP_URB_O/L		\$3,801,540	\$0	\$0	\$0	\$0	\$0	\$3,801,540	\$3,544,176	\$257,364	\$0
		ST_BRIDGE		\$460,000	\$0	\$0	\$0	\$0	\$0	\$460,000	\$0	\$460,000	\$0
		ST_CONCPT_D3		\$9,569	\$0	\$0	\$0	\$0	\$0	\$9,569	\$0	\$9,569	\$0
		ST_TIF_PRES		\$4,909,128	\$0	\$0	\$0	\$0	\$0	\$4,909,128	\$0	\$4,909,128	\$0
		Total		\$153,948,555	\$8,568,907	\$0	\$0	\$0	\$0	\$162,517,463	\$147,071,244	\$15,446,218	\$0
S	16194	2021 ((HIGH VOLUME)) PAVEMENT PROGRAM											
		CMAQ_WFRC		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$69,923	\$5,078	\$0
		HSIP		\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$2,600,000	\$2,423,980	\$176,020	\$0
		NHPP_BR		\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$932,300	\$67,700	\$0
		NHPP_IM		\$25,922,589	\$9,862,730	\$0	\$0	\$0	\$0	\$35,785,319	\$33,702,613	\$2,082,705	\$0
		NHPP_NHS		\$21,637,934	\$6,231,429	\$0	\$0	\$0	\$0	\$27,869,363	\$25,982,607	\$1,886,756	\$0
		STP_BRIDGE		\$340,000	\$0	\$0	\$0	\$0	\$0	\$340,000	\$316,982	\$23,018	\$0
		STP_FLX_ST		\$25,709,658	\$5,037,999	\$0	\$0	\$0	\$0	\$30,747,657	\$28,666,041	\$2,081,616	\$0
		ST_TIF_PRES		\$1,189,563	\$78,905	\$0	\$0	\$0	\$0	\$1,268,467	\$0	\$1,268,467	\$0
		ST_TRANS_SOL		\$12,071	\$129	\$0	\$0	\$0	\$0	\$12,200	\$0	\$12,200	\$0
		Total		\$78,486,815	\$21,211,192	\$0	\$0	\$0	\$0	\$99,698,006	\$92,094,445	\$7,603,561	\$0
S	16195	2023 LOW VOLUME PAVEMENT PROGRAM											
		NHPP_NHS		\$179,794	\$4,497,524	\$0	\$0	\$0	\$0	\$4,677,319	\$4,360,664	\$316,654	\$0
		STP_FLX_ST		\$19,374,540	\$1,356,860	\$0	\$0	\$0	\$0	\$20,731,400	\$19,327,884	\$1,403,516	\$0
		STP_SU_JHC		\$3,739,924	\$0	\$0	\$0	\$0	\$0	\$3,739,924	\$3,486,731	\$253,193	\$0
		ST_PVMT_LV2		\$176,203	\$18,052,397	\$0	\$0	\$0	\$0	\$18,228,600	\$0	\$18,228,600	\$0
		Total		\$23,470,461	\$23,906,781	\$0	\$0	\$0	\$0	\$47,377,242	\$27,175,280	\$20,201,963	\$0



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	16196	2021 ((LOW VOLUME)) PAVEMENT PROGRAM											
		L_BETTERMENT		\$55,500	\$4,500	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000
		STP_FLX_ST		\$1,248,158	\$10,331,825	\$0	\$0	\$0	\$0	\$11,579,982	\$10,796,018	\$783,965	\$0
		ST_APPROP		\$98,303	\$195,501	\$0	\$0	\$0	\$0	\$293,804	\$0	\$293,804	\$0
		ST_PVMT_LV2		\$1,719,219	\$7,314,788	\$0	\$0	\$0	\$0	\$9,034,007	\$0	\$9,034,007	\$0
		ST_T&S_FUND		\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500	\$0	\$4,500	\$0
		ST_TRANS_SOL		\$3,550	\$0	\$0	\$0	\$0	\$0	\$3,550	\$0	\$3,550	\$0
		Total		\$3,129,229	\$17,846,614	\$0	\$0	\$0	\$0	\$20,975,843	\$10,796,018	\$10,119,825	\$60,000
S	16197	2021 BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE		\$311,908	\$866,471	\$0	\$0	\$0	\$0	\$1,178,380	\$0	\$1,178,380	\$0
		Total		\$311,908	\$866,471	\$0	\$0	\$0	\$0	\$1,178,380	\$0	\$1,178,380	\$0
S	16198	2021 BRIDGE MAINTENANCE PROGRAM											
		ST_APPROP		\$0	\$1,177	\$0	\$0	\$0	\$0	\$1,177	\$0	\$1,177	\$0
		ST_BRIDGE		\$66,038	\$205,417	\$0	\$0	\$0	\$0	\$271,455	\$0	\$271,455	\$0
		Total		\$66,038	\$206,593	\$0	\$0	\$0	\$0	\$272,631	\$0	\$272,631	\$0
S	16780	STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM											
		ER_2019@93.2		\$0	\$16,297	\$0	\$0	\$0	\$0	\$16,297	\$15,194	\$1,103	\$0
		ER_2022		\$1,341,618	\$2,503,156	\$0	\$0	\$0	\$0	\$3,844,774	\$3,584,483	\$260,291	\$0
		ER_2022@100		\$693,616	\$6,384	\$0	\$0	\$0	\$0	\$700,000	\$700,000	\$0	\$0
		HSIP		\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$2,796,900	\$203,100	\$0
		NHPP_NHS		\$400,000	\$22,300,000	\$0	\$0	\$0	\$0	\$22,700,000	\$21,163,210	\$1,536,790	\$0
		OTHER		\$105,000	\$0	\$0	\$0	\$0	\$0	\$105,000	\$0	\$0	\$105,000
		STP_COVID_ST		\$12,024,808	\$731,050	\$0	\$0	\$0	\$0	\$12,755,858	\$12,755,858	\$0	\$0
		STP_FLX_ST		\$14,042,792	\$13,513,781	\$0	\$0	\$0	\$0	\$27,556,573	\$25,690,993	\$1,865,580	\$0
		STP_HIF_ST		\$0	\$711	\$0	\$0	\$0	\$0	\$711	\$663	\$48	\$0
		STP_UB_P/O_U		\$8,285,098	\$0	\$0	\$0	\$0	\$0	\$8,285,098	\$7,724,197	\$560,901	\$0
		ST_CONST		\$2,936,349	\$63,651	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		ST_CONT_PG		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_PVMT		\$0	\$1,442,868	\$0	\$0	\$0	\$0	\$1,442,868	\$0	\$1,442,868	\$0
		ST_PVMT_LV2		\$0	\$26,840,082	\$0	\$0	\$0	\$0	\$26,840,082	\$0	\$26,840,082	\$0
		ST_RET_ROW_S		\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$0	\$5,500,000	\$0
		ST_TIF		\$0	\$14,222,343	\$0	\$0	\$0	\$0	\$14,222,343	\$0	\$14,222,343	\$0
		ST_TIF_PRES		\$0	\$1,170	\$0	\$0	\$0	\$0	\$1,170	\$0	\$1,170	\$0
		ST_TRANS_SOL		\$42,737,050	\$27,615,438	\$0	\$0	\$0	\$0	\$70,352,488	\$0	\$70,352,488	\$0
		Total		\$88,066,331	\$109,256,933	\$3,000,000	\$0	\$0	\$0	\$200,323,263	\$74,431,498	\$125,786,765	\$105,000



# DRAFT

DRAFT STIP approved for Public Comment

## UDOT electronic Program Management Statewide Transportation Improvement Program



### STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	16885	2022 HIGH VOLUME PAVEMENT PROGRAM											
		L_BETTERMENT		\$70,392	\$15,621	\$0	\$0	\$0	\$0	\$86,013	\$0	\$0	\$86,013
		NHPP_BR		\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$344,951	\$25,049	\$0
		NHPP_IM		\$30,835,637	\$3,094,585	\$0	\$0	\$0	\$0	\$33,930,222	\$31,955,483	\$1,974,739	\$0
		NHPP_NHS		\$48,268,367	\$2,611,199	\$0	\$0	\$0	\$0	\$50,879,567	\$47,435,020	\$3,444,547	\$0
		STP_FLX_ST		\$66,365,526	\$4,355,181	\$0	\$0	\$0	\$0	\$70,720,707	\$65,932,915	\$4,787,792	\$0
		ST_BRIDGE		\$42	\$349,958	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$0
		ST_PVMT		\$12,438	\$885	\$0	\$0	\$0	\$0	\$13,323	\$0	\$13,323	\$0
		ST_PVMT_LV2		\$158,351	\$1,271,649	\$0	\$0	\$0	\$0	\$1,430,000	\$0	\$1,430,000	\$0
		ST_RET_ROW		\$5,677,568	\$0	\$0	\$0	\$0	\$0	\$5,677,568	\$0	\$5,677,568	\$0
		ST_RET_ROW_S		\$7,180,280	\$419,720	\$0	\$0	\$0	\$0	\$7,600,000	\$0	\$7,600,000	\$0
		ST_T&S_FUND		\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_TIF_PRES		\$1,701,077	\$5,811,298	\$0	\$0	\$0	\$0	\$7,512,375	\$0	\$7,512,375	\$0
		ST_TRANS_SOL		\$0	\$364	\$0	\$0	\$0	\$0	\$364	\$0	\$364	\$0
		Total		\$160,639,680	\$17,955,459	\$0	\$0	\$0	\$0	\$178,595,138	\$145,668,369	\$32,840,756	\$86,013
S	16886	2022 LOW VOLUME PAVEMENT PROGRAM											
		NHPP_NHS		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$65,261	\$4,739	\$0
		STP_FLX_ST		\$14,342,433	\$1,199,942	\$0	\$0	\$0	\$0	\$15,542,375	\$14,490,156	\$1,052,219	\$0
		STP_HIF_RURL		\$1,058,431	\$0	\$0	\$0	\$0	\$0	\$1,058,431	\$986,775	\$71,656	\$0
		STP_HIF_ST		\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		STP_RURAL		\$5,316,305	\$0	\$0	\$0	\$0	\$0	\$5,316,305	\$4,956,391	\$359,914	\$0
		ST_CONT_R3		\$49,000	\$0	\$0	\$0	\$0	\$0	\$49,000	\$0	\$49,000	\$0
		ST_PVMT_LV2		\$19,886,939	\$243,210	\$0	\$0	\$0	\$0	\$20,130,149	\$0	\$20,130,149	\$0
		ST_RET_ROW_S		\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		Total		\$44,223,108	\$1,443,152	\$0	\$0	\$0	\$0	\$45,666,260	\$22,363,183	\$23,303,076	\$0
S	16887	2022 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$8,030,000	\$4,050,000	\$0	\$0	\$0	\$0	\$12,080,000	\$11,262,184	\$817,816	\$0
		STP_BRIDGE		\$2,582,576	\$1,922,424	\$0	\$0	\$0	\$0	\$4,505,000	\$4,200,011	\$304,989	\$0
		STP_FLX_ST		\$175,354	\$74,646	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE		\$2,491,908	\$7,872,235	\$0	\$0	\$0	\$0	\$10,364,143	\$0	\$10,364,143	\$0
		ST_TRANS_SOL		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		Total		\$13,279,838	\$14,519,305	\$0	\$0	\$0	\$0	\$27,799,143	\$15,695,270	\$12,103,873	\$0
S	17359	2022 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$236,859	\$263,141	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	17784	STORMWATER MITIGATION - STATEWIDE											
		ST_APPROP		\$0	\$7,205	\$0	\$0	\$0	\$0	\$7,205	\$0	\$7,205	\$0
		ST_CONT_R4		\$32,970	\$28,395	\$0	\$0	\$0	\$0	\$61,365	\$0	\$61,365	\$0
		ST_TRANS_SOL		\$55,000	\$0	\$0	\$0	\$0	\$0	\$55,000	\$0	\$55,000	\$0
		ST_TSP_MS4		\$22,395,898	\$5,851,756	\$0	\$0	\$0	\$0	\$28,247,654	\$0	\$28,247,654	\$0
		Total		\$22,483,867	\$5,887,357	\$0	\$0	\$0	\$0	\$28,371,224	\$0	\$28,371,224	\$0
S	18259	2023 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	\$1,957,830	\$142,170	\$0
		ST_BRIDGE		\$32,478	\$8,817,261	\$0	\$0	\$0	\$0	\$8,849,739	\$0	\$8,849,739	\$0
		Total		\$32,478	\$10,917,261	\$0	\$0	\$0	\$0	\$10,949,739	\$1,957,830	\$8,991,909	\$0
S	18260	2023 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$207,191	\$406,933	\$0	\$0	\$0	\$0	\$614,124	\$0	\$614,124	\$0
S	18866	FY 2020 EMERGENCY EARTHQUAKE BRIDGE INSPECTION & REPAIR											
		ER_2020		\$181,886	\$2,324,804	\$0	\$0	\$0	\$0	\$2,506,690	\$2,336,987	\$169,703	\$0
		ER_2020_100%		\$0	\$10,911	\$0	\$0	\$0	\$0	\$10,911	\$10,911	\$0	\$0
		ER_2022		\$1,738,114	\$0	\$0	\$0	\$0	\$0	\$1,738,114	\$1,620,444	\$117,670	\$0
		ST_PVMT_LV2		\$0	\$4	\$0	\$0	\$0	\$0	\$4	\$0	\$4	\$0
		Total		\$1,920,000	\$2,335,719	\$0	\$0	\$0	\$0	\$4,255,719	\$3,968,342	\$287,377	\$0
S	18984	PAVEMENT RECONSTRUCTION PROGRAM											
		NHPP_IM		\$0	\$1,615,069	\$0	\$0	\$0	\$0	\$1,615,069	\$1,521,072	\$93,997	\$0
		STP_FLX_ST		\$0	\$6,000,000	\$25,000,000	\$77,000,000	\$0	\$0	\$108,000,000	\$100,688,400	\$7,311,600	\$0
		Total		\$0	\$7,615,069	\$25,000,000	\$77,000,000	\$0	\$0	\$109,615,069	\$102,209,472	\$7,405,597	\$0
S	19030	2024 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$186,460	\$13,540	\$0
		STP_BRIDGE		\$0	\$3,610,000	\$0	\$0	\$0	\$0	\$3,610,000	\$3,365,603	\$244,397	\$0
		ST_BRIDGE		\$0	\$14,350,000	\$0	\$0	\$0	\$0	\$14,350,000	\$0	\$14,350,000	\$0
		ST_TIF_PRES		\$0	\$4,250,000	\$0	\$0	\$0	\$0	\$4,250,000	\$0	\$4,250,000	\$0
		Total		\$0	\$22,410,000	\$0	\$0	\$0	\$0	\$22,410,000	\$3,552,063	\$18,857,937	\$0
S	19031	2024 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	19094	WFRC PLANNING PROGRAM											
		FTA_5303_100		\$1,555,312	\$0	\$0	\$0	\$0	\$0	\$1,555,312	\$1,555,312	\$0	\$0
		L_PASS_MATCH		\$0	\$883,524	\$0	\$0	\$0	\$0	\$883,524	\$0	\$0	\$883,524
		PL_WFRC		\$0	\$1,964,453	\$0	\$0	\$0	\$0	\$1,964,453	\$1,964,453	\$0	\$0
		PL_WFRC_100		\$5,490,271	\$783,283	\$0	\$0	\$0	\$0	\$6,273,554	\$6,273,554	\$0	\$0
		STP_URB_O/L		\$0	\$894,556	\$0	\$0	\$0	\$0	\$894,556	\$894,556	\$0	\$0
		STP_URB_SL		\$0	\$1,653,981	\$0	\$0	\$0	\$0	\$1,653,981	\$1,653,981	\$0	\$0
		STP_URB_SL@1		\$1,418,634	\$0	\$0	\$0	\$0	\$0	\$1,418,634	\$1,418,634	\$0	\$0
		STP_UR_O/L@1		\$869,486	\$0	\$0	\$0	\$0	\$0	\$869,486	\$869,486	\$0	\$0
		Total		\$9,333,702	\$6,179,796	\$0	\$0	\$0	\$0	\$15,513,498	\$14,629,975	\$0	\$883,524
S	19146	2024 HIGH VOLUME PAVEMENT PROGRAM											
		HSIP		\$0	\$1,223,000	\$0	\$0	\$0	\$0	\$1,223,000	\$1,140,203	\$82,797	\$0
		NHPP_IM		\$4,641,497	\$25,015,000	\$0	\$0	\$0	\$0	\$29,656,497	\$27,930,489	\$1,726,008	\$0
		NHPP_NHS		\$4,987,500	\$64,856,146	\$0	\$0	\$0	\$0	\$69,843,646	\$65,115,231	\$4,728,415	\$0
		STP_FLX_ST		\$3,995,100	\$68,625,952	\$0	\$0	\$0	\$0	\$72,621,052	\$67,704,607	\$4,916,445	\$0
		STP_UB_P/O_U		\$0	\$1,517,848	\$0	\$0	\$0	\$0	\$1,517,848	\$1,415,090	\$102,758	\$0
		STP_URB_O/L		\$0	\$2,524,000	\$0	\$0	\$0	\$0	\$2,524,000	\$2,353,125	\$170,875	\$0
		STP_URB_SL_U		\$728,503	\$0	\$0	\$0	\$0	\$0	\$728,503	\$679,183	\$49,320	\$0
		ST_PVMT_LV2		\$6,347	\$1,101,653	\$0	\$0	\$0	\$0	\$1,108,000	\$0	\$1,108,000	\$0
		ST_SIGNL_M&O		\$0	\$276,000	\$0	\$0	\$0	\$0	\$276,000	\$0	\$276,000	\$0
		ST_TIF_PRES		\$0	\$7,345,687	\$0	\$0	\$0	\$0	\$7,345,687	\$0	\$7,345,687	\$0
		ST_TRANS_SOL		\$0	\$1,025,000	\$0	\$0	\$0	\$0	\$1,025,000	\$0	\$1,025,000	\$0
		Total		\$14,358,947	\$173,510,286	\$0	\$0	\$0	\$0	\$187,869,233	\$166,337,928	\$21,531,305	\$0
S	19147	2024 LOW VOLUME PAVEMENT PROGRAM											
		STP_FLX_ST		\$840,000	\$10,985,000	\$0	\$0	\$0	\$0	\$11,825,000	\$11,024,448	\$800,553	\$0
		STP_RURAL		\$0	\$4,766,192	\$0	\$0	\$0	\$0	\$4,766,192	\$4,443,521	\$322,671	\$0
		ST_PVMT_LV2		\$0	\$4,800,000	\$0	\$0	\$0	\$0	\$4,800,000	\$0	\$4,800,000	\$0
		ST_TRANS_SOL		\$0	\$8,233,808	\$0	\$0	\$0	\$0	\$8,233,808	\$0	\$8,233,808	\$0
		Total		\$840,000	\$28,785,000	\$0	\$0	\$0	\$0	\$29,625,000	\$15,467,969	\$14,157,031	\$0
S	19661	NATIONAL HIGHWAY FREIGHT PROGRAM											
		NHFP		\$0	\$38,998,090	\$12,911,751	\$12,911,751	\$0	\$0	\$64,821,591	\$60,433,169	\$4,388,422	\$0
		STP_FLX_ST		\$121,740	\$9,667,349	\$0	\$0	\$0	\$0	\$9,789,089	\$9,126,367	\$662,721	\$0
		ST_TRANS_SOL		\$41,480	\$146,728	\$0	\$0	\$0	\$0	\$188,209	\$0	\$188,209	\$0
		Total		\$163,220	\$48,812,167	\$12,911,751	\$12,911,751	\$0	\$0	\$74,798,888	\$69,559,536	\$5,239,352	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	19727	EMERGING AREA PLANNING											
		ST_CONT_R3	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		ST_EMERGING	\$75,653	\$774,347	\$0	\$0	\$0	\$0	\$0	\$850,000	\$0	\$850,000	\$0
		Total	\$75,653	\$779,347	\$0	\$0	\$0	\$0	\$0	\$855,000	\$0	\$855,000	\$0
S	19834	2025 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM	\$0	\$0	\$32,000,000	\$0	\$0	\$0	\$0	\$32,000,000	\$30,137,600	\$1,862,400	\$0
		NHPP_NHS	\$0	\$0	\$64,000,000	\$0	\$0	\$0	\$0	\$64,000,000	\$59,667,200	\$4,332,800	\$0
		STP_FLX_ST	\$0	\$0	\$66,000,000	\$0	\$0	\$0	\$0	\$66,000,000	\$61,531,800	\$4,468,200	\$0
		ST_PVMT	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total	\$0	\$0	\$164,000,000	\$0	\$0	\$0	\$0	\$164,000,000	\$151,336,600	\$12,663,400	\$0
S	19835	2025 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2	\$0	\$0	\$35,000,000	\$0	\$0	\$0	\$0	\$35,000,000	\$0	\$35,000,000	\$0
S	19836	2025 BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE	\$0	\$150,000	\$8,300,000	\$0	\$0	\$0	\$0	\$8,450,000	\$0	\$8,450,000	\$0
		ST_TIF_PRS_S	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		Total	\$0	\$150,000	\$8,700,000	\$0	\$0	\$0	\$0	\$8,850,000	\$0	\$8,850,000	\$0
S	19837	2025 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
S	20087	BRIDGE FORMULA PROGRAM (BFP)											
		BFP_BR_MAIN	\$3,522,000	\$51,644,415	\$41,027,566	\$41,027,566	\$0	\$0	\$0	\$137,221,548	\$127,931,649	\$9,289,899	\$0
		BFP_BR_MN/OF	\$3,445,000	\$21,305,000	\$0	\$0	\$0	\$0	\$0	\$24,750,000	\$24,750,000	\$0	\$0
		BFP_BR_MN_L	\$0	\$26,300,000	\$0	\$0	\$0	\$0	\$0	\$26,300,000	\$24,519,490	\$1,780,510	\$0
		BFP_BR_OFF	\$2,921,464	\$30,578,536	\$6,750,000	\$6,750,000	\$0	\$0	\$0	\$47,000,000	\$47,000,000	\$0	\$0
		STP_BRIDGE	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$0	\$0
		Total	\$9,888,464	\$129,827,952	\$47,777,566	\$47,777,566	\$0	\$0	\$0	\$235,271,549	\$224,201,140	\$11,070,409	\$0
S	20122	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PROG. (NEVI)											
		NEVI	\$819,010	\$0	\$0	\$0	\$0	\$0	\$0	\$819,010	\$655,208	\$163,802	\$0
		NEVI@100%	\$12,448,944	\$7,731,422	\$7,731,421	\$7,731,421	\$0	\$0	\$0	\$35,643,208	\$35,643,208	\$0	\$0
		ST_MATCH	\$0	\$5,045,091	\$1,932,855	\$1,932,855	\$0	\$0	\$0	\$8,910,802	\$0	\$8,910,802	\$0
		ST_TRANS_SOL	\$257,922	\$0	\$0	\$0	\$0	\$0	\$0	\$257,922	\$0	\$257,922	\$0
		Total	\$13,525,876	\$12,776,513	\$9,664,276	\$9,664,276	\$0	\$0	\$0	\$45,630,942	\$36,298,416	\$9,332,526	\$0
S	20162	PUBLIC TRANSIT CAPITAL DEVELOPMENT PROGRAM											
		ST_TTIF	\$210,281	\$39,719	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

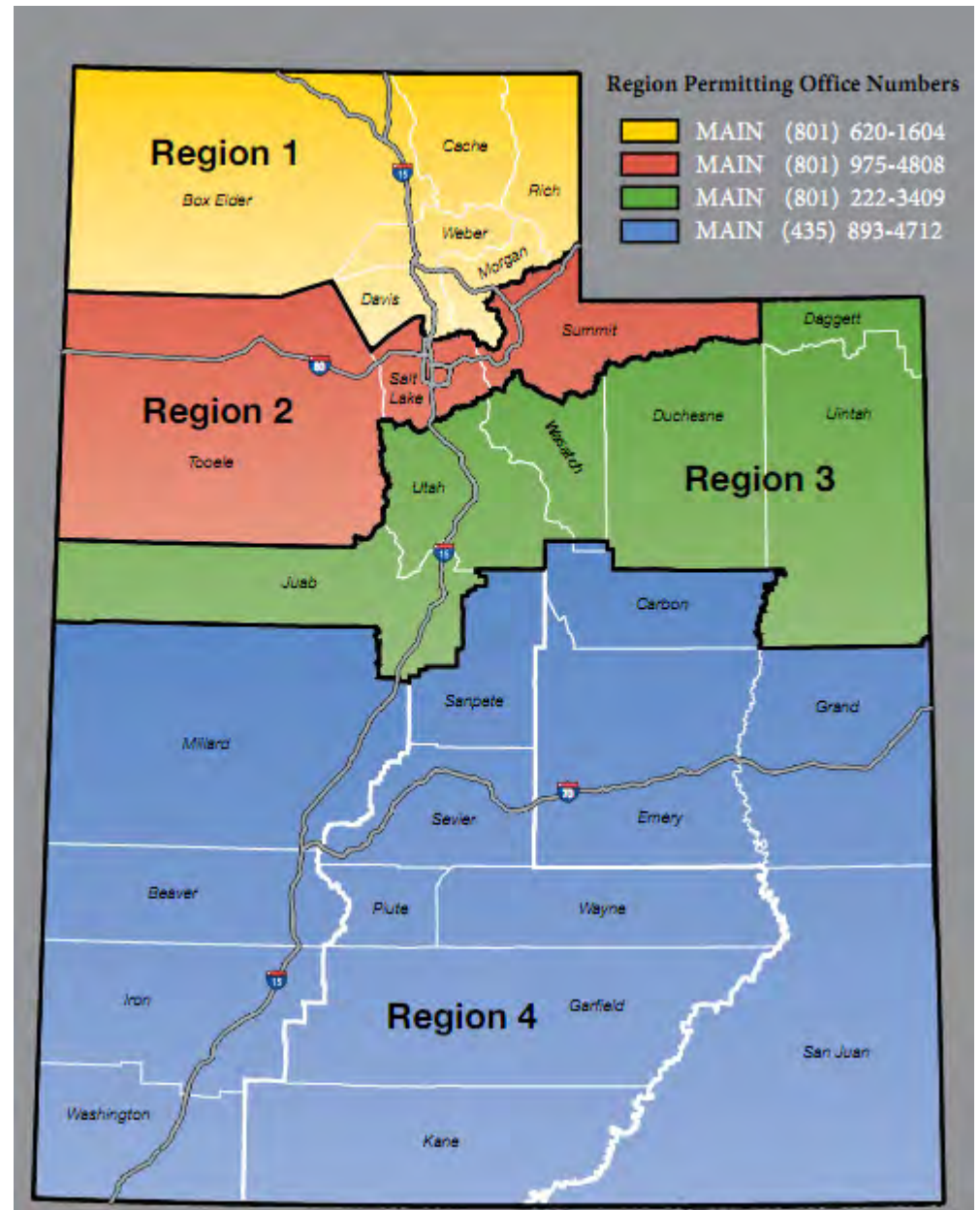
epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
County Programs													
S	20502	STATE PARK ACCESS PROGRAM											
		ST_PARK_LEG		\$176,073	\$4,323,927	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
S	20696	2026 BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
		ST_TIF_PRS_S		\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
		Total		\$0	\$0	\$0	\$25,000,000	\$0	\$0	\$25,000,000	\$0	\$25,000,000	\$0
S	20697	2026 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
S	20740	2026 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$33,600,000	\$0	\$0	\$33,600,000	\$31,644,480	\$1,955,520	\$0
		NHPP_NHS		\$0	\$0	\$0	\$50,400,000	\$0	\$0	\$50,400,000	\$46,987,920	\$3,412,080	\$0
		STP_FLX_ST		\$0	\$0	\$0	\$84,000,000	\$0	\$0	\$84,000,000	\$78,313,200	\$5,686,800	\$0
		ST_PVMT		\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$0	\$0	\$0	\$170,000,000	\$0	\$0	\$170,000,000	\$156,945,600	\$13,054,400	\$0
S	20741	2026 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$35,000,000	\$0	\$0	\$35,000,000	\$0	\$35,000,000	\$0
S	21120	PROTECT PROGRAM											
		NHPP_NHS		\$2,293,589	\$256,411	\$0	\$0	\$0	\$0	\$2,550,000	\$2,377,365	\$172,635	\$0
		PROTECT_FLEX		\$8,886,480	\$18,404,364	\$0	\$0	\$0	\$0	\$27,290,844	\$21,832,675	\$5,458,169	\$0
		PROTECT_FX_1		\$0	\$0	\$12,515,034	\$12,505,034	\$0	\$0	\$25,020,068	\$25,020,068	\$0	\$0
		PROTECT_PLAN		\$505,810	\$255,409	\$255,409	\$255,409	\$0	\$0	\$1,272,037	\$1,272,037	\$0	\$0
		STP_FLX_ST		\$740,000	\$3,166,363	\$0	\$0	\$0	\$0	\$3,906,363	\$3,641,902	\$264,461	\$0
		ST_CONT_R4		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_MATCH		\$36,730	\$0	\$927,344	\$927,344	\$0	\$0	\$1,891,418	\$0	\$1,891,418	\$0
		ST_PVMT_LV2		\$972	\$0	\$0	\$0	\$0	\$0	\$972	\$0	\$972	\$0
		ST_TRANS_SOL		\$182,116	\$0	\$0	\$0	\$0	\$0	\$182,116	\$0	\$182,116	\$0
		Total		\$12,695,697	\$22,082,547	\$13,697,787	\$13,687,787	\$0	\$0	\$62,163,817	\$54,144,047	\$8,019,770	\$0
S	21121	CARBON REDUCTION PROGRAM											
		CARBON_FLEX		\$0	\$4,216,290	\$4,216,290	\$4,216,290	\$0	\$0	\$12,648,869	\$11,792,541	\$856,328	\$0
	19196	AIRPORT CONCEPT											

# Region & County

Many of these projects will reside within the Wasatch Front Regional Council (WFRC) area but all projects are listed in the TIP for reference and program management.





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

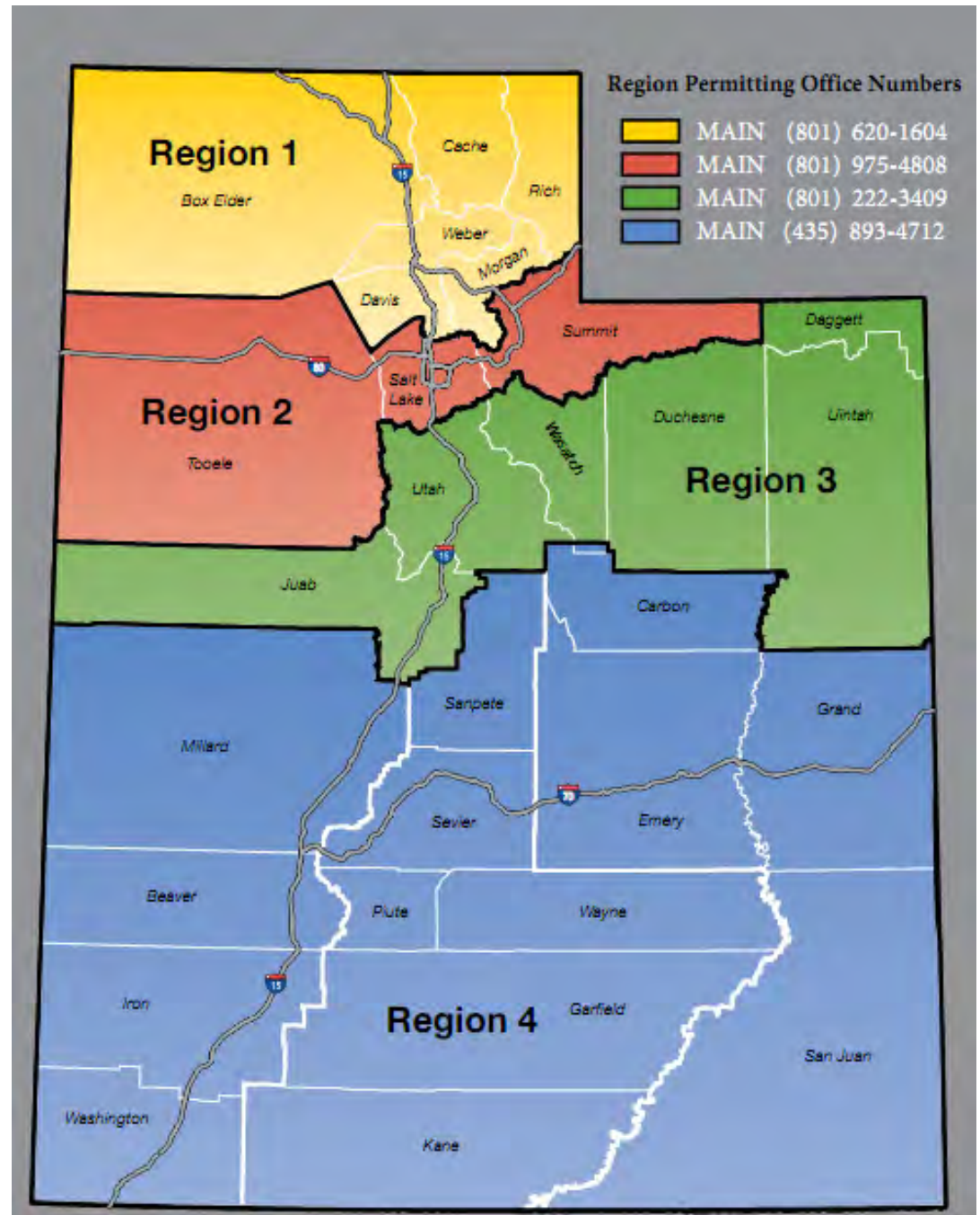
Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Region County Programs													
1	5981	REGION ONE COMMUTER LINK PROGRAM											
		CMAQ_PM2.5		\$525,000	\$0	\$0	\$0	\$0	\$0	\$525,000	\$489,458	\$35,543	\$0
		CMAQ_WFRC		\$6,824,914	\$0	\$0	\$0	\$0	\$760,828	\$7,585,742	\$7,072,187	\$513,555	\$0
		Total		\$7,349,914	\$0	\$0	\$0	\$0	\$760,828	\$8,110,742	\$7,561,645	\$549,097	\$0
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_PM2.5		\$739,907	\$0	\$0	\$0	\$0	\$0	\$739,907	\$689,815	\$50,092	\$0
		CMAQ_WFRC		\$7,111,512	\$482,257	\$0	\$0	\$0	\$0	\$7,593,769	\$7,079,671	\$514,098	\$0
		FA_SHRP2		\$139,288	\$0	\$0	\$0	\$0	\$0	\$139,288	\$139,288	\$0	\$0
		HSIP		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		OTHER		\$150,133	\$0	\$0	\$0	\$0	\$0	\$150,133	\$0	\$0	\$150,133
		ST_ATMS		\$65,294	\$184,706	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
		ST_PVMT		\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		Total		\$8,256,133	\$672,963	\$0	\$0	\$0	\$0	\$8,929,097	\$7,955,389	\$823,575	\$150,133
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		\$0	\$78,159	\$0	\$0	\$0	\$0	\$78,159	\$72,868	\$5,291	\$0
		Total		\$0	\$78,159	\$0	\$0	\$0	\$0	\$78,159	\$72,868	\$5,291	\$0

# Statewide

Projects that are included in programs often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organizations (MPO).

The “Statewide County Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information purposes, they are listed all together.







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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewide County Programs													
9	5954	STATEWIDE ITS EXPANSION PROGRAM											
		STP_FLX_ST		\$0	\$1,930,764	\$0	\$0	\$0	\$0	\$1,930,764	\$1,800,051	\$130,713	\$0
		ST_ATMS		\$500,349	\$128,562	\$0	\$0	\$0	\$0	\$628,911	\$0	\$628,911	\$0
		ST_ATMS_AM		\$672,680	\$248,535	\$0	\$0	\$0	\$0	\$921,214	\$0	\$921,214	\$0
		ST_CAV		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_ITS		\$81,585	\$29,615	\$0	\$0	\$0	\$0	\$111,199	\$0	\$111,199	\$0
		ST_SIGNL_M&O		\$117,580	\$7,420	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_TRANS_SOL		\$2,132,554	\$67,446	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$2,200,000	\$0
		Total		\$3,574,747	\$2,412,341	\$0	\$0	\$0	\$0	\$5,987,088	\$1,800,051	\$4,187,037	\$0
B	6019	HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP)											
		CMAQ_MAG		\$722,650	\$0	\$0	\$0	\$0	\$0	\$722,650	\$673,727	\$48,923	\$0
		EM_RPF1@93.2		\$0	\$128,381	\$0	\$0	\$0	\$0	\$128,381	\$119,690	\$8,691	\$0
		HSIP		\$71,540,330	\$33,365,319	\$24,540,000	\$0	\$0	\$0	\$129,445,649	\$120,682,178	\$8,763,470	\$0
		HSIP_100%		\$256,546	\$0	\$0	\$0	\$0	\$0	\$256,546	\$256,546	\$0	\$0
		HSIP_FLEX		\$2,500,000	\$3,965,957	\$2,882,979	\$0	\$0	\$0	\$9,348,936	\$8,716,013	\$632,923	\$0
		HSIP_HRRR		\$60,196	\$0	\$0	\$0	\$0	\$0	\$60,196	\$56,121	\$4,075	\$0
		HSIP_HRRR_SR		\$2,118,977	\$1,914,667	\$0	\$0	\$0	\$0	\$4,033,644	\$3,760,566	\$273,078	\$0
		HSIP_VRU		\$650,125	\$6,663,750	\$0	\$0	\$0	\$0	\$7,313,875	\$6,818,726	\$495,149	\$0
		LOCAL_GOV		\$1,988,816	\$610,002	\$0	\$0	\$0	\$0	\$2,598,818	\$0	\$0	\$2,598,818
		L_BETTERMENT		\$133,114	\$83	\$0	\$0	\$0	\$0	\$133,197	\$0	-\$83	\$133,197
		NHPP_IM		\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$250,000	\$235,450	\$14,550	\$0
		NHPP_NHS		\$1,914,904	\$85,096	\$0	\$0	\$0	\$0	\$2,000,000	\$1,864,600	\$135,400	\$0
		SEC154_HSIP		\$38,156	\$0	\$0	\$0	\$0	\$0	\$38,156	\$35,573	\$2,583	\$0
		SEC164_HSIP		\$282,467	\$0	\$0	\$0	\$0	\$0	\$282,467	\$263,344	\$19,123	\$0
		STP_FLX_ST		\$639,677	\$1,619,023	\$0	\$0	\$0	\$0	\$2,258,700	\$2,105,786	\$152,914	\$0
		ST_APPROP		\$0	\$5,870	\$0	\$0	\$0	\$0	\$5,870	\$0	\$5,870	\$0
		ST_ATMS		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_CONT_R1		\$96,155	\$166	\$0	\$0	\$0	\$0	\$96,320	\$0	\$96,320	\$0
		ST_ITS		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0
		ST_PVMT		\$341,919	\$0	\$0	\$0	\$0	\$0	\$341,919	\$0	\$341,919	\$0
		ST_PVMT_LV2		\$1,203,644	\$4,384,702	\$0	\$0	\$0	\$0	\$5,588,346	\$0	\$5,588,346	\$0
		ST_SIGNALS		\$0	\$275,000	\$0	\$0	\$0	\$0	\$275,000	\$0	\$275,000	\$0
		ST_SIGNL_M&O		\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0
		ST_TOLL_CR		\$0	\$18,629	\$0	\$0	\$0	\$0	\$18,629	\$0	\$18,629	\$0
		ST_TRANS_SOL		\$169,197	\$523,795	\$0	\$0	\$0	\$0	\$692,992	\$0	\$692,992	\$0
		Total		\$85,056,874	\$54,160,441	\$27,422,979	\$0	\$0	\$0	\$166,640,294	\$145,588,321	\$18,319,874	\$2,732,016
S	5775	STATEWIDE SPOT SAFETY IMPROVEMENT PROGRAM											
		Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	5925	2007- 2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM											
		ST_CORR_C EVP		\$0	\$350,068	\$0	\$0	\$0	\$0	\$350,068	\$0	\$350,068	\$0
		ST_GF_OTHER		\$0	\$9,609	\$0	\$0	\$0	\$0	\$9,609	\$0	\$9,609	\$0
		Total		\$0	\$359,677	\$0	\$0	\$0	\$0	\$359,677	\$0	\$359,677	\$0
S	5928	2009 PAVEMENT PRESERVATION PROGRAM											
		L_BETTERMENT		\$43,900	\$0	\$0	\$0	\$0	\$0	\$43,900	\$0	\$0	\$43,900
		STP_FLX_ST		\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		ST_BRIDGE		\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_PVMT		\$957,985	\$0	\$0	\$0	\$0	\$0	\$957,985	\$0	\$957,985	\$0
		Total		\$1,751,885	\$0	\$0	\$0	\$0	\$0	\$1,751,885	\$233,075	\$1,474,910	\$43,900
S	5930	STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM											
		ST_SPOT_MNT		\$30,036	\$663,236	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
		Total		\$30,036	\$663,236	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM											
		L_PASS_MATCH		\$0	\$853,401	\$0	\$0	\$0	\$0	\$853,401	\$0	\$0	\$853,401
		ST_CONT_R1		\$0	\$141,047	\$0	\$0	\$0	\$0	\$141,047	\$0	\$141,047	\$0
		ST_CONT_R3		\$0	\$15,368	\$0	\$0	\$0	\$0	\$15,368	\$0	\$15,368	\$0
		ST_LIGHTING		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SAFE_SIDE		\$875,253	\$1,840,465	\$0	\$0	\$0	\$0	\$2,715,717	\$0	\$2,715,717	\$0
		Total		\$881,253	\$2,850,281	\$0	\$0	\$0	\$0	\$3,731,533	\$0	\$2,878,132	\$853,401



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	5952	STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION											
		LOCAL_GOV		\$156,700	\$1,500,000	\$0	\$0	\$0	\$0	\$1,656,700	\$0	\$0	\$1,656,700
		L_BETTERMENT		\$343,871	\$518,098	\$0	\$0	\$0	\$0	\$861,968	\$0	\$0	\$861,968
		STP_UB_P/O_U		\$186,000	\$0	\$0	\$0	\$0	\$0	\$186,000	\$173,408	\$12,592	\$0
		ST_APPROP		\$0	\$16,791	\$0	\$0	\$0	\$0	\$16,791	\$0	\$16,791	\$0
		ST_CONT_R1		\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$130,000	\$0
		ST_CONT_R3		\$448,434	\$243,960	\$0	\$0	\$0	\$0	\$692,394	\$0	\$692,394	\$0
		ST_CONT_R4		\$15,000	\$120,000	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
		ST_EXCH_MAG		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_GF_CHN		\$10	\$99,990	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_PVMT		\$162,000	\$0	\$0	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$0
		ST_PVMT_LV2		\$100,022	\$64,978	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$0
		ST_SIGNALS		\$24,431,015	\$24,040,142	\$0	\$0	\$0	\$0	\$48,471,157	\$0	\$48,471,157	\$0
		ST_SIGNL_M&O		\$5,422,188	\$5,186,325	\$0	\$0	\$0	\$0	\$10,608,513	\$0	\$10,608,513	\$0
		ST_TRANS_SOL		\$1,681,602	\$11,398	\$0	\$0	\$0	\$0	\$1,693,000	\$0	\$1,693,000	\$0
		TAP_FLEX		\$157,620	\$656,380	\$0	\$0	\$0	\$0	\$814,000	\$758,892	\$55,108	\$0
		Total		\$33,259,462	\$32,458,061	\$0	\$0	\$0	\$0	\$65,717,523	\$932,300	\$62,266,555	\$2,518,668
S	6025	NATIONAL RECREATIONAL TRAILS PROGRAM											
		NRT		\$0	\$7,050,698	\$0	\$0	\$0	\$0	\$7,050,698	\$7,050,698	\$0	\$0
		ST_MATCH		\$0	\$17,934,159	\$0	\$0	\$0	\$0	\$17,934,159	\$0	\$17,934,159	\$0
		Total		\$0	\$24,984,857	\$0	\$0	\$0	\$0	\$24,984,857	\$7,050,698	\$17,934,159	\$0
S	6064	RAILROAD CROSSING PROGRAM											
		CMAQ_MAG		\$295,000	\$411,000	\$0	\$0	\$0	\$0	\$706,000	\$658,204	\$47,796	\$0
		HSIP		\$283,183	\$16,817	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		LOCAL_GOV		\$0	\$160,990	\$0	\$0	\$0	\$0	\$160,990	\$0	\$0	\$160,990
		R/H_DEVIC90S		\$3,480,826	\$317,302	\$0	\$0	\$0	\$0	\$3,798,127	\$3,418,315	\$379,813	\$0
		R/H_DEVICS90		\$995,430	\$0	\$0	\$0	\$0	\$0	\$995,430	\$895,887	\$99,543	\$0
		R/H_HZ_EL90S		\$2,987,178	\$135,860	\$0	\$0	\$0	\$0	\$3,123,039	\$2,810,735	\$312,304	\$0
		R/H_HZ_ELM1		\$858,124	\$3,777,342	\$0	\$0	\$0	\$0	\$4,635,466	\$4,635,466	\$0	\$0
		R/H_HZ_ELM90		\$871,259	\$641,776	\$0	\$0	\$0	\$0	\$1,513,035	\$1,361,732	\$151,304	\$0
		ST_CONT_R3		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		ST_PVMT		\$18,939	\$145,444	\$0	\$0	\$0	\$0	\$164,383	\$0	\$164,383	\$0
		ST_T&S_FUND		\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	\$0
		Total		\$9,789,938	\$5,996,532	\$0	\$0	\$0	\$0	\$15,786,470	\$14,060,028	\$1,565,452	\$160,990
S	6129	STATEWIDE SMALL AREA LIGHTING											
		ST_LIGHTING		\$76,154	\$95,930	\$0	\$0	\$0	\$0	\$172,084	\$0	\$172,084	\$0
		Total		\$76,154	\$95,930	\$0	\$0	\$0	\$0	\$172,084	\$0	\$172,084	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

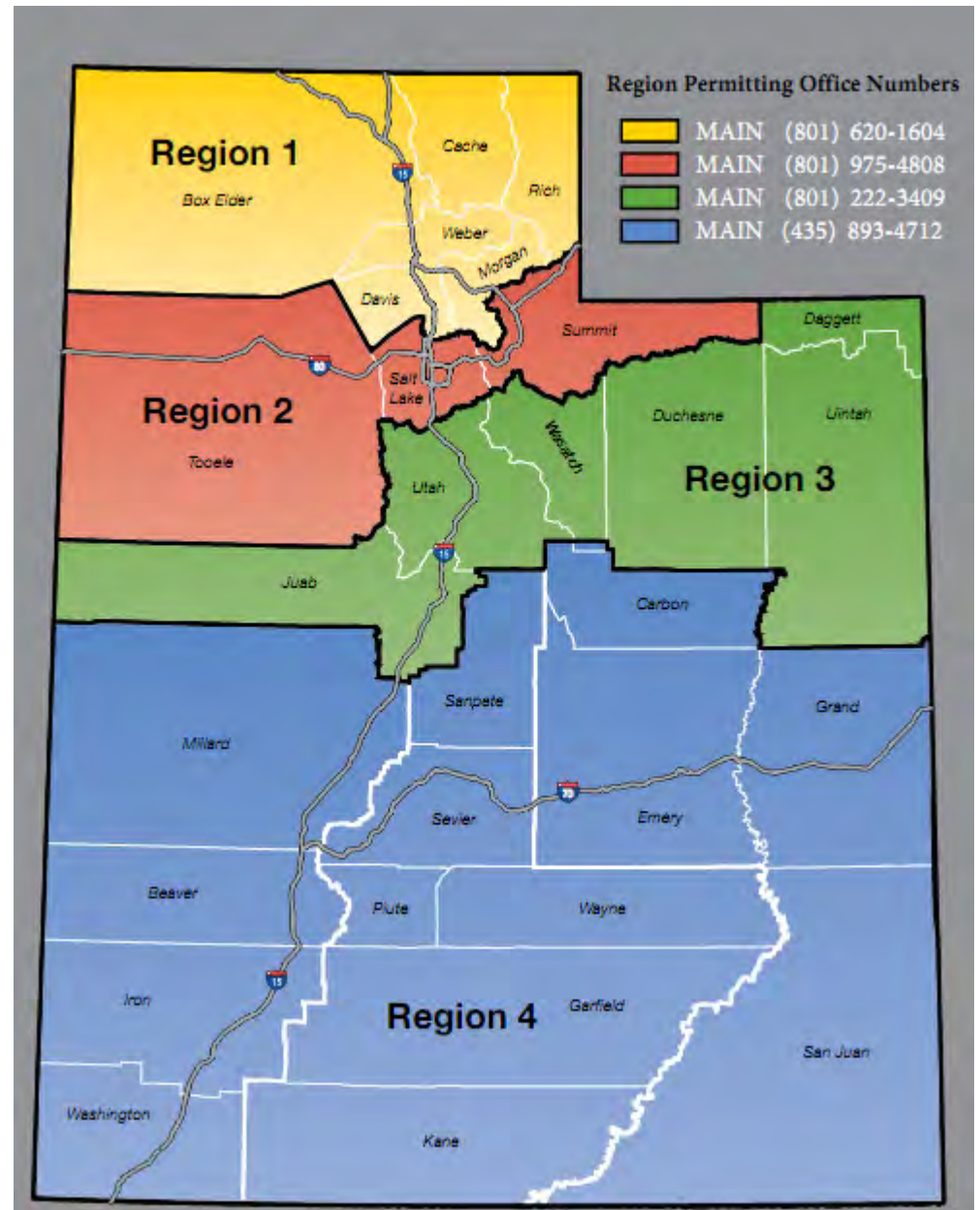
Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Statewide County Programs													
S	6212	STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM											
		LOCAL_INKIND		\$0	\$13,202	\$0	\$0	\$0	\$0	\$13,202	\$0	\$0	\$13,202
		ST_PVMT		\$1,048,873	\$1,242,006	\$0	\$0	\$0	\$0	\$2,290,879	\$0	\$2,290,879	\$0
		TAP_FLEX		\$88,460	\$5,265,837	\$2,120,536	\$0	\$0	\$0	\$7,474,832	\$6,968,786	\$14,317	\$491,730
		TAP_FLEX1		\$181,799	\$0	\$0	\$0	\$0	\$0	\$181,799	\$181,799	\$0	\$0
		TAP_SU_CMPO		\$0	\$18,369	\$0	\$0	\$0	\$0	\$18,369	\$17,126	\$1,244	\$0
		Total		\$1,319,132	\$6,539,414	\$2,120,536	\$0	\$0	\$0	\$9,979,081	\$7,167,710	\$2,306,440	\$504,931
S	6672	STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM											
		ST_HWY_TRNSF		\$0	\$2,093,567	\$0	\$0	\$0	\$0	\$2,093,567	\$0	\$2,093,567	\$0
		ST_TIF		\$745,976	\$3,254,024	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
		Total		\$745,976	\$5,347,591	\$0	\$0	\$0	\$0	\$6,093,567	\$0	\$6,093,567	\$0
S	6850	STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS											
		NHPP_BR		\$0	\$41,792	\$0	\$0	\$0	\$0	\$41,792	\$38,962	\$2,829	\$0
		STP_BRIDGE		\$0	\$73	\$0	\$0	\$0	\$0	\$73	\$68	\$5	\$0
		ST_BRIDGE		\$1,605,949	\$2,362,901	\$0	\$0	\$0	\$0	\$3,968,850	\$0	\$3,968,850	\$0
		Total		\$1,605,949	\$2,404,765	\$0	\$0	\$0	\$0	\$4,010,714	\$39,030	\$3,971,684	\$0
S	7231	STATEWIDE BRIDGE COLLISION REPAIR PROJECTS											
		ST_APPROP		\$7,546	\$82	\$0	\$0	\$0	\$0	\$7,628	\$0	\$7,628	\$0
		ST_BRIDGE		\$228,147	\$402,467	\$0	\$0	\$0	\$0	\$630,614	\$0	\$630,614	\$0
		ST_INS-RECOV		\$2,456,765	\$2,938,089	\$0	\$0	\$0	\$0	\$5,394,854	\$0	\$5,394,854	\$0
		Total		\$2,692,458	\$3,340,638	\$0	\$0	\$0	\$0	\$6,033,096	\$0	\$6,033,096	\$0
S	7496	SCENIC BYWAYS PROGRAM AWARDS											
		BYWAYS		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
		Total		\$0	\$69,000	\$0	\$0	\$0	\$0	\$69,000	\$55,200	\$0	\$13,800
S	8922	PUBLIC RELATIONS PROGRAM											
		ST_CONT_PG		\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_CONT_R1		\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_CONT_R2		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R3		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_CONT_R4		\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0
		ST_KW_KW_C		\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		ST_PR		\$8,540,222	\$529,445	\$0	\$0	\$0	\$0	\$9,069,667	\$0	\$9,069,667	\$0
		ST_TRANS_SOL		\$34,220	\$0	\$0	\$0	\$0	\$0	\$34,220	\$0	\$34,220	\$0
		Total		\$9,569,442	\$529,445	\$0	\$0	\$0	\$0	\$10,098,887	\$0	\$10,098,887	\$0

# Various

Projects that are included in “Various Projects” often cross city and county lines and as a result, frequently include projects within the boundaries of one or more of the Metropolitan Planning Organization (MPO).

The “Various Projects” will identify projects and programs in each of the UDOT Regions across the state, but for programming and information are listed all together.





DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management

## Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various County Programs													
1	5599	Region One Contingency Funds											
		ST_APPROP		\$0	\$50	\$0	\$0	\$0	\$0	\$50	\$0	\$50	\$0
		ST_CONST		\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1		\$3,119,681	\$5,879,408	\$0	\$0	\$0	\$0	\$8,999,089	\$0	\$8,999,089	\$0
		ST_CONT_R2		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_TIF		\$874,258	\$383,614	\$0	\$0	\$0	\$0	\$1,257,871	\$0	\$1,257,871	\$0
		Total		\$4,973,939	\$6,263,071	\$0	\$0	\$0	\$0	\$11,237,010	\$0	\$11,237,010	\$0
2	5589	Region Two Contingency Funds											
		LOCAL_GOV		\$269,976	\$6,183	\$0	\$0	\$0	\$0	\$276,159	\$0	\$0	\$276,159
		OTHER		\$21,000	\$61,500	\$0	\$0	\$0	\$0	\$82,500	\$0	\$0	\$82,500
		OTHER_STATE		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_APPROP		\$0	\$141	\$0	\$0	\$0	\$0	\$141	\$0	\$141	\$0
		ST_CONST		\$23	\$79,631	\$0	\$0	\$0	\$0	\$79,654	\$0	\$79,654	\$0
		ST_CONT_R2		\$1,934,384	\$4,444,571	\$0	\$0	\$0	\$0	\$6,378,956	\$0	\$6,378,956	\$0
		ST_CONT_R3		\$30,000	\$23,000	\$0	\$0	\$0	\$0	\$53,000	\$0	\$53,000	\$0
		ST_GF_TPA		\$93,000	\$0	\$0	\$0	\$0	\$0	\$93,000	\$0	\$93,000	\$0
		ST_SIGNL_M&O		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_SPOT_MNT		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_STUDIES		\$105,874	\$9,126	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$0
		ST_TRANS_SOL		\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0
		ST_TTIF		\$15,364	\$14,636	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		Total		\$2,475,621	\$5,538,788	\$0	\$0	\$0	\$0	\$8,014,408	\$0	\$7,655,750	\$358,659
3	5597	Region Three Contingency Funds											
		L_PASS_MATCH		\$0	\$37,500	\$0	\$0	\$0	\$0	\$37,500	\$0	\$0	\$37,500
		ST_ATMS_AM		\$4,427	\$95,573	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BRIDGE		\$0	\$18,750	\$0	\$0	\$0	\$0	\$18,750	\$0	\$18,750	\$0
		ST_CONT_R3		\$1,699,285	\$3,613,878	\$0	\$0	\$0	\$0	\$5,313,163	\$0	\$5,313,163	\$0
		ST_ITS		\$0	\$50,525	\$0	\$0	\$0	\$0	\$50,525	\$0	\$50,525	\$0
		ST_SIGNALS		\$629,796	\$11,204	\$0	\$0	\$0	\$0	\$641,000	\$0	\$641,000	\$0
		ST_STUDIES		\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		Total		\$2,433,508	\$3,827,430	\$0	\$0	\$0	\$0	\$6,260,938	\$0	\$6,223,438	\$37,500



DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2024-2029

epm345\_stip\_report (Rev 2179)

Report Run on: Jul 11, 2023, 06:48 A.M.

Region	PIN	Program Description	Fund	Prior	2024	2025	2026	2027	CD	Total	Fed Aid	State	Other
Various County Programs													
4	5591	Region Four Contingency Funds											
		LOCAL_GOV		\$151,248	\$106,051	\$0	\$0	\$0	\$0	\$257,300	\$0	\$0	\$257,300
		OTHER_STATE		\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0
		ST_APPROP		\$0	\$5,855	\$0	\$0	\$0	\$0	\$5,855	\$0	\$5,855	\$0
		ST_CONT_R4		\$3,063,307	\$4,196,820	\$0	\$0	\$0	\$0	\$7,260,127	\$0	\$7,260,127	\$0
		ST_GF_TPA		\$69,922	\$0	\$0	\$0	\$0	\$0	\$69,922	\$0	\$69,922	\$0
		Total		\$3,284,477	\$4,458,726	\$0	\$0	\$0	\$0	\$7,743,203	\$0	\$7,485,904	\$257,300
S	6062	PROGRAMMING DIRECTOR CONTINGENCY FUNDS											
		ST_CLS_ADJ		\$0	\$102,991	\$0	\$0	\$0	\$0	\$102,991	\$0	\$102,991	\$0
		ST_CONT_PG		\$540,004	\$2,404,204	\$0	\$0	\$0	\$0	\$2,944,208	\$0	\$2,944,208	\$0
		ST_CONT_R1		\$124,427	\$15,573	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	\$0
		ST_CONT_R2		\$103,024	\$191,976	\$0	\$0	\$0	\$0	\$295,000	\$0	\$295,000	\$0
		ST_CONT_R3		\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	\$0
		ST_CONT_R4		\$2,839	\$22,161	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_STLMNT		\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_TIF_EXCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total		\$1,245,294	\$2,926,905	\$0	\$0	\$0	\$0	\$4,172,200	\$0	\$4,172,200	\$0





**Draft**  
**2024 - 2029**  
**Transit Administration Funds**

**Public Transit Program**

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**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



**DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)**

						Prior (won't show in STIP Transit Section)							
Funding Type	PIN	Description	Project Sponsor	Share Ratio			2024	2025	2026	2027	2028	2029	Total
Salt Lake/ West Valley Urbanized Area Formula - Section 5307													
FTASEC_5307	T- 008733	ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE		80/20	Total Fed + Req. Match	\$ 7,883,279	\$ 7,962,111	\$ 8,041,732	\$ 8,122,150	\$ 8,203,371	\$ 8,285,405	\$ 8,368,259	\$ 56,866,307
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 6,306,623	\$ 6,369,689	\$ 6,433,386	\$ 6,497,720	\$ 6,562,697	\$ 6,628,324	\$ 6,694,607	\$ 45,493,046
				Req. Match	\$ 1,576,656	\$ 1,592,422	\$ 1,608,346	\$ 1,624,430	\$ 1,640,674	\$ 1,657,081	\$ 1,673,652	\$ 11,373,261	
FTASEC_5307	T- 007255	5307 Related Safety/Security		80/20	Total Fed + Req. Match	\$ 452,622	\$ 460,889	\$ 470,178	\$ 481,944	\$ 486,763	\$ 491,631	\$ 496,547	\$ 3,340,574
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 362,098	\$ 368,711	\$ 376,143	\$ 385,555	\$ 389,410	\$ 393,305	\$ 397,238	\$ 2,672,459
				Req. Match	\$ 90,524	\$ 92,178	\$ 94,035	\$ 96,389	\$ 97,353	\$ 98,327	\$ 99,309	\$ 668,115	
FTASEC_5307	T- 004278	Preventive Maintenance of Bus/Rail Vehcles and Facilities		80/20	Total Fed + Req. Match	\$ 36,445,757	\$ 36,810,214	\$ 37,178,316	\$ 37,550,099	\$ 37,925,600	\$ 38,304,856	\$ 38,687,905	\$ 262,902,747
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 29,156,605	\$ 29,448,171	\$ 29,742,653	\$ 30,040,080	\$ 30,340,480	\$ 30,643,885	\$ 30,950,324	\$ 210,322,199
				Req. Match	\$ 7,289,152	\$ 7,362,043	\$ 7,435,663	\$ 7,510,019	\$ 7,585,120	\$ 7,660,971	\$ 7,737,581	\$ 52,580,548	
FTASEC_5307	T- 017584 PL	FROM UTA 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2023budget		80/20	Total Fed + Req. Match	\$ 480,569	\$ 855,656	\$ 1,327,604	\$ 2,040,162	\$ 2,060,564	\$ 2,081,170	\$ 2,101,983	\$ 10,947,708
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 384,455	\$ 684,525	\$ 1,062,083	\$ 1,632,130	\$ 1,648,451	\$ 1,664,936	\$ 1,681,586	\$ 8,758,167
				Req. Match	\$ 96,114	\$ 171,131	\$ 265,521	\$ 408,032	\$ 412,113	\$ 416,234	\$ 420,397	\$ 2,189,541	
Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Federal"						\$ 36,209,781	\$ 36,871,096	\$ 37,614,265	\$ 38,555,484	\$ 38,941,039	\$ 39,330,450	\$ 39,723,755	\$ 267,245,870
Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Req. Match"						\$ 9,052,446	\$ 9,217,774	\$ 9,403,565	\$ 9,638,871	\$ 9,735,259	\$ 9,832,612	\$ 9,930,939	\$ 66,811,466
Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Total Fed + Req. Match"						\$ 45,262,227	\$ 46,088,870	\$ 47,017,830	\$ 48,194,355	\$ 48,676,298	\$ 49,163,062	\$ 49,654,694	\$ 334,057,336

**DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)**

						Prior (won't show in STIP Transit Section)							
Funding Type	PIN	Description	Project Sponsor	Share Ratio			2024	2025	2026	2027	2028	2029	Total
Ogden/ Layton Urbanized Area Formula - Section 5307													
FTASEC_5307	T- 004279	ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE		80/20	Total Fed + Req. Match	\$ 3,730,174	\$ 3,767,475	\$ 3,805,150	\$ 3,843,202	\$ 3,881,634	\$ 3,920,450	\$ 3,959,655	\$ 26,907,740
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 2,984,139	\$ 3,013,980	\$ 3,044,120	\$ 3,074,561	\$ 3,105,307	\$ 3,136,360	\$ 3,167,724	\$ 21,526,191
					Req. Match	\$ 746,035	\$ 753,495	\$ 761,030	\$ 768,641	\$ 776,327	\$ 784,090	\$ 791,931	\$ 5,381,549
FTASEC_5307	T- 005163	5307 Related Safety/Security		80/20	Total Fed + Req. Match	\$ 213,667	\$ 217,569	\$ 221,954	\$ 227,508	\$ 229,783	\$ 232,081	\$ 234,402	\$ 1,576,964
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 170,933	\$ 174,055	\$ 177,563	\$ 182,007	\$ 183,827	\$ 185,665	\$ 187,522	\$ 1,261,571
					Req. Match	\$ 42,734	\$ 43,514	\$ 44,391	\$ 45,501	\$ 45,956	\$ 46,416	\$ 46,880	\$ 315,393
FTASEC_5307	T- 007023	Preventive Maintenance of Bus/Rail Vehcles and Facilities		80/20	Total Fed + Req. Match	\$ 17,245,236	\$ 17,417,689	\$ 17,591,865	\$ 17,767,784	\$ 17,945,462	\$ 18,124,917	\$ 18,306,166	\$ 124,399,119
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 13,796,189	\$ 13,934,151	\$ 14,073,492	\$ 14,214,227	\$ 14,356,370	\$ 14,499,933	\$ 14,644,933	\$ 99,519,295
					Req. Match	\$ 3,449,047	\$ 3,483,538	\$ 3,518,373	\$ 3,553,557	\$ 3,589,092	\$ 3,624,984	\$ 3,661,233	\$ 24,879,824
FTASEC_5307	T- 017585 PL	FROM UTA 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2023budget		80/20	Total Fed + Req. Match	\$ 177,589	\$ 354,161	\$ 576,453	\$ 912,322	\$ 921,446	\$ 930,661	\$ 939,968	\$ 4,812,600
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 142,071	\$ 283,329	\$ 461,162	\$ 729,858	\$ 737,157	\$ 744,529	\$ 751,974	\$ 3,850,080
					Req. Match	\$ 35,518	\$ 70,832	\$ 115,291	\$ 182,464	\$ 184,289	\$ 186,132	\$ 187,994	\$ 962,520
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Federal"						\$ 17,093,332	\$ 17,405,515	\$ 17,756,338	\$ 18,200,653	\$ 18,382,660	\$ 18,566,487	\$ 18,752,152	\$ 126,157,137
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Req. Match"						\$ 4,273,334	\$ 4,351,379	\$ 4,439,084	\$ 4,550,163	\$ 4,595,665	\$ 4,641,622	\$ 4,688,039	\$ 31,539,286
Grand Total of Ogden/Layton UZA Formula - Section 5307 "Total Fed + Req. Match"						\$ 21,366,666	\$ 21,756,894	\$ 22,195,422	\$ 22,750,816	\$ 22,978,325	\$ 23,208,109	\$ 23,440,191	\$ 157,696,423

**DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)**

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	2029	Total
<b>SALT LAKE/ WEST VALLEY - OGDEN/LAYTON URBANIZED AREA Section 5309</b>													
FTASEC_5309		FrontRunner Forward	UTAH DEPT. OF TRANSPORTATION		5309 Small Starts				\$ 130,250,000	\$ 130,250,000	\$ 130,250,000	\$ 130,250,000	\$ 521,000,000
UTA_FUNDS	New		UTAH DEPT. OF TRANSPORTATION		UTA Funds	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 45,000,000	\$ 75,000,000
LOCAL_GOVT			UTAH DEPT. OF TRANSPORTATION		UT Legisl. Funds		\$ 370,000,000						\$ 370,000,000
<b>Total: Frontrunner Forward - Section 5309</b>						\$ 5,000,000	\$ 375,000,000	\$ 5,000,000	\$ 135,250,000	\$ 135,250,000	\$ 135,250,000	\$ 175,250,000	\$ 966,000,000
CMAQ_PM2.5	16934	Ogden-WSU BRT - Construction	UTA		CMAQ_PM2.5	\$ 1,608,925							\$ 1,608,925
CMAQ_WFRC	16934				CMAQ_WFRC								\$ -
FTASEC_5309	16934				5309 Small Starts	\$ 97,903,590							\$ 97,903,590
LOCAL_INKIND	16934				LOCAL_INKIND	\$ 4,570,000							\$ 4,570,000
LOCAL_GOVT	16934				LOCAL_GOVT								\$ -
STP_URB-O/L	16934				STP_URB-O/L								\$ -
TFER_2_UTA	16934				TFER_2_UTA	\$ 3,754,157							\$ 3,754,157
UTA_FUNDS	16934				UTA_FUNDS	\$ 4,478,513							\$ 4,478,513
LOCAL_GOVT	15906	Ogden-WSU BRT - Design	UTA		LOCAL_GOVT								\$ -
STP_URB-O/L	15906				STP_URB-O/L								\$ -
ST_CONT_PG	15906				ST_CONT_PG	\$ 9,240							\$ 9,240
TFER_2_UTA	15906				TFER_2_UTA	\$ 1,608,925							\$ 1,608,925
CMAQ_PM2.5	14846	Ogden-WSU BRT	UTA		CMAQ_PM2.5								\$ -
CMAQ_WFRC	14846				CMAQ_WFRC								\$ -
TFER_2_UTA	14846				TFER_2_UTA	\$ 1,072,616							\$ 1,072,616
UTA_FUNDS	14846				UTA_FUNDS								\$ -
CMAQ_PM2.5	18829	Ogden-WSU On-route Charging Infrastructure	UTA		CMAQ_PM2.5		\$ 1,500,000						\$ 1,500,000
ST_TTIF	18855	Ogden-WSU			ST_TTIF		\$ 4,000,000						\$ 4,000,000
<b>Total: Ogden-WSU BRT - Section 5309</b>						\$ 115,005,966	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,505,966

**DRAFT** - 2024 – 2029 Transportation Improvement Program (TIP)

						Prior (won't show in STIP Transit Section)							
Funding Type	PIN	Description	Project Sponsor	Share Ratio			2024	2025	2026	2027	2028	2029	Total
FTASEC_5309	17842	Mid-Valley BRT	UTA		5309 Small Starts					\$ 64,550,000			\$ 64,550,000
CMAQ_PM2.5	17842				CMAQ_PM2.5			\$ 2,000,000					\$ 2,000,000
ST_TTIF	17842				ST_TTIF		\$ 22,800,000						\$ 22,800,000
LOCAL_INKIND	17842				Donated ROW					\$ 4,650,000			\$ 4,650,000
LOCAL_GOV	17842				UT Legisl. Funds					\$ 11,000,000			\$ 11,000,000
Total: Mid-Valley BRT - Section 5309							\$ 22,800,000	\$ 2,000,000		\$ 80,200,000			\$ 105,000,000
SALT LAKE/ WEST VALLEY - OGDEN/LAYTON URBANIZED AREA Section 5337													
FTASEC_5337	T-006176	Preventive Maintenance of Rail Vehicles and Facilities		80/20	Total Fed + Req. Match	\$ 3,740,907	\$ 3,778,316	\$ 3,816,101	\$ 3,854,261	\$ 3,892,804	\$ 3,931,732	\$ 3,971,049	\$ 26,985,170
		SALT LAKE/OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 2,992,726	\$ 3,022,653	\$ 3,052,881	\$ 3,083,409	\$ 3,114,243	\$ 3,145,386	\$ 3,176,839	\$ 21,588,136
					Req. Match	\$ 748,181	\$ 755,663	\$ 763,220	\$ 770,852	\$ 778,561	\$ 786,346	\$ 794,210	\$ 5,397,034
FTASEC_5337	T-017586	SGR FROM 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2023budget		80/20	Total Fed + Req. Match	\$ 36,571,371	\$ 37,372,094	\$ 38,011,154	\$ 38,829,028	\$ 39,217,319	\$ 39,609,492	\$ 40,005,587	\$ 269,616,045
		SALT LAKE/OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 29,257,097	\$ 29,897,675	\$ 30,408,923	\$ 31,063,222	\$ 31,373,855	\$ 31,687,593	\$ 32,004,470	\$ 215,692,836
					Req. Match	\$ 7,314,274	\$ 7,474,419	\$ 7,602,231	\$ 7,765,806	\$ 7,843,464	\$ 7,921,899	\$ 8,001,117	\$ 53,923,209
Grand Total of Salt Lake/West Valley and Ogden/Layton UZA Formula - Section 5337 "Federal"						\$ 32,249,823	\$ 32,920,328	\$ 33,461,804	\$ 34,146,631	\$ 34,488,098	\$ 34,832,979	\$ 35,181,309	\$ 237,280,972
Grand Total of Salt Lake/West Valley and Ogden/Layton UZA Formula - Section 5337 "Req. Match"						\$ 8,062,455	\$ 8,230,082	\$ 8,365,451	\$ 8,536,658	\$ 8,622,025	\$ 8,708,245	\$ 8,795,327	\$ 59,320,243
Grand Total of Salt Lake/West Valley and Ogden/Layton UZA Formula - Section 5337 "Total Fed + Req. Match"						40312278.41	\$ 41,150,410	\$ 41,827,255	\$ 42,683,289	\$ 43,110,123	\$ 43,541,224	\$ 43,976,636	\$ 296,601,215

**DRAFT - 2024 – 2029 Transportation Improvement Program (TIP)**

Funding Type	PIN	Description	Project Sponsor	Share Ratio		Prior (won't show in STIP Transit Section)	2024	2025	2026	2027	2028	2029	Total
SALT LAKE/ WEST VALLEY - OGDEN/LAYTON URBANIZED AREA Section 5339(a)													
FTA_5339_80A	T-007030	BUS PURCHASE/OVERHAUL, BUS STOPS, AND BUS RELATED FACILITIES		80/20	Total Fed + Req. Match	\$ 2,263,293	\$ 2,468,445	\$ 2,518,120	\$ 2,578,980	\$ 2,882,038	\$ 2,910,858	\$ 2,939,966	\$ 18,561,700
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 1,810,634	\$ 1,974,756	\$ 2,014,496	\$ 2,063,184	\$ 2,305,630	\$ 2,328,686	\$ 2,351,973	\$ 14,849,359
					Req. Match	\$ 452,659	\$ 493,689	\$ 503,624	\$ 515,796	\$ 576,408	\$ 582,172	\$ 587,993	\$ 3,712,341
FTA_5339_80A	T-017587	BUS PURCHASE/OVERHAUL, BUS STOPS, AND BUS RELATED FACILITIES		80/20	Total Fed + Req. Match	\$ 1,241,756	\$ 1,354,314	\$ 1,381,568	\$ 1,414,959	\$ 1,581,231	\$ 1,597,044	\$ 1,613,014	\$ 10,183,886
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 993,405	\$ 1,083,451	\$ 1,105,254	\$ 1,131,967	\$ 1,264,985	\$ 1,277,635	\$ 1,290,411	\$ 8,147,108
					Req. Match	\$ 248,351	\$ 270,863	\$ 276,314	\$ 282,992	\$ 316,246	\$ 319,409	\$ 322,603	\$ 2,036,778
SALT LAKE/ WEST VALLEY - OGDEN/LAYTON URBANIZED AREA Section 5339(b)													
FTA_5339_80B		FY19 Bus Stop Improvement and Operator Facilities		80/20	Total Fed + Req. Match		\$ 3,797,500						
			UTA WFRC PROJECT		Federal		\$ 3,038,000						
					Req. Match		\$ 759,500						
FTA_5339_80B		FY19 Bus Stop Improvement and Operator Facilities (ADA Pads		90/10	Total Fed + Req. Match		\$ 202,500						
					Federal		\$ 182,250						
					Req. Match		\$ 20,250						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Federal"							\$ 3,220,250						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Req. Match"							\$ 779,750						
Grand Total of Salt Lake/Ogden/Layton UZA Competative - Section 5339(b) "Total Fed + Req. Match"							\$ 4,000,000						
SALT LAKE/ WEST VALLEY - OGDEN/LAYTON URBANIZED AREA Section 5339(c)													
Other UTA Capital Projects													
UTA_FUNDS	T- 004272	SEE ALSO UTA’S 5 YR CAPITAL PLAN: WWW.RIDEUTA.COM/2023BUDGET	?UTA? Or ?Program and Planning?	100/0	Total Fed + Req. Match								
					Federal								
					Req. Match								
					Additional Local								





# Air Quality Memorandum - draft

**REPORT NO.** 41a

**DATE** June 15, 2023

**SUBJECT** CONFORMITY ANALYSIS FOR THE WFRC 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM.

**ABSTRACT** The Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of April 2012 and according to FHWA guidelines found in the IIJA legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2024-2029 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2024-2029 TIP are found to conform.

## Wasatch Front Regional Council

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

The following conformity findings for the WFRC 2024-2029 TIP are based on the transportation systems and planning assumptions described in the WFRC 2023-2050 RTP and the Air Quality Memorandum 41 dated May 26, 2023.

- X           The 2024-2029 TIP conforms to the “Build less than 1990” emission test and the emission budgets in the Ogden City PM<sub>10</sub> Maintenance Plan. All projects in Ogden City included in the TIP may go forward.
- X           The 2024-2029 TIP conforms to the emission budgets in the Salt Lake County PM<sub>10</sub> Maintenance Plan. All projects in Salt Lake County included in the TIP may go forward.
- X           The 2024-2029 TIP conforms to the interim “Build less than 2008” emissions test for emissions in the Salt Lake PM<sub>2.5</sub> non-attainment area. All projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.
- X           The 2024-2029 TIP conforms to the interim emission budgets from the 1997 Ozone Maintenance Plan for Salt Lake and Davis Counties. All projects in the Northern Wasatch Front ozone non-attainment area including eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

#### **TIP Timeframe**

All projects which must be started no later than 2029 in order to achieve the transportation system envisioned by the 2023-2050 RTP are included in the 2024-2029 TIP. Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

#### **Regionally Significant**

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis of the Plan. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 41. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of WFRC to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

**Concept and Scope**

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

**Previous Plan Conformity**

WFRC's Air Quality Memorandum 41 demonstrates that the WFRC 2023-2050 RTP for the Salt Lake/West Valley Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity demonstration for the 2023-2050 RTP has been documented in Air Quality Memorandum 41. The FHWA concurrence with this demonstration of conformity is documented in a letter dated May 31, 2023.

All of the regionally significant projects in the 2024-2029 TIP are identified in the 2023-2050 RTP without any substantial changes to design or scope. All of the projects identified in the 2023-2050 RTP are included in the regional emissions analysis.

**Public Comment**

The 2024-2029 TIP will be made available for public inspection and comment for a 30-day period as required in the EPA conformity regulations. Air Quality Memorandum 41a (this document) is available to the public upon request and has been posted to the WFRC website ([www.wfrc.org](http://www.wfrc.org)).

## PUBLIC COMMENT SUMMARY

### WFRC 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan (RTP). These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life. The draft 2024-2029 TIP was available for public review and comment from June 24, 2023 through July 29, 2023. The following summarizes the [comments](#) received.

#### *TIP Public Comments and Responses - Summary*

Comment	Response
Support was expressed for more and safer bicycle facilities. Comments were also made regarding the need for safer pedestrian crossings.	Progress is occurring in addressing the need for safe and connected transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.
Requests were made to accelerate specific roadway projects.	Inflation and worker shortage are putting pressure on the construction industry. UDOT and others are actively working to enable these projects to move forward.
Requests were made for more transit service and improvements to existing service.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, available funding, and other relevant considerations.
Support was expressed for double-tracking FrontRunner.	WFRC appreciates the work of Utah's congressional delegation, Governor, State Legislature, the State Transportation Commission, UTA, and UDOT to advance strategic double-tracking of FrontRunner, which is also included in the WFRC RTP.
Many comments supported the enhanced bus service, mobility hubs, and tolling in Little and Big Cottonwood Canyons identified in the TIP, and expressed desire to identify metrics for evaluating these improvements.	UDOT and UTA are advancing these projects, utilizing funding set aside by the State and other sources. WFRC will support UDOT and UTA in implementing and evaluating these improvements.
Many comments were received expressing the need for a pedestrian bridge across 7000 South at 1500 West.	WFRC will continue working with UDOT and local governments to help see this already-funded pedestrian bridge through to completion.

## TIP 2024-2029 Public Comment List

Interactive Map Comments - Project Specific		
	Comment	Project Description
1	I am extremely in favor of this pedestrian bridge being built. I have taught at Heartland Elementary for many years. We are a title one school. We are also a walking school. Busses only bring children with special needs, meaning almost all of our student body walks to school. My classroom window faces 7000 S. I am always nervous about our students crossing 7000 S to come to school or participate in school activities. There is a crossing guard on duty before and after school. We also have summer breakfast and lunch, before and after school activities, and some evening activities. Most are limited to times a crossing guard can be on duty. A bridge would allow students to come to and go from school safely at any time. In addition to Heartland students, many community members are accessing 7000 S all day long; middle and high school students, shoppers at Smiths, bikers, runners, etc. PLEASE consider making this community by a BUSY road safer for everyone! Thank you.	7000 South & 1500 West Pedestrian Bridge
2	I have been a member of this community for the past eight years, as I have been a teacher at Heartland Elementary. Our students need a safe way to get to school, as our school is a walking school (meaning all students that come to us either get dropped off by a parent/guardian or walk to school). It is vital that this project gets funded and done in a timely manner so our children in the community can get to and from school safely. I have had many close calls with people driving too fast and not obeying the speed limit, during school hours and outside of school hours on this road, it is too busy of a road, not to be supporting the safety of our children.	7000 South & 1500 West Pedestrian Bridge
3	I am thrilled about this project. Cars do not want to slow down on this busy road. I have witnessed close calls with cars and pedestrians. This will be a wonderful addition to this community who relies heavily on alternative forms of transportation. Heartland Elementary students and families will greatly benefit, due to needs of students to gain access to food and after school programs.	7000 South & 1500 West Pedestrian Bridge
4	Please build the pedestrian bridge! It has been promised to our community. It will help with the flow of traffic, vs a crosswalk, but more importantly the safety of our school children and community. I have seen the positive effects of a similar bridge across redwood at 7575 south. My younger sister was hit by a car crossing the street before that bridge was built. She survived, fortunately, but not without extensive medical care and lifelong consequences. Heartland has not yet had such tragedies, but near misses avoided only by vigilant crossing guards and divine blessings. Additional use after school hours by the community, especially the children will be so much safer than currently, when we have to rely on a flag and a prayer that drivers will look up and let us cross the street. The beauty and welcoming nature of a bridge also is a bonus! We as a PTA and SCC have met and communicated with our West Jordan city officials, Jordan District reps,, parents, and others. It's time now	7800 So Jordan River Pedestrian Bridge at 1100 W
5	This bridge is crucial to the safety of these elementary kids! Heartland is a "walking school"...lets allow them to walk safely. We have been fighting to have this installed since my recent high school graduate was a 1st grader! The land is ready, the bridge is built...lets get it installed! Dark fall mornings and rising sun summer mornings make seeing the crossing guards, lights and children difficult. Heartland serves as a phenomenal community resource (after school programs, summer lunch)...this bridge will allow safe crossing no matter what time of day or year.	7000 South & 1500 West Pedestrian Bridge

## TIP 2024-2029 Public Comment List

6	I don't use the "trail system", but I drop off and pick up my granddaughter from school frequently. I see the children and parents walking down the street to the stop light on 1300 west and crossing at the light to get to the northside of 7000 south. a ped bridge would be used by many and provide another visual reminder that we are driving through a school zone. I believe it would encourage many more to send their children to school by walking rather than driving and dropping off.	7000 South & 1500 West Pedestrian Bridge
7	It's time to build this pedestrian bridge! It's time to prioritize safety and keep promises to our children and community. We have met with WJ Mayor, JSD reps, and Heartland families! We have been promised this bridge for nearly 10 years, but have expressed concern for much longer. My sister was hit in a crosswalk on redwood road before the bridge was built at 7525 south. She survived, but the impact was devastating for our family—extended medical care, and lifelong changes. The pedestrian bridge across redwood was built largely because of my sister. Heartland needs more than empty promises and someday. Please put the kids first! The community will also benefit from after hours access to pedestrian safety. Flags alone are not enough. The crossing guards are good, but near misses from stressed out, distracted drivers are increasingly scary! The bridge will be a welcoming entrance to the city, but the safety of our students far supercedes the look. Please keep your promises now!!!	7000 South & 1500 West Pedestrian Bridge
8	I have been a part of this community for a long time. Even when my kids were teenagers I refused to allow them to use the crosswalk on 7000 S, because I know that people don't stop for the pedestrians. We have been promised this bridge for 10 years. Our kids deserve a safe place to cross. With many working parents not able to walk their kids to school, this bridge would allow them to know their kids were getting to school safely. We also have after school tutoring, choir and orchestra, but there aren't crossing guards at that time of the afternoon; so students have to cross alone. So scary!	7000 South & 1500 West Pedestrian Bridge
9	I cannot tell you how many years I have heard that this bridge was coming. It is so desperately needed for that busy street. Night and day there are people trying to cross at that location. Morning commute mixed with kids drop off is a nightmare. Even during the evening commute there are so many cars going west it's bumper to bumper traffic and cars are not paying attention to pedestrians.	7000 South & 1500 West Pedestrian Bridge
10	Do it!	7000 South & 1500 West Pedestrian Bridge
11	I have a child that attends Heartland Elementary and have had kids go there for 15 years. I take my kids to school everyday by car and watch this crosswalk that I stop at have people sped through it, run through with kids and crossing cards in the intersection. The traffic backs up and there is angry drivers. I would never let my child cross the street there because of the cars I have seen speed through there. It is an accident waiting to happen. It scares me everyday.	7000 South & 1500 West Pedestrian Bridge
12	Heartland is a walking school and this would be a crucial step in keeping kids from half of the boundary area safe. The crossing guards, especially Tracy, do a great job during crossing times. But when they aren't there, the other options are redwood or 1300, both places where pedestrians have been hit while legally crossing. This would be a good expenditure of tax dollars to keep all people safe.	7000 South & 1500 West Pedestrian Bridge
13	This would be such a great improvement for safety! I know it would help children cross to and from school safely. As a mother it definitely gives peace of mind for all children that attend Heartland.	7000 South & 1500 West Pedestrian Bridge
14	Please hurry this is so needed.	7000 South & 1500 West Pedestrian Bridge
15	This bridge is so important for the safety of our kids. Crossing the street is extremely dangerous even with the crossing guards. Cars do not slow down. There are countless times I have watched the crossing guards nearly get hit while trying to help students get to/from school. So many families live right across the street from the school but cannot let their kids walk because it is so dangerous. This bridge is long over due and will significantly improve our neighborhood.	7000 South & 1500 West Pedestrian Bridge



## TIP 2024-2029 Public Comment List

16	Heartland Elementary needs the pedestrian bridge put into place for the safety of the students in walking to and from school. Please seriously build the bridge. Children should feel safe walking to school and not fearing being hit by a car. Please keep our children safe at Heartland Elementary!	7000 South & 1500 West Pedestrian Bridge
17	This is absolutely not a want it is a NEED! This area is not safe for crossing even with the amazing crossing guards that are provided by the city! The school has many after school opportunities that all students should be able to participate in and don't be because of having to crossing a major 5 lane road. It's dangerous enough during the day and more than at night with very very poor lighting. This community gas been pleading with UDOT to do something for years, the opportunity is there please do the right thing and put the bridge in that has been promised every to the community every summer for the past 3 years!	7000 South & 1500 West Pedestrian Bridge
18	Very busy street. This has been needed for years so students can stay safe!!	7000 South & 1500 West Pedestrian Bridge
19	It is simply not safe for children to cross 7000 south at either Redwood or 1300 west as they are both simply too busy and I would never allow them to cross the walk in front of the school as its a four lane road and mixh too dangerous. Heartland has many times that children need to cross the street when crossing guard are not present and it's simply not safe.	7000 South & 1500 West Pedestrian Bridge
20	I think it would be great to have a bridge here. This s always so busy and it would be a lot safer for the kids and the drivers.	7000 South & 1500 West Pedestrian Bridge
21	This is bridge is necessary for the safety of our children. The community needs this bridge BEFORE a kid dies	7000 South & 1500 West Pedestrian Bridge
22	Why hasn't this already happened? What's the holdup?	7000 South & 1500 West Pedestrian Bridge
23	This road is far too busy to not have a bridge for elementary students. These little ones need a safe route to walk home.	7000 South & 1500 West Pedestrian Bridge
24	This bridge is worth the time and money invested to secure our childrens safety.	7000 South & 1500 West Pedestrian Bridge
25	Yes, yes, yes! The neighborhood needs this bridge. People wait forever trying to cross at the crosswalk but drivers are too impatient. Please, please, please put in the bridge straightaway!	7000 South & 1500 West Pedestrian Bridge
26	There is nothing more important than keeping our babies safe. This route can be quite dangerous. The current crossing guards have done an amazing job keeping them safe but this build would bring a peace of mind to all the parents out there with small children.	7000 South & 1500 West Pedestrian Bridge
27	Heartland Elementary is an amazing school with Alger at the helm. Let's improve the neighborhood and safety, one bridge at a time	7000 South & 1500 West Pedestrian Bridge
28	This bridge is a step in the right direction in my book	7000 South & 1500 West Pedestrian Bridge
29	So excited for the upcoming bridge 🍷	7000 South & 1500 West Pedestrian Bridge
30	Please, I beg you to fund this project. I've lived in the area for 20 years and have seen too many close calls with pedestrians trying to cross this five lane road. It's unsafe. I've previously complained and asked for pedestrian crossing lights, which have been turned down. This cross walk is a tragedy waiting to happen. Please fund this project.	7000 South & 1500 West Pedestrian Bridge
31	I think having a pedestrian bridge would be a great idea. It would make it safer for our kids to cross and would help improve the traffic flow.	7000 South & 1500 West Pedestrian Bridge

## TIP 2024-2029 Public Comment List

32	Please put in a Bridge here for the safety of our children	7000 South & 1500 West Pedestrian Bridge
33	I am a Kindergarten teacher at Heartland Elementary School, and I'm asking you to please put in this bridge for the safety of my little ones. This is a very busy road, and a pedestrian bridge would greatly improve the commute for the students and staff of Heartland Elementary, both in safety and convenience.	7000 South & 1500 West Pedestrian Bridge
34	This is definitely needed, people do not follow the school zone limit and kids have to cross 5 lanes.	7000 South & 1500 West Pedestrian Bridge
35	Please!	7000 South & 1500 West Pedestrian Bridge
36	We need better bus stops in so many places that actually shelter you from the sun, and bus operators need places to use the bathroom!	Bus purchase/overhaul, stops, and operator relief
37	This bridge would provide safe access to school and the Smiths shopping area without affecting the flow of traffic or making people walk two blocks to the light.	7000 South & 1500 West Pedestrian Bridge
38	Please fund this project for the safety of our children.	7000 South & 1500 West Pedestrian Bridge
39	Please support funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyons. Thank you	WASATCH BOULEVARD & 7650 SOUTH
40	The pedestrian bridge would protect the kids. Please support the bridge project.	7000 South & 1500 West Pedestrian Bridge
41	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in the in any planned improvements to the roads and intersections as this is already a very dangerous area for pedestrians and cyclists.	Highland Drive & 4500 South Intersection Imp
42	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in any planned improvements to the roads and intersections.	4705 South 1500 East Full Stop Pedestrian Crossing
43	As development in this area increases, I support the inclusion of bike lanes and pedestrian sidewalks in any planned improvements to the roads and intersections.	Holladay Signal Optimization Enhancements
44	This is kind of a test comment, but legit- as a frequent FrontRunner commuter, I fully support double tracking and the resulting increased service and frequency. It would benefit so many commuters!	FrontRunner Strategic Double Track
45	This project just seems so half-baked. So we get the North-South bike route off of Redwood, but then don't provide ANY east-west connections to all the shops on Redwood, and then the route just stops awkwardly at 4800S. No provision for going further north. It just ends at a canal (that's full of goat heads) and then the inhospitable car gutter we call 4500S.	1300 W; 6400 S to 4800 S - Active Transportation
46	Do not widen Redwood. Are you kidding me?	Redwood Road 4100 South to 5400 South
47	This road is incredibly dangerous. The 39 bus gets a lot of use, and this area has a lot of residents that use the bus, but there are basically no provisions for crossing the road. Furthermore, there's almost no lighting, and there are no sidewalks. We need one way protected bike lanes on both sides of the road, as well as decent sidewalks, with trees in the median. I'm disappointed to see this doesn't go further to actually cross I-15 to connect up to the Meadowbrook TRAX station.	3900 South Bike Lanes; Redwood Rd to Jordan River
48	Do it!	TRAX Rail Trail Design

## TIP 2024-2029 Public Comment List

49	Please keep in mind future streetcar alignment on this road! We need more fixed guideway transit!	1300 East: 3300 South to 3600 South
50	Spending this insane amount of money to shave off a few minutes of commute time at peak with UTA would need only \$400m to drastically improve commuter service is crazy. Please prioritize funding the Future of Light Rail projects instead of this Bangerter highway "improvement" that's just going to dump more cars on local streets and take 200 homes from lower income people. Absolutely ridiculous to prioritize this in a year when we are going to blow through EPA limits on ozone.	Bangerter Interchanges; 4100 S to California
51	We need to work on getting the alignment nailed down as quickly as possible so we can start making acquisitions with corridor preservation funds as potential properties appear on the market. Without it we are only guessing where it's going and can't make any real decisions regarding plans.	Midvalley Highway Re-evaluation
52	What about a mid-block crossing up the street where Cortez St. meets 500 N.? This part of the neighborhood is dangerous and inconvenient for visitors and residents. Nobody wants to walk a half block to loop around and cross safely here. Adding intensity around this area with a HAWK or like feature might get private vehicle traffic to drive the speed limit instead of well above it.	Bicycle Lanes up Capitol Hill
53	This project could very well be the zenith of public funding for private venture. Please don't use my tax dollars to further a developer's plans for their pocketbook.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
54	No tax dollars should be used for this, if the resorts want it, they should pay for it, we also don't need to have the beauty of the canyon ruined by a gondola, this is not the answer!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
55	Build the Gondola	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
56	The Gondola doesn't solve any issues. It would not stop any vehicles in the canyons, and would crowd the resorts even more. A real solution would be a lightrail system (one that connects resorts too), and closing the canyon for periods of time with the only access being the lightrail. And the resorts should be paying for a good chunk of this. The gondola seems completely unnecessary as it solves no problems and instead creates more while also bleeding ridiculous amounts of money to even build it. \$13,719,000 i bet ends up a gross underestimation of the work needing to be done.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
57	We should not fund a project with public funds that has specific utility to specific users - charge a use fee or have the resorts pay for the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
58	I can't believe this plan for gondolas is even being considered. Besides the environmental impact and the visual blight it will create, this project is a waste of tax dollars and will not solve the traffic problems in the canyon. Please go back to the drawing board and come up with a plan that will serve the people paying for it.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
59	I am opposed to building a gondola in Little Cottonwood. The exorbitant cost is improper for a 15-20 day problem, and doesn't account for the impact on the canyon. Moreover, private ski resort funds should fund any remedy, not tax money. The gondola will negatively impact critical watershed. A gondola will also shift the traffic problem to Wasatch Blvd, and will not solve the issue. The gondola will also negatively impact the organic and natural beauty of the canyon. The canyon should be preserved and protected and not permanently altered and destroyed. The electric bus option is better and has fewer long-term impacts. Please choose a different alternative than the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
60	Don't see the gondola solving problems - a huge expenditure that negatively impacts the environment, hikers, climbers, anyone who isn't trying to get to a ski resort. Why aren't we considering half-sized, nimble busses and shuttles? It seems like comments are gathered and then, in the Utah way, the comments are ignored (unless the commenter is a developer).	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

61	I recognize there are some benefits to a gondola, but mostly negatives. I also realize there are political/economic realities that will likely win-the-day in favor of the gondola. That said, I believe one real solution to future/continuing economic funding of any plan, and a way to limit 'some' of the unsustainable vehicle traffic in LCC and BCC will likely require a toll to enter the canyon(s). I personally am in favor of a heavy toll...heavy enough to deter those who don't care enough about the canyons to spend their money to help support them.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
62	I disagree with the gondola. Its carrying capacity seems limited the environmental cost seems high.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
63	Strongly oppose the Gondola. Waste of taxpayer funds to the benefit of Snowbird and Alta. We haven't even tried other, more cost effective measures such as bus incentive, forced carpooling or toll fees. In the end, it will be utilized strictly for tourists and marketed that way. Locals are going to drive themselves up and avoid the hassle and cost of Gondola. How it got this far without an environmental study is beyond comprehension. Thank goodness we have some sound minded politicians questioning the sanity of this proposal that UTOT is so enamored with.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
64	I support the gondola. Build gondolas that connect the entire Wasatch Mountains from Park City to American Fork canyon. Open up the entire area for recreation.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
65	I am very opposed to the gondola in LCC. I don't think it will solve the problems and will negatively impact the beauty of the canyon and put the watershed at risk of contamination. I don't believe taxpayers money should be used for this project.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
66	Thank you for allowing me to comment on the LCC gondola proposal. I favor a multi-modal approach to the LCC traffic problems that includes greatly increased bus service with electric buses, increased carpooling apps, tolls, snow sheds. limits on total visitors up the canyon and a gondola. All of these together will decrease traffic, decrease pollution and preserve the extraordinary beauty of the canyon to the greatest degree. Complex problems necessitate complex solutions, and LCC certainly presents significant transportation challenges. Put cafes, restaurants, ski shops, bike shops, etc at the base hub, and the have the profits from those businesses help pay for operation of the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
67	I do not see how a constant throughput transportation system like a gondola can solve the peak hour(s) problem in LCC. It will require major costs and dramatic changes to the canyon. I believe a much simpler and effective solution would be to ban private vehicles in winter and deploy electric buses that could be scheduled with plows and surged at peak hours. The only infrastructure needed would be parking and charging in The Valley.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
68	A gondola takes cars off the road and eliminates the need to try and widen the road. A gondola would clear the road reducing traffic for backcountry skies and those who want to stop at places other than the resorts. My complaint would be that I would prefer a higher speed technology alternative or faster next gen gondola (if such a thing can be done.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
69	The proposed gondola for Little Cottonwood Canyon must NOT be built. This ski resort construction project is being presented as a "traffic improvement", but in reality will turn the canyon into an amusement park benefiting only the ski resort owners. A significant portion of canyon users want to hike and explore the canyons at various intermittent stops and a gondola does not address the needs of the outdoor enthusiast community. Tax payer money is not a gift for UDOT to build a fun zone tourist ride. Use the money for more bus drivers during ski season. Don't cut the bus drivers and then point to traffic problems, when the shuttles can't handle the seasonal ski rider volume demand.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
70	The Gondola is the best solution to protecting the canyon. It is the cleanest and safest solution. It will eliminate the problem of people being stuck at the resorts or not being able to get to the resorts because of avalanches. Our mayor should take a trip to Europe....	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

71	I oppose the gondola. It is not fiscally responsible and will not ease the burden of traffic in LCC. Add more buses and capacity to the existing public transportation. Build additional parking garages to encourage bus riders.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
72	I oppose the gondola in LCC. This does not provide a benefit to the greater salt lake community. This uses our tax dollars to pad the pockets of private ski resort owners who have created this problem without contributing financially to a solution. If the ski resorts are so desperate to solve this traffic problem, they need to be the primary financial backers of the solution, not the general taxpayer who can't afford to ski. This project would be detrimental to the environment and destroy critical outdoor areas close to the road that attract tourists and local climbing enthusiasts outside of the ski season. An express bussing solution would be the environmentally and financially responsible plan to implement.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
73	A Gondola is not the best solution to traffic congestion on a very few winter days in Little Cottonwood Canyon. Increased bus service and ride sharing would have a much smaller footprint on the natural landscape of LCC. Additionally, a Gondola would not be able to operate on days that vehicle traffic is closed to LCC so it has limited utility in reducing traffic congestion in LCC. Besides the negative impact on the vistas of LCC, the taxpayer shouldn't be asked or required to foot the bill for a vanity project of wealthy ski resorts.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
74	Thank you for considering comments from the community. I have been hiking in Little Cottonwood Canyon year-round for over 30 years. I have experienced the problems caused by huge increases in traffic during ski season. The studies say the gondola puts more traffic burden on the canyon, not less. I have confidence that we can do better than the gondola especially if we give other options similar financial backing. We can explore the other options and solve our problems without endangering the delicate ecosystems that provide our recreation opportunities. We must take responsibility for the risks to the environment, to clean air, clean water, and the beauty that brings us there. Please pick another option. I believe we have better options for solving congestion without putting our gorgeous canyon and clean water in danger so that more people can ski for a few months a year.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
75	I am opposed to the gondola and to widening the road if it is paid with taxpayer money. I understand that there's a congestion problem. But the people who are most affected and the people who want it changed are the resorts. I believe if they want to change it, they should have to pay for it. I don't think taxpayer money should be spent on such a large solution. I would be OK for taxpayer money to be spent on smaller solutions such as more buses to travel up the existing road. And I don't mind the idea of charging individual cars hefty large fees to incentivize people to ride the buses. But I don't think taxpayer money should be spent on a gondola or widening the road to benefit the resorts .	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
76	Taxpayer money should not be used to support the privately owned ski resorts. Will taxpayers in Logan, St George and other areas of the state also be paying for the gondola? If they are, do they even know about the gondola and will it bring them any benefit? The gondola only goes to the ski resorts, it does not help people who want to use any other parts of the canyon. Someone has mentioned putting a reservation system in place for the ski resorts. Many other businesses require a reservation to enjoy their facilities. I believe the ski resorts are going to need to go to a reservation type program. We can't pack more people up the canyon at the resorts and expect people to have great experiences with the overcrowding. Why do we need MORE and MORE people up the canyon. There has to be a point when it is too overcrowded and the beauty of the canyon is diminished. The ski resorts need to start a reservation program for skiing and for parking and that will decrease the road crowds.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
77	I support the idea of a gondola. I am opposed to widening the road, however I do support an increase of bus routes during winter peaks. One of the biggest draws of living in Sandy is the ease of accessibility to our great Cottonwood Canyons. I have hiked/climbed/camped/ridden/etc in these canyons for 30 years. I love being able to stop on the side of the road, unload gear, and	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

	enjoy nature immediately. Widening the road will limit nature accessibility to designated areas only. (See ruined Guardsmans Pass and Mt Olympus) A gondola is a great way of future-proofing demand while keeping the raw natural feel in the canyon itself.	
78	This comment is about the Gondola Project: The ski areas that will benefit from this project should pay for this project since they will profit. A great percentage of those who will benefit from the gondola are from outside of Utah. They also should pay for the gondola. I'm sure that it is argued that the gondola will increase out-of-state- dollar expenditures. Then let those entities that will be receiving those increased revenues pay for the gondola. Those tax payers who will not be using the gondola shouldn't be paying for something that they won't use. Sell tickets to those who want to use the canyon roads so they can fund the roads. The ski areas and businesses that may benefit from building the gondola should pay for it. Skiing in this day and age is a rich man's sport/recreation. A person living in West Valley working a minimum wage job who can't afford to ski, or use the gondola, shouldn't be forced to subsidize the wealthy nor private corporations (e.g. ski areas).	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
79	Tax payer money should not be used to fund the playground of the rich. Introducing a hefty toll to use our natural resources has the same effect, only the rich will be able to use our canyons. Isn't it funny that everything we do to "improve or preserve" the environment has a pay option to nullify the benefit/intent? HOV tolls for example. All these do is allow the rich to opt out of preservation efforts. They are ethically wrong. Let's go back to the drawing board and find a solution to the real problem of accessing our canyons. IF a gondola, widening the road, or light rail is really part of the solution, the tax payers who can't afford to use it shouldn't flip the bill. Whatever the solution, I'm sure we can do it without impacting the environment.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
80	It was a mistake and a waste of taxpayer money to not build Bangerter and MVC as a freeway to begin with. UDOT got that wrong. Utah's growth can and will support avoiding these short sided decisions in the future. The remaining Bangerter interchanges should already be under construction to change them to freeway intersections (I.e 13400, 2700 W, 9800, etc.). Let's go.	Bangerter Highway South Interchanges
81	no gondola in Little Cottonwood Canyon	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
82	I do not believe the gondola will solve any problems. It think the use will be minimal like the bus systems through out the county. And the government and tax payors will need to cover the bills for this when it does not pay for itself over time. I would be on board to support the project if no it is made so that no public cars or trucks are allowed in any of the canyons so all people are forced to use the gondola or not go up and visit the canyons. I hope the later of the two. So that we can cut all vehicles from the canyon. Thanks	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
83	I am strongly opposed to the gondola project. This project is fiscally irresponsible and a misuse of taxpayer funds. The gondola will destroy the beauty of two canyons. The aggressive marketing campaign against bus alternatives was a blatant attempt to manipulate citizens to support the gondola and clearly shows a large advertising budget used in an effort to lead to enrichment of private entities. UDOT should NOT be supporting this option.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
84	I strongly and fully support the gondola project. It is a first step in addressing the blights of traffic, pollution, and environmental degradation that are destroying our state's quality of life for all living things. The expenditure of taxpayer funds on this project fulfills the very purpose of taxpayer funds: To improve community infrastructure and quality of life --- objectives that this project fulfills. Objecting to this project is simply an exercise in prolonging the status quo which amounts to more traffic, more pollution, and more environmental degradation.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

85	I understand the draw of the gondola but I think it would have really negative environmental impacts and would just shift the congestion elsewhere. I know users of the resorts would prefer to just get on a gondola and then be at their destination rather than take a bus but I don't think that the desire to make it easy should come at the expense of the environment. It also seems crazy to invest so much (taxpayer!) money into a problem that is only an issue 20-30 days per year. Skiing and snowboarding do not pretend to be sports accessible to everyday people, so we shouldn't frame this as an issue of "accessibility"- it's only the accessibility of the wealthy and lazy (ie unwilling to take the existing public transportation system) that are at stake here. The amount of environmental destruction needed to achieve this "accessibility" is too high a cost.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
86	I strongly oppose the gondola in LCC. Professionals should not be forced to come up with all the potential positives on a decision the politicians already made. Alternatives should be gathered from diverse and wide sources. You have to also consider if it would be good/safe experiences for the skiers to be even more crowded. Also, those who benefit most(ski resorts, skiers) should have to pay for large portion of the cost of any improvements.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
87	I am opposed to this project for two main reasons. The first is that we haven't tried additional bus/shuttle services. The second is that I think instead of trying to fund a gondola, the resorts and the state should be more focused on extending ski season by funding more Great Salt Lake conservation efforts. Recent environmental studies confirmed that ski season was 17 days shorter in 2022 because dust from the dry lake bed scattered on the snow in the canyons, causing a premature rush of snowmelt (sand heats up faster than snow, causing the melt). We need to protect the watershed, no one wants to drink gondola grease. Recreation is a big part of Utah culture, and we should do our best to limit private traffic so the buses can run unimpeded, and incentivize the use of electric busses to reduce environmental impact, and we should not pour our money into a gondola as a solution to a mainly winter problem when the negative effects of gondola construction would be present year-long.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
88	I strongly oppose the proposed gondola in LCC. To say the least, the beauty of the canyon should not be compromised by building permanent structures up and down the canyon. Furthermore, this project should not be funded by taxpayers, when it will only benefit private entities (the ski resorts). I fully support the common sense solutions that have been outlined by Mayor Wilson.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
89	I oppose the gondola. It doesn't serve all that use the canyon and solves a problem that exists only a few days a year. Make it a toll canyon, expand bus services, anything but the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
90	I strongly oppose the gondola in LCC. It will only serve rich tourists and will not improve canyon access for the locals. Less impactful alternatives should be prioritized.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
91	I support the Gondola. the Canyon has been a mess in recent years if you want to try and go skiing at any peak time at all. After reading the concerns from the Mayor, none of them change my mind that a gondola would be a beneficial solution. It will change the view in the canyon, but I don't think it will be detrimental - it will offer a new unique view of the canyon to anyone who rides and better access up and down	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
92	I am opposed to the gondola in LCC for many reasons. I believe better alternatives exist. We should implement the other alternatives before spending public dollars to benefit private business interests. Also who benefits from this use of public dollars. I am tired of public servants using taxpayer dollars to line their own pockets with these development projects. The gondola will destroy many beautiful bouldering areas that line the roadside of LCC. Hikers, snow shoe, back country skiers still need access to the canyon but their favorite areas will be greatly impacted by the gondola. Let's try other options and pay to play and public options. Thank you.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub



## TIP 2024-2029 Public Comment List

93	I strongly oppose the gondola. It is a project that will cost the taxpayers a lot of money and will only benefit a few. Taxpayer money should be spent to improve the lives of the citizens, not to enrich a couple of people who own the elands the gondola will be built on. A better solution is a large parking structure near 9400S Highland drive with a fleet of busses. Also, close the canyons for a 1.5 to 2 hours each morning except to bus and emergency traffic. Make the busses express that go to certain stops rather than taking an hour to stop 10 times through snowbird and it will move fast.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
94	The average citizen is against the gondola project as it will raise our taxes, and is a service that only the very rich and ski resorts will benefit from. I've also noticed that the process for making comments was made very difficult, likely to deter people from making comments against the project. Let us keep our mountains beautiful, and access available to everyone, not just the wealthy. We already have a high tax burden and cost of living here, it's unreasonable to make things worse for the middle class, who will never be able to afford the use of the expensive ski resorts anyway. We can still at least afford going up to the mountains to enjoy their beauty. Don't take everything from us, just to line the ski resorts' and politicians' pockets.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
95	At first i thought a gondola was a very good option. But after realizing it would only serve the two ski areas, I am strongly opposed to it! The Canyon is for everyone! Increased shuttle bus service has advantage of less cars on the road. The busses could be mandatory during busy times reducing the need to widen the road.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
96	Quail Run Development LLC, CW Management, and Gondola works are run by Chris McCandless, Wayne Neiderhauser, and Kevin Gates. Why are they the ones pushing the gondola? Could it be that they could earn millions from it? UDOT SHOULD MAKE PROJECTS FOR THE PEOPLE. NOT FOR BILLIONAIRES. Ask yourself who is a gondola serving?? And then ALSO remember that Carlos Braceras met his wife at Snowbird. This and more at: <a href="https://littlesis.org/oligrapher/8500-money-behind-the-utah-gondola">https://littlesis.org/oligrapher/8500-money-behind-the-utah-gondola</a>	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
97	This project could very well be the zenith of public funding for private venture. Please don't use my tax dollars to further a developer's plans for their pocketbook. I THOUGHT THIS WAS SUPPOSED TO BE A REPUBLICAN PARTY??? WHO TF WANTS THIS?! LIBERAL ASS COMMIES WAYNE NEIDERHAUSER, CHRIS MCCANDLESS, AND KEVIN GATES.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
98	Using tax money paid by every citizen to buy something that only benefits those interested in an increasingly cost-prohibitive hobby sounds like the opposite of Robin Hood. Steal from the poor to benefit the rich. I'm sure we can come up with much better ways to use that money for the benefit of most, if not all.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
99	I strongly oppose the proposed gondola project as part of this infrastructure package. While the gondola attempts to address the problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options available. The gondola as it's proposed has not clearly shown itself as the premier option when compared to other proposals including expanded bussing services in combination with restricting personal vehicle usage. It is wise to start with the simplest and lowest cost reforms before initiating such a large infrastructure investment like the gondola. Especially when there is a need for these proposed funds elsewhere in our community to address maintenance of our current infrastructure. It is irresponsible for public personnel and leadership to support this initiative in the face of more pressing needs which serve a larger portion of the community.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

100	There are other alternatives to this costly and destructive project. This is a project that benefits the ski resorts, so Alta and Snowbird should participate in solving the traffic problem in Little Cottonwood Canyon. First, the resorts can institute a reservation system for skiers. (A reservation system for parking doesn't work, as evidenced by Solitude's failed pay-to-park program--people just park on the road.) This would limit their revenue, of course, but that's better than burdening the taxpayer. Second, UDOT could increase bus service and make it speedier and, during especially busy times, require that people use the bus to access the canyon. Last year's record snow fall aside, the mountains will continue to experience lower snowfall, and building a costly gondola that becomes obsolete isn't a smart use of money. (Remember the Great Salt Lake pumps, now high and dry?)	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
101	I strongly oppose the gondola. I'm against using tax payer money to benefit a few developers and resorts. This option does nothing for hikers, campers, and people who want to go to other areas of the canyon. Plus it would negatively impact the canyon itself with all of the high-impact infrastructure required.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
102	I support the gondola. Widening the road would leave a massive footprint and destroy the nature we are trying to protect. Plus widening the road does not solve the problem of road closures due to weather (a gondola would). As far as busses go, they run into the same problems related to road closures.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
103	I like the gondola	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
104	I oppose the gondola. Using public or even private money to destroy the aesthetics of a treasured landscape so accessible to a major city is indefensible. Buses, tolls, reservations, limiting skier numbers, etc. are all viable alternatives.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
105	I oppose the gondola. There are other cost-effective ways to deal with the congestion that we currently have. These include implementing tolls, adding busses and shuttles and requiring reservations. Please look at common sense solutions detailed by Salt Lake City's offices.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
106	I oppose the gondola plan. I would like there to be increased bus service and potentially a toll for cars. People do not need to drive their cars into the canyon and we do not need an expensive gondola when bus service would accomplish the same ends.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
107	the gondola option is not viable based on the avalanche paths. it will also ruin the natural beauty of the canyon, and require a significant amount of additional tax payer dollars when the towers and gondola cars are destroyed by avalanches.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
108	In the long run the gondola is the only way to go. All of the other suggested solutions are only short term fixes. It talks about enhanced bus service. The only way to enhance the bus service would be to add two more lanes of roadway and the only way to do that would be to pipe little cottonwood creek and run roads over piped creek beds. To add to the gondola it needs to start in the middle of the valley somewhere.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
109	PLEASE put a traffic light on 9000 S and 1075 W. It is needed now and with the road widening, residents will struggle more than now to exit the neighborhoods.	SR-209 (9000 S); Redwood Rd to State St.
110	NO Gondola!!! NEVER!! Spend the state taxpayers' on something that will actually benefit the taxpayers and not the ski resorts! The ski resorts will do just fine on their own. Enhanced bussing with affordable fares, along with improving public transit from around the valley to the mouth of the canyons (Big & Little Cottonwood as well as Millcreek) would really go a long way in helping to alleviate the current vehicular traffic congestion in all of the canyons.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

111	I support the Cottonwood Canyons enhanced bus, tolling, and hub proposal to reduce the traffic and congestion in the Cottonwoods during the winter season. I strongly oppose the gondola proposal and believe that the buses offer a better option for transportation service to and from the ski resorts without the significant environmental impact the gondola would have on Little Cottonwood Canyon. The gondola only proposes a solution for one canyon, when the congestion and traffic issue is a symbiotic issue in both canyons. You cannot solve this issue by ignoring one canyon and only addressing the issue in the other. The enhanced bus, tolling, and hub proposal offers solutions for both canyons which will ensure sustainable traffic and congestion reduction for years to come. The people have spoken. The majority of Utahns DO NOT SUPPORT THE GONDOLA. The gondola cannot continue to be driven by the state legislature and sky resort tycoons as the lead proposal when it is opposed by the majority.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
112	I oppose using taxpayer dollars to fund this project. Make busing mandatory on high congestion days. There's a more common sense alternative than an expensive gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
113	I want to be on record as opposing the gondola option to be the preferred alternative in the phased implementation approach. There are other solutions that make more sense, are less invasive, and cost way less. Please look at the SLCO mayor's "Common Sense Solutions" as the phases progress. The Gondola is a bad idea.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
114	I oppose the gondola option as the preferred alternative in the phased implementation approach. There are other solutions that make more sense, are less invasive, and cost way less. Please look at the SLCO mayor's "Common Sense Solutions" as the phases progress. The Gondola is a bad idea. The people have spoken. The majority of Utahns DO NOT SUPPORT THE GONDOLA.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
115	I have not seen anything proposed that states that local residence would have a reduced toll. Many states have a set price for resident verses non resident. I pay taxes and think it's ridiculous that I would have to pay this in addition to my regular taxes. Many local residence do not ski or go up the canyons. I am a proponent of extending the bus system.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
116	I am a skier who frequents both Big and Little Cottonwood Canyons and am adamantly opposed to the gondola. It will be an eyesore and once installed will be there forever (along with the associated damage to the canyon). The project will cost double what is estimated (all projects go over budget massively anymore), the costs will be pushed onto average taxpayers, many of whom do not even visit these canyons. The gondola will not move enough people to remove cars from the canyon. It solves nothing. Enhanced bus service, more incentives to carpool, and avalanche sheds to mitigate the avalanche danger issue are a cheaper and better alternative for LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
117	I strongly oppose the gondola in LCC. There are much simpler and more effective solutions that will benefit everyone, instead of only benefiting the people who can afford to go to the ski resorts. Aside from the fact that the gondola will limit access to PUBLIC lands and only allow access to the very private and expensive ski resorts. The environmental issues will remain forever if this gondola is built. Not sure how there are signs everywhere that this is a watershed to be protected yet it will be irreversibly damaged by construction.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
118	I would like to see the alternative costs for initial build, operation and maintenance for gondola vs. entry fee like Millcreek Canyon. Of course the difference is that Little Cottonwood has resorts. How much of their costs are borne by the resorts?	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
119	My preference is an expanded bus/shuttle system with vehicle tolls and a reservation system. Using an expanded bus/shuttle allows for satellite parking lots easing traffic at the base of the canyon. I believe the proposed alternative of a gondola and 2500 car parking lot at the base of the canyon is not for the benefit of the public but lines the pockets of large corporations. Here's an idea. Force the ski resorts to pay for traffic mitigation. Afterall, they created the problems in LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
120	I support just about anything OTHER THAN a tram. To me, the negative impact of a tram is equivalent to putting a tram in Yosemite Valley. Little Cottonwood Canyon is that beautiful and should remain that way.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

121	My family skis exclusively in this canyon. I adamantly oppose a gondola system to ease congestion. I support more busses, more parking, and tolls on the busiest days. Yes, I would rather pay a toll than see the gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
122	Yes! Double track where ever it is feasible.	FrontRunner Strategic Double Track
123	Yes! It will be nice to see it completed. To Utah County and beyond!	MVC from 2100 N to Porter Rockwell
124	Yes! It is a beautiful area for families to explore.	14600 South; Railroad Bridge to Redwood Bike/ Ped
125	Yes! A great spot for trails.	First/ Last Mile POM Active Transportation Study
126	I like that MVC was planned for the future. However, the future is coming faster than expected. I hope to see the corridor turned into a freeway before I am too old to drive it	MVC; Old Bing Hwy to Porter Rockwell
127	Reading the previous comment, I am reminded that a lot can be done if there is the money. That, of course means higher taxes or tolls. Anyway, it would have been nice to have planned Bangerter as a freeway from the beginning. I am amazed how creative the planning has been to retrofit the corridor with bridges. I hope to see other intersections completed soon.	Bangerter Highway South Interchanges
128	There is no better investment to be had than when public officials can be convinced to shift the financial risk and environmental costs to the tax paying public while a very thin slice of the wealthy and politically well-connected reap the financial rewards. The gondola project is political pork barrel at its very best. The WFRC and the taxpaying public have many more deserving projects in need of public funding that benefit a much broader cross section of our communities with significantly fewer irreversible and irretrievable environmental costs.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
129	It would be nice to have a Trax station at 40th West and Old Bingham highway. It could be right behind the Smith's store. It is an important intersection and retail hub. It would be convenient for shoppers and commuters. Also, I would like to see Old Bingham connect up in that area. That would alleviate traffic jams for people using Old Bingham to connect to 90th South or to continue on Old Bingham. There already is a light at the Railroad crossing. I think it would not be very difficult to do that. I know that there is a rail spur issue and, I assume, some private property issues. I hope both projects could be done.	TRAX Rail Trail Design
130	I am strongly opposed to the tax-funded Gondola system. The cost:benefit is too high: monetarily, environmentally, practically. I support the common sense alternatives proposed by the Salt Lake County Council & Mayor Wilson.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
131	I feel the gondola is a horrific idea for our canyon. There will always be growths in the number of people wanting to use the canyon, especially during the ski season. But there comes a time when we must recognize that enough is enough. Some businesses will state, "I'm sorry, but we are at capacity". This is what needs to happen in our canyons. We can't keep accommodating more and more people to the detriment of the canyon as well as the residents.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
132	Constructing a gondola system in Little Cottonwood Canyon would defeat the purpose so many people use the canyon for: to enjoy a natural, beautiful environment away from the bustle and development of the city. We do need a solution to the congestion in the canyon because everyone should get to use these public lands and our population is growing. However, in our search for a solution, we must not forget why people love coming to LCC. There are other alternatives that would better preserve the canyon's world-class views and Salt Lake County taxpayer dollars, including enhanced bus frequency and parking reservations. And as unpopular as tolls may be, I believe those would also be a more acceptable price to pay than to trade in LCC's soul for an expensive novelty.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

133	Please fund these alternatives to reduce congestion that occurs only during the winter months for skiers. I DO NOT support the idea of a gondola and feel that the enhanced buses, tolling and a HUB will stop the discussion about a gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
134	When the Olympics came to Utah many years ago, LCC was deemed too fragile/unsafe for Olympic events. The same holds true today, LCC is too fragile for a gondola or road widening. From Albion Basin, the watershed, the ski resorts, the hiking and climbing areas, to the geological parks at the entrance of the canyon, this canyon is unique. I think the canyon would benefit from electronic bike concessions in the park and ride lot and tolls for cars in the winter, with reduced fares for carpools. I am also in favor of electronic buses up and down the canyon. I am highly opposed to a gondola and widening our road. Please do not make LCC into another Park City. We want LCC to be about nature, not development! Encourage people to ride buses in the winter - high toll fees, low bus fees! Its the least we can do to keep the canyon beautiful for future generations.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
135	I strongly oppose the proposed gondola project. The gondola attempts to address the problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options available. Please head the counsel of the SLC Mayor, The Sandy Mayor, and the majority of the SL County Citizens.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
136	I strongly oppose the proposed gondola project. The gondola attempts to address the problem of access and traffic up LCC during the winter season, it fails to be the most effective, lowest impact, and financially responsible solution among other options available. Please head the counsel of the SLC Mayor, The Sandy Mayor, and the majority of the SL County Citizens.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
137	I also strongly OPPOSE the gondola. Why are we spending \$550 MILLION dollars on a gondola that will only be used 1 out of 4 seasons per year to benefit ski resorts? The impact on climbing, hiking, and the canyon views is enough to oppose it, but this is something that WILL use a large majority of taxpayer dollars but will NOT benefit all taxpayers. It benefits the ski resort and investors over anyone else. It won't be free to use (the cost to use hasn't been listed, but it can be assumed this won't be free) so it would be much wiser to follow common sense solutions that will make a difference and use the money for more impactful projects such as saving the great salt lake. If global warming continues, we won't even have enough snow and skiing to warrant this gondola. If we don't fix the great salt lake, we won't have good enough air quality to warrant it either. Please don't waste our tax dollars on something so trivial that only benefits the resorts and hurts other canyon users.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
138	I support phase 1 of the LCC traffic plan. Tolling and electric buses are the best solution to this issue. It will have the least impact on the canyon and support it for decades to come. This should be the long term solution put into place and expanded upon. Phase 3 involving the building of the gondola are ludicrous. It will ruin the beauty of our environment, potentially destroy the watershed, and make no solutions in traffic for the affected residential areas that will be near the parking garage. Additionally, pricing for tolling appears to be set for phase 1 and is appropriate pricing. However, when I attended a meeting on this with leaders for the gondola no one could comment on its price officially. It will make the mountains inaccessible, damage them, and ruin what this state has loved for so many years. Expand upon phase 1 do not move to phase 3.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
139	I support the use of tax payer funds to increase access to the canyon; however, I do not support plans that segregate the community or prioritize the needs of ski resorts while devaluing all other forms of recreation in the canyon. The amount of funding allocated in phase one is a gross misuse of tax payers funds, as it only serves a small portion of the community. Furthermore, tolling access into the canyon will undoubtedly limit access of less affluent residents from ever having access to public lands. This socioeconomic segregation is directly contrary to the philosophy that established the policies responsible for these public lands. Approval of these policies speak starkly to the deterioration of progression and corruption of relevant authorities. Please stop using taxpayer fund to support irresponsible big businesses, while simultaneously destroying precious resources and needlessly creating economic barriers.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

140	NO to the gondola. It won't help and it's a waste of money. Last year I never once drove to the ski resort, I parked at Wasatch Blvd and took the bus, but this year all of the changes made it so inconvenient. Do what Zion does....shut down the road to visitors in the winter and shuttle everyone up and down every 10 minutes or so.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
141	This is unfair to make Utah/Salt Lake taxpayers pay for the profits made by the ski resorts. It will over-crowd the resorts and over crowd the environment. Start a reservation system and enhance bus systems.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
142	Obviously many including myself are opposed to phase 3. . . But phase 1 - who will administer the tolling? Is it for road use only? The reason I ask is when I have talked to the USFS about these plans they indicated implementing a use fee system for all USFS lands in the Wasatch akin to American Fork and Millcreek system - including the cottonwoods. If that happens, it seems there will be two tolls? While I favor busing over gondolas, there need to be a LOT of buses! Nobody is lining up to get to the resort by 11am. Everyone wants to get there between 8::00 and 9:30-10. Same for the down. Lastly, I would beg you to consider a toll plaza that activates ski passes for all resorts in the cottonwoods that is tied to parking spaces in the resorts, forcing those who do drive up to park in the resorts and those who can't when spaces run out cannot activate their ski pass except when tapping off a bus. So they have the bus as an alternative when the parking runs out. Please consider!!!!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
143	Hello, I am dead set against the construction of a gondola in little cottonwood canyon. This will only benefit a few contractors, legislators and damage the watershed and ecosystem of the canyon. This is nothing but subsidizing the ultra wealthy.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
144	I am against the gondola fiasco. \$550,000,000 of tax payer funds for this debacle only benefits wealthy tourists and two ski resorts. The gondola plan does not benefit the rest of the Salt Lake population. Why is the public subsidizing the ski resorts when in 10-20 years there may not be enough snow for the resorts to be viable? Why are we planning on ruining the environmental and visual esthetics of our beautiful canyons for monied interests? There are better options which make fiscal and environmental sense. Will reason, facts and logic win out, or will this be another money grab by developers and the well to do, supported by unethical legislators? NO GONDOLA!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
145	Before spending \$550 million on the gondola, which is a gamble on many fronts try a less invasive form of transportation: regularly scheduled reliable shuttles. Each passenger pays a responsible fee and has the convenience of stood at larger trailheads and resorts. It's a safer (drastically reduces the number of cars), improves the air and health of residents (poor state elected officials still don't get that there's a connection) and could be a revenue source.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
146	The fact that the Gondola is still being discussed makes me think our local government is completely corrupt. It costs far too much for the little impact it will have	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
147	Dear Staff, I support the decision to enhance bus services in the canyons during peak times and increasing parking spaces so use of bus services are easier. During the "trial" period of phase 1 is there money allocated to assess if there are, a) adequate number of buses for ski resorts as well as back country use, b) adequate number of buses that go directly to each resort to rapidly take skiers to desired destinations, c) adequate parking spaces in all locations along popular routes to the canyons, and d) staff to collect data asking drivers why they chose to drive vs using public transportation? If traffic issues are not immediately improved these issues should be studied and changed during the "trial" period. I strongly support charging for car use during peak hours but non-peak hour car use should not be charged. Phase 1 should be implemented for several years as changing one's habits and expectations take time. Thank-you for considering these comments.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
148	I strongly appose the Gondola idea. I support busing up the canyon instead. The Gondola will destroy the beauty of the canyon.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

149	I am vehemently opposed to the gondola. Ironically, the traffic congestion is the only thing keeping the Cottonwoods ski resorts from being overrun (more than they already are) and the nature protected. A gondola is nice in theory but my bet is it'll be so slow and problematic that tourists and locals alike won't even use it to offset the cost to build it. Don't do it! People won't use it. They want faster more convenient solutions. Keep working on parking at bottom of Canyons and buses. We will use those!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
150	Forget the expensive gondola. Build tunnels in the slide areas and increase bus service. Go back to common sense.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
151	I cully support the SLCounty's phased common sense solutions to improving sustainability in Little Cottonwood Canyon. I do not support inclusion of a gondola in the plan. It would disrupt the environment, the aesthetics of being in the canyon, and it would not solve the transit issues.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
152	Salt Lake County Mayor Jenny Wilson is not an intelligent person. Her opinions should never be taken seriously. Anybody who puts any stock in something she has to say is relying on garbage information. She should just resign and stop embarrassing herself. Maybe she can find a job in the private sector—but I doubt she is qualified. I don't think gas stations would pay for somebody to say "ding ding" when cars pull in. Which is probably her upper limit of competency. So I'm sure she'll remain in government leadership, where even the most basic ability as a functional human being is not a prerequisite for retaining your job.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
153	I like the plan proposed by UDOT. I think the cost of the gondola is ridiculously overpriced, BUT I'm not opposed to that as a solution in the future. It helps resolve the issue of road closures due to avalanche and I think it's impact regarding the view is minimal. With growth and more use of the canyons, we'll need something that's not isolated to a road.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
154	I express my support for this project. I commute on Frontrunner frequently and upgrading to 15 minutes has been my greatest hope for this system. For new vehicles, I recommend Stadler FLIRTs as they are made here in Utah.	FrontRunner Strategic Double Track
155	I'm concerned with the extraordinarily ginormous cost, but not surprised. Some of this budget should go towards improving the transit connections so that fewer cars provide wear and tear to I-15	I-15 Reconstruction; Farmington to Salt Lake City
156	Widening this portion of I-15 isn't going to solve anything. I'm concerned that UDOT is wasting Taxpayer money to expand a freeway that will quickly fill back up with traffic again. Will this be our Katy Freeway for Utah?	I-15 NB; I-215 to 600 South
157	I love this trail. Please make some better connections with the Magna Regional Park, right now there isn't a nice pedestrian-centered way of entering the park. A protected entrance would be amazing.	Utah & Salt Lake Canal Trail, Phase 5
158	This should include improving the sidewalks. I walk to Bus Route 35 from 4100s often, and it's annoying and stressful for both me as a pedestrian and for drivers on the road when there isn't any reliable sidewalk to walk on.	7200 West; 3500 South to Copper Hill Drive
159	This should be a light rail line. OGX and UVX show that BRTs are not the answer to developing a new community-oriented around transit. Don't make the same mistake OGX did by attempting to cut costs when in the end it cost just as much as the light rail alternative.	Point of the Mountain Transit Environmental Study
160	Firmly against this road widening. Thumbs down.	SR-209 (9000 S); Redwood Rd to State St.
161	We need fully double tracked Frontrunner! And we need it 10 years ago!	FrontRunner Forward
162	This is so much better than an interstate 15 project. Two emphatic thumbs up!	FrontRunner Strategic Double Track
163	I'd love to see this project come to life, especially the gondala as I think that would help mitigate traffic (and therefore pollution) in the canyon	Cottonwood Canyons Enhanced Bus, Tolling, and Hub



## TIP 2024-2029 Public Comment List

164	Research is always good!	TRAX Rail Trail Design
165	Doubling peak frequency on FrontRunner will be transformative for the entire region. This will attract ridership and enable people to show up to the station and go rather than using a schedule. This also addresses the issue of compounding delays that single-track systems experience resulting in better reliability.	FrontRunner Strategic Double Track
166	Rails and trails are a great combination! Better access to rapid transit means more ridership, as well as comfort and safety.	TRAX Rail Trail Design
167	This is a great opportunity to demonstrate transit that is better than a regular bus but more affordable than a full-scale BRT.	600/700 N Frequent Transit Network Improvements
168	I think this proposed plan is such a step up from the gondola idea. Rather than ruin the canyon for locals and travelers by having something run up the canyon for private companies, just enhance bus lines. Tax money does NOT need to be allocated to make a gondola that will only benefit those with enough money to get skiing or snowboarding passes to two resorts.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
169	Please extend bus transportation further north on Wasatch Boulevard/Foothill Blvd to include stops. Pickups at 3900 South would encourage more travelers from north of Cottonwood Heights to ride the bus. The lot at the gravel pit is already past capacity with BCC riders. Last seasons bus stops for Little Cottonwood Canyon that were exclusively along 9400 south effectively eliminated all riders who were coming from north of Sandy	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
170	I support the creation of the new mobility hub and enhanced bus service and tolling. I think these options are far better than the overpriced, gondola. A gondola only supports the two ski resorts and entitled skiers. The bus option gives us the option of trail head stops that would increase access to the canyon by all, not just a few. Let's protect what we have and try not to disturb more of the alpine setting that exists now but will be threatened by a gondola in the future.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
171	I am delighted that enhanced bus service for Cottonwood Canyons will occur -- much needed and supported by many SLC residents. I oppose the gondola, which is NOT supported by residents.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
172	I celebrate the enhanced bus service for the Cottonwood Canyons! Additionally, I strongly oppose the gondola projects along with many residents in my community.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
173	I strongly support enhanced bus service and tolling for both LCC and BCC and appreciate that UDOT is at least pretending to give us this option before the gondola goes in. I hope that WFRC, UDOT, and UTA truly invest in this phase of the project as I believe it has the power to permanently solve the issues in the canyon. This combined with Snowbird playing a role to improve traffic in the canyon by removing roadside parking and/or implementing a parking reservation system, could significantly improve the experience for all without having to spend \$550 million (likely much more by the time it is all said and done) on an eyesore that will change the nature of the canyon forever and I believe be strictly a tourist attraction used by out of town guests and not those tax payers footing the bill. I would also include that a mobility hub closer to the mouth of LCC (9400s?) would be an important inclusion to serve those coming from the south, Utah County, Hotels In Sandy, ect.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
174	The gondola is the appropriate transportation solution. It is too bad the ski resorts (who are the beneficiaries) are not sharing this expense with the taxpayers. Also disappointing the certain political figures have taken financial stakes in these development projects. The main point is that I hope tolling would be established for Big Cottonwood Cyn. at the same time it goes into effect in Little Cottonwood.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
175	I appreciate this route and want it to be continually supposed	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

176	I support transportation hub, bus, etc funds but NOT gondola. Thanks	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
177	As a skier, I love the option of the bus and wish more people would use it. As a climber, widening the roads or installing a gondola would irreparably damage the bouldering in the canyon. It would destroy roadside classic climbs and make parking and being able to access climbing in the canyon much more difficult. Please, please, please consider tolling and busses before changing and installing additional infrastructure to the canyons. The canyons are not just for skiers.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
178	I support the gondola with appropriate parking support, such as parking hubs across the valley and mostly away from Wasatch boulevard. I am a resident of Cottonwood Heights and don't want to see more car traffic up the canyons.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
179	Me family and I have been residents of sandy for 13 years. We are avid snowboarders who frequent BCC and sometimes LCC. We have seen traffic worsen dramatically in both canyons and know there is a problem. However, we don't feel the gondola solves the problem, only creates more issues. We stand by the mayors response to this issue to give phase 1 a real chance. We believe better bus systems, parknride parking and incentivized or mandatory carpools could do a lot to solve the problem. We strongly disagree with the gondola as a solution.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
180	Honestly, BRT would be fine here. They provide more flexibility and allow for lower overall maintenance costs long run. However, for different reason (the disced covered and spacing between stops) Light rail might make more sense.	Point of the Mountain Transit Environmental Study
181	I fully support increased bus access up Little Cottonwood Canyon. For this to work, busses need to run more often, particularly during peak periods, and there need to be improved parking options. Finally, there should be bus service in summer, not only winter.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
182	Having commuted to Provo from Murray by Frontrunner for over 10 years, I fully support expansion of Frontrunner to Double Tracks. Increasing the frequency of trains and reducing delays would incentivize more people to ride Frontrunner, reducing traffic, wear on our roads and most importantly, improve air quality. As long as FrontRunner continues to be more expensive and less convenient than driving, people will continue to drive, the double tracks is a first step in getting more people out of cars and onto public transport.	FrontRunner Strategic Double Track
183	Please install a bike lane if possible. Thank you.	1300 East: 3300 South to 3600 South
184	I support the Cottonwood Canyons enhanced bus, tolling, and hub proposal to reduce the traffic and congestion in the Cottonwoods, and I strongly oppose a gondola. A gondola would destroy canyon sight lines, benefit two property owners at public expense, and further pad the pockets of corrupt legislators and developers. It would do nothing to ease congestion at canyon trailheads. Connect year-round routes to transit hubs with buses running at frequent intervals with options for riders to access multiple canyon stops.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
185	Continuing SR-108 widening project north of SR-37 (1800 North) in Clinton to 4275 South in Roy needs to begin in 2024 with a completion date in 2027 and not 2029. UDOT data is already reporting 21,000 AADT and growing on SR-108 between SR-97 (5600 South) and the Weber/Davis County line in Roy. With the soon to be completed West Davis Corridor freeway project in 2024, traffic flow in West Weber County will use SR-108 (3500 West) in Roy to access this new freeway, placing more demand on this state road going into the near future. Roy City cannot wait 6 more years to finally realize some relief from the traffic congestion on SR-108 (3500 West). Roy City cannot continue development along SR-108 knowing that someday a widening project will require Right-Of-Way Acquisition of those developments which will add significant costs to the project. Since the original Environmental Impact Study (EIS) was completed in 2008, SR-108 has experienced significant changes along SR-108 in Roy.	SR-108; SR-37 to 4275 South

## TIP 2024-2029 Public Comment List

186	I believe the most effective way of improving transportation in LCC while preserving this fragile, precious environment is an enhanced bus system.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
187	I am in full support of enhancing the bus system! As someone who takes the bus line up LCC a minimum of 75 times throughout the winter, I strongly believe in the value of these buses. I was very unhappy when the bus system up LCC was cut by 75%, removing the 953 line and cutting the 994 line in half. The buses do a great job of relieving traffic and encouraging more people to take the bus will reduce it further. Please enhance the bus systems in the canyons!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
188	I work at the LCC resort in question, about 7 years ago I noticed cars replaced buses because people wanted total control. Those same die hard skiers used to ride the bus but now have graduated to families and they want their cars and will pay for the privilege. With UTA dropping the frequency of buses it defeated the purpose of training people to use mass transit. It's such a short ride that if you have buses every 15 minutes you can leave the church down at 9400 and be at snowbird in about 12 minutes! The younger generation is perfectly happy to ride mass transit if it's available as long as they're on their screens. The gondola would have been great 30 years ago but not anymore it's too costly, the average family is not going to ride it, nor pay for it. The LCC resorts were never designed for this many skier visits per day, and a gondola is not going to solve that problem, nor will anyone use it from April through the end of October!	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
189	<p>I am firmly opposed to the Little Cottonwood Canyon gondola. The ramifications are numerous. The cost is prohibitive. To prepare for the gondola will cost \$150 million and another \$750 million for the gondola itself. The percentage of the population of Utah that it will actually service is minuscule, however, it is that very population who will be responsible for the cost. The estimated cost of riding the gondola is upwards of \$100. That is in addition to the already astronomical cost to ski. That cost is already limiting the citizens of the state's access to the resorts.</p> <p>The climate in this valley is changing and not for the better. We have already noted the impact on snow pack and can only hypothesize the effect the shrinking Great Salt Lake will have on the snow pack and the livability of Salt Lake City. How many tourists will visit a canyon with no snow and a valley with toxic air? The gondola will set as unused as Bangerter's pumps from the 1980's. Just another blighted eyesore.</p>	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

## TIP 2024-2029 Public Comment List

Interactive Map Comments - General Form Comments	
1	I'm looking for the long requested NB on/off improvements for the 4500 S. I-215 interchange. Where can I find information on that proposed improvement for the City of Holladay?
2	I am an avid biker and have been living in SLC my whole life. The recent improvements to bicycle infrastructure, especially along 300 W and 900 S, have been fantastic for the quality of life of all bikers. I hope elevated bike paths continue to become the standard for road redesign in Salt Lake. Is city council the best place to advocate for bicycle and public transportation infrastructure? If not, do you have any other way I can help make an impact? Continue the great work! Thank you.
3	Too much money for too few people!
4	Would the two resorts be so anxious to support the gondola if they had to pay for it? If it is for tourism dollars and tax payer development, let's build a 4 lane highway into Park City where they can handle way more skier days and also operate 12 months of the year. Much less an expense and a higher profit return to the state than a gondola. Maybe Snowbird could partner with Lagoon to build a nice gondola ride that operates for a few months a year. I bet Lagoon would say no profit in that. Use electric or natural gas buses to solve the Little Cottonwood issue.
5	No gondola!
6	I am against the LCC gondola. It will be an eyesore in a beautiful canyon that is enjoyed year round by citizens and visitors, whether they are downhill skiers or not. It is a colossal waste of public money while we are coping with climate change, homelessness and public health challenges.
7	No public should be used to build a gondola in Little Cottonwood canyon.....it is not for the general public good.....it is a gift to the select few who can afford to ski.....
8	I don't think we need a gondola up Little Cottonwood Canyon, It is way too expensive and would serve a small number of people, by the time it gets built, there won't be much snow each year anyway, and there are other ways like decent and frequent bus service that would serve hikers and others who want to use the canyon at other times of the year. To build it and then not run it during the summer because it is too expensive, is not the right thing to do. figure out a decent bus system that will serve more people.
9	Why is Utah spending \$1.5M (current guesstimate) for glorified transportation for tourists so they can ski? Sure it will bring tourism but not at the expense of little cottonwood canyon especially when we have major issues with drugs, pollution from vehicles and the Great Salt Lake, air quality, the homeless, affordable housing and list goes on. The State needs to use these funds for the people of the State, not to line the pockets of current and past legislators who have ties to the base terminal property and contractors. Only 3 percent of the State will use the Gondola. Where are the critical thinkers and common sense? Climate change may very well make the gondola useless by the time it is built. There are many questions concerning the engineering. This gondola does not have a proven engineering plan. The tram of this scale has never been built before. The footings for these tower will be MASSIVE. Not to mention the massive amount of construction area needed and equipment needed to build the tram. It will destroy much of the stream bed as well as the canyon floor and wildlife. It will be built by a fault(s). The spans and heights of the towers will have to be massive. The State should investigate the costs of keeping the tram of this scale maintained by studying the trams in the Alps, many of which have been closed for years because of maintenance issues and climate change - no snow! As a skier I won't use it as well as most of the skiers I know. THIS IS A ROUSE BY GREEDY DEVELOPERS/LEGISLATORS TO MAKE A BUCK!

## TIP 2024-2029 Public Comment List

10	<p>No Justification for Taxpayer Money to be spent on LCC Gondola</p> <p>1. The purported transportation "crisis" - a handful of days in the winter for rich people able to afford skiing can easily be solved without a taxpayer funded gondola. The phase one solutions - tolling, micro-transit, dedicated busing (in particular the creation of a Cottonwoods Canyon Transit District to eliminate the Utah Legislature's ongoing interference with UTA) and avalanche tunnels are far superior and cost effective solutions.</p> <p>2. The purported transportation "crisis" is created by the irresponsible greed of Snowbird/Alta private ski resorts who intentionally make the traffic issue worse because they do require paid reservation parking (at a high enough rate to encourage car pooling), , they do not offer their own private transport solutions (why are taxpayers involved in this at all?) and the ski resorts will not add blackout dates on the discount passes for high traffic dates thus generating masses of skiers that overwhelm the LCC's carrying capacity. All these fees to balance capacity should be passed on to the resorts and the rich skiers, not the Utah taxpayer.</p> <p>3. The fact that DOT has not published a single financial statement on how much revenue the LCC Gondola generate and how the Gondola will pay for its construction is automatic grounds for rejection. Given that traffic on the gondola will be minimal for 350 days per year, the per passenger fare will need to be astronomical to pay for the project. There is no public justification for Utah taxpayer money to be handed to the rich private ski resort owners.</p> <p>3. Transportation projects are supposed to be flexible and helpful to the general public which the LCC gondola is not. For 95% of the year, the LCC Gondola will be a worthless pile of junk, ruining one of the iconic landscapes of the Wasatch and not providing any productive value to the vast majority of the local population and visitors who use LCC for reasons other than skiing. The problem is not the Canyon, it is the rich private ski resorts who want Utah taxpayers to build them a white elephant so they can maximize their profit. Keep Utah taxpayers out of the gondola scam. Thank you</p>
11	Super opposed
12	I don't believe tax payers should be footing the bill for needs of one resort!
13	Gondola proposal does not meet public needs for access to places in route to ski resorts.
14	I am saddened that Little Cottonwood canyon will be harmed for the benefit of a business that serves a tiny number of people and brings a large amount of money to a small number of people. Please DO NOT build the gondola!
15	I oppose the state and county using taxpayer dollars to fund the Little Cottonwood Canyon Gondola Project. I vote NO!
16	I oppose the use of taxpayer dollars to fund the LCC Gondola Project. It's wrong to use this funding to provide access for an elite small self interest group. The gondola system will be regretted in years to come and will spoil a pristine canyon. The gondola system has already been voted out by the taxpayers, yet special interest groups are determined to show that they have more clout than the general public. This is wrong on so many levels!
17	Please do NOT install a gondola in Little Cottonwood Canyon, ever! This would be unsightly, very expensive, benefit mostly the ski industry, and it would bring too many people up the canyon. It is not an idea which would preserve the integrity of the ecology of the canyon.

## TIP 2024-2029 Public Comment List

18	This comment is about the Gondola Project: The ski areas that will benefit from this project should pay for this project. A great percentage of those who will benefit from the gondola are from outside of Utah. They also should pay for the gondola. I'm sure that it is argued that the gondola will increase out-of-state- dollar expenditures. Then let those entities that will be receiving those increased revenues pay for the gondola. Those tax payers who will not be using the gondola shouldn't be paying for something that they won't use. Sell tickets to those who want to use the canyon roads so they can fund the roads. The ski areas and businesses that may benefit from building the gondola should pay for it. Skiing in this day and age is a rich man's sport/recreation. A person living in West Valley working a minimum wage job who can't afford to ski, or use the gondola, shouldn't be forced to subsidize the wealthy nor private corporations (e.g. ski areas).
19	Forget the gondola, build an east west Freeway to the south west side of the valley, you and all the commissioners should have to drive out there everyday. What a bunch if idiots we have running this county. Approving project after project and no infrastructure to support all the development. Want clean air? Get rid of all the idling cars waiting to get to Herriman. An absolute joke
20	I strongly oppose the proposed gondola in Little Cottonwood Canyon for multiple reasons: 1. It will fragment important wildlife habitat. 2. It will lead to increased soil erosion during its construction and adversely impact water quality. 3. It will severely impact the viewshed of the canyon. 4. It will not address of the issue of traffic congestion in the canyon. 5. Few local residents will be able to afford the tickets. I better alternative will be increase the frequency of bus service from multiple starting points in the valley.
21	I oppose the gondola project, it is a waste of money and time. No one will use it.
22	Do not build the gondola in little cottonwood.
23	Thank you mayor 4 your time. Love the gondola idea, faster efficient will attract more tourists .also love the idea to extend the front runner to Vegas en Colorado . Thanks again
24	with regard to Big Cottonwood Canyon Gondola...it's a terrible idea...there would be no way to get off except at the ends...I like to hike canyons on way up. It's too expensive and is discriminatory!!...only rich people will benefit. Busses or train style tram would make more sense. It would not pollute the view of the mountains up canyon. I am totally agaisn the. airial Tram
25	I have no interest in the Gondola. This is a short sighted project that does not fix the big issue. I have ski passes and have experienced the traffic congestion in the canyon regularly. We need more parking outside the canyon and buses that move quickly and reliably. If we have reliable transportation in the canyon we will use the buses. They would be much more convenient that driving and can relieve the traffic. Please do NOT approve the gondola.
26	Dear sir or ma'am, a gondola is not necessary to ease traffic issues in the canyon. The studies I have seen show that enhanced bus service will greatly improve the issue at a much lower cost. Additionally, I do not believe taxpayers should bear the cost of a gondola they don't want and would only benefit the corporations that own the ski resorts. No corporate welfare. No gondola. Please help save little cottonwood from this blight.
27	Regarding the LCC gondola proposal: I can't believe this destructive, insane, corporate-serving monstrosity is still under consideration. If you want to move people and goods efficiently, put in rail like they do in Switzerland. This solely benefits Snowbird and Alta properties at the expense of the Utah taxpayer. Plus, what happens when the snow leaves us because of climate change? Please, please kill this gondola and never speak of it again.
28	The proposed plan for a gondola is not a pragmatic expense to all taxpayers. The reason is because it does not serve the entire Salt Lake Valley population. Skiers and resorts would be the greatest beneficiaries. Let's face it, skiing is a largely a sport for the rich and well to do. This represents a small demographic of the SL Valley's population. Mainly resorts would be the winners here. I am not for this proposal. Thank you
29	gondola would impede access to recreation sites and trailheads located in LCC as well as endanger local plant and animal species. Little Cottonwood Canyon is part of a protected watershed area that supplies Salt Lake County with drinking water and there is also concern that the gondola would jeopardize this municipal water source. Furthermore, the installment of gondola towers in the canyon would infringe upon the Inventoried Roadless Areas and Riparian Habitat Conservation Areas designations that have protected land and water in LCC for decades.

## TIP 2024-2029 Public Comment List

30	When I moved to Utah in 1977, the most magnificent view of the mountains was breathtaking for me. I was lucky to have a spectacular view from my dining room window. Everyday was a new experience no matter what time it was. I have been madly in love with our eastern mountain range because it was pure and natural. I missed them when I had to spend time some where else. Now I see so much development on our mountains and I have begun to accept the fact that our community has no voice in what happens to our mountain range. I have seen other gondolas in other states and the feeling I get from them is that they have become a new form of Disneyland. I spend a lot of time at the Legislature and have been presented with the cost to our tax payers and know that we are going to have gondolas regardless of our comments. If it is going to happen anyway, let private companies incur the cost and not have the burden placed on our citizens. There can always be a partnership between private industry and government because we own the land, so that Utah receives some of the profits from the Gondola.
31	It is unfortunate that we believe the answer to Little Cottonwood Canyon is a \$1 billion project by building a gondola as opposed to using logic as a national park system, as in generating a reservation system, to improve the quality of those skiers/snowboards that travel to appreciate our great mountains ; organizations, such a snowbird, an Alta, are the soul beneficiaries of such transportation. Such improvements should be focused on the benefit of the entire expanding areas :Salt Lake, Utah County and Davis County areas if you want to help those in need when need to make free transportation for those at the bottom of the income bracket as opposed to the top tier of wealth at two ski resorts. Logically it is more important to improve transportation by removing cars in the central part of the state through the traffic patterns , as opposed to one dead end road of a canyon for one industry. Limiting traffic in little cottonwood means those that use it should being expected to sacrifice the number of days they are allowed to enjoy their hobby. Respectfully a resident in the area that see the result of overuse!
32	In a time where I can BARELY pay for my utilities, I will fight to the bitter end any increase in taxes or property taxes!!!! This is a ridiculous waste of taxpayer month for that stupid gondola! How much longer will be drag this on and how many millions have already been spent in trying to make this happen! This will not SAVE the canyons, but rather DESTROY the natural beauty!
33	No to the gondola. If so, certainly not taxpayer funded. I often use LCC but rarely go to the proposed stops, so it won't benefit me at all. The gondola is a high impact, high cost proposal. Many other alternatives, such as electric buses, would work better. Once the gondola is built, there is no going back, and it will sit idle and ugly for much of the calendar year. Please use other alternatives that are not as costly and not as much a blight to the beautiful wilderness of LCC.
34	I am opposed to the gondola in LCC. Building it will not solve the root cause of overload traffic in the canyon and is unfair to residents living at the proposed base and areas nearby. It is an unreasonable expense and burden on taxpayers, many of whom would never use it. The root cause of our over crowded canyons is the creation of conglomerate ski passes that are available inexpensively worldwide with zero limits or controls. This problem needs to be addressed and heavily lobbied for change. Also, the gondola would appear to benefit private ski resorts monetarily and is not equitable. It also poses environmental impact to the beauty of the canyon, and would not solve the problems that exist with avalanche management and control that will continue to render the canyon closures in the future. Please do not build this eyesore.
35	I went to U of U because of the access to the priceless backcountry and the great resorts. There was a delicate balance between the opportunities of backcountry and front country skiing. This proposed gondola will upset that balance and severely limit the appeal of Utah for those like me seeking the peace and recovery that the backcountry offers
36	Jenny Wilson have made the most rational deep analysis of all options. I totally agree with her recommendations on the future of all Wasatch canyons. I have loved skiing and hiking and living in them for 60 years and should get 20 more. Pls do not kill the golden goose of my beloved Utah!
37	No gondola. I can't believe this is even still being talked about with how much the community has said they don't want it. It won't work. It won't decrease the congestion. It won't save money. It costs too much to build. It will destroy parts of the environment. What happens if we get more avalanches that ruin the gonola supports it would cripple the whole thing. It's just not a good idea.



## TIP 2024-2029 Public Comment List

38	The Gondola project feels like a complicated and expensive way to solve a problem. Who is paying for it and who is going to benefit from it? Please make sure the same people/businesses that are benefitting from it are also paying for it and any cost overruns during construction and operations. If you want to understand what is happening, I would ask you to watch Simpsons episode named, "Marge vs. the Monorail" Season 4 Episode 12.
39	I would like to comment on the gondola proposal. It seems that the last couple of years have demonstrated the efficacy of reducing traffic by limiting parking. If parking is reserved and or paid for, there is less traffic going up the canyon. Another step to restrict traffic could be a toll system on the canyon itself. Both of these measures would drive people to mass transit/busses. Thus last year also illustrated the need for snow sheds in strategic places. Adding snow sheds, and using tolls to help pay for their construction, and improving bus capacity seems a much more economical and low impact approach to the traffic problems in LCC. Plus, it just seems wrong to devote \$1 bil of public money to something that would only benefit two private companies, particularly when that plan is opposed by the very people who would be using it. People typically vote with their own self interest in mind. I believe the majority of people asked have opposed this project. Please listen to them.
40	Please reject the Gondola for LCC. It is a \$1B gift to 2 private entities and offers nothing to those who will be paying for it (It will still cost \$ to use after building).
41	Phase 1 of the LCC gondola is inherently flawed because it is in violation of equal public access to federal land. The toll cost will prevent a significant population equal access to the canyon, relegating them to "off hours" use or possibly completely preventing use. Instead of moving ahead with phase 1, this issue needs to be addressed and resolved.
42	I strongly oppose the gondola LCC project. It is not a cost effective means to improve the problem and it is not right to saddle our community with the cost of a tourism scheme. If the ski resorts would like a gondola, they should fund the gondola project. The gondola project does NOT benefit the general public that will be funding it and it's just not a good solution. The intense traffic is only bad on snow days; this is at most one month of the year. A \$500M+ solution makes absolutely no sense for something that is not a problem throughout the year nor is it a problem a majority of the days. There are much easier, less expensive solutions that are more flexible that can be deployed on the few days that are affected. Very simply, add bus service during the winter months and then mandate bussing up the canyons for Dec-Feb (just like Zion's does for their heavy season).
43	I am greatly opposed to the gondola. Not only will it cost outrageous amounts of money but like stated it will mostly benefit people that do not live in our county. I pay plenty of taxes already and don't want this to be an additional cost. The view of the canyon is pristine and with a huge gondola added that beauty will be lost. I work with Environmental Health with the Salt Lake County Health Department. There is no way to guarantee that during the construction that our water shed will not be impacted. Also last year we experience so many avalanches where we have never had avalanches. I'm sure they think that nothing can knock their amazing gondola over but I believe mother nature believes differently. It would also effect the flow of the river which in turns effects so many things. There are so many other ideas that are possible it's sad to think that this has even become a possibility. The people have spoken countless times about not wanting the gondola yet money seems to keep talking above our voices. I would like to thank Mayor Wilson for the stance she has taken on this issue. I stand with her in not supporting the gondola. Thanks
44	Regarding a gondola in Big Cottonwood Canyon, has anyone looked at the idea of building a road on top of the existing one (like sections of I-70 going through Colorado)? This way you would have two lanes of traffic going up and two lanes going down.

## TIP 2024-2029 Public Comment List

45	I am a year-round user of both Cottonwood Canyons: The gondola would permanently destroy, the canyon's NATURALLY awe inspired experience, that is beautiful and dramatic going up or down its entire length. As example, how can one not be "moved" by the view of the glacier carved walls, in which the scrape marks from the rocks, imbedded in the ice, can be clearly seen in some areas. The (currently) "clean" view down/out through the mouth of LCC with the valley spread out beyond. A gondola would eliminate the ability for total connection with what nature has created. The view from the road, that would be necessary to be supported throughout the year, would be scarred. There are many creative road building projects throughout the world, for dealing with the same issues we have here. The recommendations for electric powered busses, scheduled for seasonal requirements teamed with road improvements to allow private auto traffic for those to whom this is necessary; are reasonable solutions. By the time the road improvement projects could be created and completed, it seems that restrictions, such as non- polluting vehicles only could be an additional benefit.
46	NO GOLDOLA in Little Cottonwood Canyon.
47	The south west area of the Salt lake Valley has multiple roads at failure level. West Jordan has very congested east west routes, as the third largest city with the most undeveloped land in the valley it shall only get worse. Please prioritize this area.
48	I think the gondola project is a terrible idea and a waste of taxpayer money to facilitate the business interests of the ski resorts.
49	I oppose the proposed Little Cottonwood Canyon Gondola. I agree strongly with major points made in the October 17, 2022 letter to UDOT from the Salt Lake County Mayor's Office.
50	I would like to comment on the gondola proposal. It seems that the last couple of years have demonstrated the efficacy of reducing traffic by limiting parking. If parking is reserved and or paid for, there is less traffic going up the canyon. Another step to restrict traffic could be a toll system on the canyon itself. Both of these measures would drive people to mass transit/busses. Thus last year also illustrated the need for snow sheds in strategic places. Adding snow sheds, and using tolls to help pay for their construction, and improving bus capacity seems a much more economical and low impact approach to the traffic problems in LCC. Plus, it just seems wrong to devote \$1 bil of public money to something that would only benefit two private companies, particularly when that plan is opposed by the very people who would be using it. People typically vote with their own self interest in mind. I believe the majority of people asked have opposed this project. Please listen to them.
51	1. 300 W is an eye sore, especially as you go further south. Planting trees down the middle, and creating more biking space would transform the area. 2. Expanded FrontRunner service to Logan. 3. Expanded Trax service on weekends. 4. More bike dedicated areas.
52	There comes a time when the truthful, necessary, and succinct needs to be verbalized: "I'm sorry, but we are at capacity." The only benefit for the gondola in our cottonwood canyon is for the money hungry resort, and of course, people coming to ski. But what about what residents want? What about the destruction of our beautiful canyon? Once it's gone, it's gone forever. How many times must we give our input on these things and have it ignored? WE don't want to pay for it. WE don't want our canyons destroyed. WE will glean zero benefit from it. No gondola. It's time to set boundaries. Too many people means being willing to say "I'm sorry. We are at capacity"
53	Dear Mayor Wilson, Thank you for standing strong against the wasteful gondola project. We need real solutions to the traffic and pollution problems in Big and Little Cottonwood Canyons. I believe state of the art electric busses are the solution, not the expensive gondola. Electric busses are being successfully used all over the world.
54	I think Mayor Wilson's Common-Sense Solutions says it all! Why jump to the most expensive, environmentally destructive solution? We cannot let the money and influence of a few dictate how to best use our canyons. A gondola is elitist: buses, a reservation system, and moderate tolls would better serve our population. For once, listen to the people and not the developers!

## TIP 2024-2029 Public Comment List

55	The Little Cottonwood Canyon, as it now exist, is extremely dangerous in the winter time. I've seen several accidents, and the road is extremely treacherous during bad weather. I think something needs to be done to improve the situation. If the proposed LCC gondola is built with the proper infrastructure, it will be a huge improvement. Buses and a train are still susceptible to avalanche issues. And buses will have the same dangerous roads that cars have an issue with driving on. If enough parking is constructed on the mouth of the canyon, the gondola would be an outstanding option. I do not understand why anyone would be against it.
56	While I am not completely sold on the gondola approach to correct the traffic problems in the cottonwood canyons I could support it if it was guaranteed that no fees would be charged to use it. Unfortunately, I don't think free transport is any part of the plan and I don't think the funding will happen if charges cannot be access to offset the cost. I believe this is a public canyon and everyone pays taxes to support it. For that reason I strongly believe there should not be any toll booths or fees to access the canyon. Sure the bus system has charges and it is good way to get in and out of the canyon but there are other options such as using your own car for access. Tolls and fees reeks of catering to the most financially secure and limiting access to the poor. THAT IS NOT OK. Secondly, and rather unrelated is my personal peeve. While the decision to limit dogs outside a vehicle in the canyon may have merit, the law to not allow dogs in the canyon even within a vehicle seems absurd and actual a violating of my rights. My dog traveling through the canyon in my vehicle has absolutely no impact on the canyon and should not concern anyone except me and the dog. If I was a person of means I would legally challenge this ruling.
57	We need a pedestrian crosswalk at 7000th south and 1500 west by Heartland Elementary school.
58	Could we please go with a different option than the Gondola? While a traffic solution is needed, the gondola will greatly reduce the natural beauty of the canyon for future generations and the per trip cost makes it only accessible to the wealthy. A bus would be a much more flexible option. Another potential option might be to make the canyon only open to shuttle, bus, bike, and foot traffic. I realize there are no easy solutions and appreciate the work you've put into this plan but the gondola seems like the option for wealthy tourists and special interest groups who can buy access to public spaces at the exclusion of most others. Thank you
59	Please abandon the reckless and ridiculous notion that a gondola is a viable solution to the crowding in LCC. Consider increasing the pay for UTA drivers and the number of buses.
60	I understand phase 3 includes a gondola. My wife Jeanne and I are opposed to a gondola because the resulting costs don't justify the outlays to taxpayers and more importantly it will disfigure a beautiful canyon. Buses seem to be the solution to a problem for the ski resorts - that is how to cram more people onto the slopes each day. One final reason for our opposition to the gondola is that it can easily lead to more overcrowding in canyons that have only a limited carrying capacity that now seems at its limit. Thank you Marvin Goldstein
61	A gondola is not the answer. There are cheaper alternatives. A gondola is too expensive, won't be able to run all the time because of weather, wind, etc. It will be more money than projected. It is a developer's dream, and cost prohibitive to the public taxpayers. As one of the previous owners of CTEC, a ski-lift manufacturing company located in Salt Lake City, the liability of a gondola is high and expensive to maintain insurance. Buses would provide a much cheaper alternative and could be available most of time, far more often than a gondola.
62	I am very opposed to the gondola. It makes no sense. It will ruin so much of the valuable scenery in the canyon, all for only 11 days a year. It is valuable only to wealthy skiers, developers, and private ski areas. The general public will be ousted, and a more comprehensive bus scheduling program would create a much better result overall. Thank you for your time.
63	Please don't mar our World Class, Little Cottonwood Canyon by allowing towers and cables to be constructed all the way up the canyon. We need to preserve the beauty for generations to come. What a pristine place for our children.
64	The new allocated funding for an enhanced bus service in Little and Big Cottonwood Canyon is GREAT. Can't wait to use the buses all winter! I 100% support these upgrades to our transportation in Salt Lake (and not a gondola that this tax payer does not want to pay for).

## TIP 2024-2029 Public Comment List

65	We think the gondola is a bad idea. Our idea is to use electric buses to go up the canyon, and allow only a certain number of people in the canyon at any one time. Too many people, too few preserved and scenic spots. The gondola would mostly serve the ski industry, not the fragile environment. Let's not spoil our wonderful scenic heritage by allowing ugly gondolas and too many people up the canyon
66	just to say again what has been said before - we continue to fund transportation based upon the individual and vehicle.
67	yes to busses, hubs, tolling stations, NO to the gondola and towers.
68	80% of the public in Salt Lake County wants nothing to do with the Little Cottonwood Canyon gondola. Listen to them. It is the most shortsighted and ridiculous idea I have ever seen proposed to solve a traffic problem in the 30 years I have lived in Salt Lake City. It would forever be a blight on that entire canyon. It is an absurd idea. That is all.
69	I am currently in favor of enhanced bus service and toll collection infrastructure in the Cottonwood Canyons. Doesn't it make sense to develop the least costly readily available forms of controlling traffic first as advances in technology might obsolete long-range plans before they have a chance to be developed?
70	No gondola please
71	I support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I also encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. In May, the WFRC stated that it supports the prioritizing, implementation, and evaluation of Phases 1 and 2 of the EIS before advancing to the gondola. As we approach Phase 1 implementation, it's critical to define these metrics so we can set the projects up for success.
72	More research into what will benefit the big and little cottonwood canyons.
73	The Parleys canyon mine and gravel pit will be devastating to the pristine environment. It goes against the State, and County regulations, guidelines and priorities for protecting clean air and for wise use of water. It absolutely needs to be stopped!
74	I support enhanced bus service in place of the gondola in little cottonwood canyon.
75	I support enhanced bus service and incentives for carpooling as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I am thankful and support the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. I encourage the WFRC to consider another option: timed, one way traffic up and down Big and Little Cottonwood Canyons. Many highways and bridges across the nation use a stoplight and lane designation to optimize the flow of traffic in one direction during high volume usage. Perhaps in Phase 1 this option could be considered and piloted. Traffic flow could be scheduled to restrict uphill only traffic for short periods of time (30mins every hour during peak travel times, for example) to allow residents, deliveries, resort employees and recreational users to travel up both Little and Big Cottonwood Canyons. Converting one downhill lane to an uphill lane could improve travel times and decrease congestion in the canyons and in the surrounding neighborhoods. Furthermore, this additional uphill lane could be restricted for bus and carpool to further encourage the usage of these transportation options. Also, I encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. In May, the WFRC stated that it supports the prioritizing, implementation, and evaluation of Phases 1 and 2 of the EIS before advancing to the gondola. As we approach Phase 1 implementation, it's critical to define these metrics so we can set the projects up for success. Thank you for your time and attention to my comments.
76	I strongly support well-funded bus service and load-adjusted tolling as solutions to congestion and increased user days in the Cottonwood Canyons.

## TIP 2024-2029 Public Comment List

77	Please don't destroy Parley's canyon! There are so many ecological and cosmetic problems created by allowing the canyon to be taken apart. Please preserve the wild lands and don't let that passage turn into a gravel pit.
78	Move forward with your current plan but get rid of phase 3. A gondola is a terrible idea for a number of reasons. We do not want it. It does not meet the needs or reality of the future. Work on BCC. Do a carry capacity study.
79	This is so obviously the wrong choice. Any "subtlety" or "nuance" really comes down to justifications for doing what's morally reprehensible.
80	Hi, Let's see what enhanced bus service and things like new parking facilities and tolls do to reduce canyon traffic congestion. The gondola is obviously appealing to developer/political types in the Legislature and a couple ski resorts hoping for a free ride on the taxpayers. As for the majority of public opinion in Utah and most of the long-term users of the canyons the gondola will be a potentially-expensive-to-build and maintain environmental and aesthetic boondoggle. Thanks for this opportunity to again vent on this subject. When's the next election?
81	I strongly support increasing bus access to the canyons. Please put in metrics and reportable KPIs for phase 1 and bus expansion so the public can truly see what the outcome of increased buses will be. As a hiker who goes into the canyons almost every weekend, I would be happy to use busses instead to access the trails but I want to know that the state has a way of evaluating its efforts.
82	I strongly believe that an enhanced bus service throughout both Big and Little Cottonwood will go a long way in alleviating much of the congestion and traffic seen from the ski resorts. As an owner of a vehicle that was not super capable in the treacherous conditions we often see in our canyons I ended up using the bus service a number of times this past winter. By continuing to have free bus access for Ikon and Season pass holders and informing the ski resort guests of this I believe many more people will use this option especially once the bus service is enhanced along the routes. Couple this service with either their own bus lane up the canyon or other similar incentives to skip around the traffic and you will only have more and more people using this. I strongly feel that this will allow a solution to the traffic problems plaguing our beloved canyons while allowing us to protect them from the potential eye sore and destruction of our natural landscape that would be caused by a gondola
83	I support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I support the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. I also encourage the WFRC to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS. It is critical to define these metrics so the project can succeed. I am hopeful that the success of Phase 1 will eliminate the need for Phase 2 and the destruction to LCC that will cause. Do not build the gondola! Thank you.
84	I am writing in support of the plan to increase bus service in Big and Little Cottonwood canyon. I opposed to the gondola.
85	I am writing in support of the funding that has been allocated for enhanced bus service in Big and Little Cottonwood Canyon. In addition, I encourage the Wasatch Front Regional Council to define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS.
86	I support the idea of enhanced bus service in Little Cottonwood Canyon. I hope it involves restoring bus service to the Albion basin necessary to access the Alta Ski School and daycare facility. A toll and parking reservation system should also help to encourage carpooling and unnecessary trips.
87	I would like to comment on the implementation of phase one of the LCC project. As a multi-sport recreator of LCC, I am in favor of peak time tolling (higher toll during peak time). I often climb in LCC in the winter months and would stop using the canyon if a high toll was in place during non-peak times. I also advocate for increased bus stop and low bus fees in order to not price out persons from visiting the canyon. Also, please identify the metrics that will be used to assess phase 1 and 2. These metrics need to be known so the public can hold the Utah Government accountable.
88	I support robust support for and funding for enhanced bus service in Big & Little Cottonwood Canyons. It's the only sensible thing to do. It's important to investigate every alternative to solve the traffic problem at the heart of loving our canyons to death.

## TIP 2024-2029 Public Comment List

89	Please consider small electric buses that run often. For example, Hyundai makes electric micro buses. They're amazing. South America has used micro buses for decades. Smaller buses, more often. The Gondola is being pushed by people that want to SQUEEZE every last dollar from the people of Utah. The Gondola people would NEVER use public transportation any way. The Gondola people have repeatedly shown THEY DON'T LISTEN TO THE PEOPLE OF UTAH. PLEASE MAKE MICRO BUSES WORK AND FORGET THE GONDOLA and the despicable people who want to make money off of the destruction of Little Cottonwood Canyon.
90	These beautiful canyons and mountains are the jewels in Utah's crown. They have stood watch as majestic sentinels over our valleys for millennia. For eons, they have offered a cool, shaded sanctuary for plants, animals, and humans. Parley's Canyon is the prime wintering grounds of the beautiful Black Rosy Finch, a species in decline which is found only in the mountains of the Great Basin. The natural beauty and splendor of Parley's Canyon is far more valuable than any short-sighted, destructive gravel pit. Let us leave a legacy of conservation and preserve the natural beauty of these canyons for generations to come.
91	Please put people and the environment above profit, for once! This gravel pit is an atrocious idea. It will cause excessive dust, massive mountain scars, and even worse traffic conditions in and around the area, among so many other terrible things. Do not do it!
92	The first phase of the Little Cottonwood Canyon Environmental Impact Statement (EIS) and similar improvements in Big Cottonwood Canyon, namely \$192 million for buses, mobility hubs, and tolling infrastructure in the canyons is long overdue. The TIP does not include funding for the gondola, which was added to the third phase of the RTP. Funding for the gondola would come from the taxes WE pay and should be an improvement for the entire state, not just private businesses in the Cottonwood Canyons. Support for enhanced bus service and congestion-based tolling should happen FIRST to see if additional "improvements" are needed.
93	I support enhanced bus service and congestion-based tolling. I hope you will prioritize more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons. I am not a skier but a lover of the canyons and the wilderness and I am totally opposed to the gondola.
94	I support Phase 1 funding for enhanced bus service and I support enhanced metrics to evaluate the effectiveness of enhanced bus service and tolling.
95	We support enhanced bus service and congestion-based tolling, as long as more frequent bus service at low or no cost comes first to avoid pricing visitors out of the canyons.
96	I am in support of enhanced bus services in the canyon. And eventually, even electric busses! But I am NOT in support of the Gondola in Little Cottonwood. Please consider what the people who call this land home want for their canyons. The Gondola will destroy what natural beauty is left in Utah. Please NO GONDOLA!!!
97	I support enhanced bus service. No to the gondola!!
98	Hello, I am not a big lobbyist or donor eager for your attention. However as a life long Utahn I am hoping you will hear my voice as well as my fellow constituents. We are asking you to please move forward with an enhanced bussing service in little cottonwood canyon. The gondola approval decision was heartbreaking for so many Utahns who care about LCC—Please put forth better bussing services and at least TRY some measures that are less intense. It would be nice if THE PEOPLE had a little WIN. Thanks for your time -concerned Utahn
99	I support the enhanced bus service! #nogondola
100	We need transportation equity in the wasatch. The bus system will alleviate traffic, and we want to see investment in electric buses, as well as nicer buses. Less stops and more direct routes to the upper resorts like Brighton and Alta. Work with more mayors to create mobility Hobbs that are already in underutilized areas and not just the gravel pit off of Wasatch. Also utilize the money to increase the wages for bus drivers, so that we can have a higher supply and utilize the current buses that we have sitting empty

## TIP 2024-2029 Public Comment List

101	I appreciate a commitment to improving busing and implementing rolling in BOTH Cottonwood Canyons, as the original EIS set out to improve transportation in BOTH canyons. I hope that the next step taken will be to set out clear goals and measures that show either the success or failure of the investment in phase 1 of the transportation plan for these canyons. I also believe we need clarity to be provided as to what will warrant moving on to phase 2 and 3 or if phase one meets the needs of the communities that use these canyons.
102	Expanded buses and/or tolling. No gondola. No one who lives in the Wasatch front wants this Gondola with the exception of the people who own land at the base of the canyon and stand to get rich. I've never seen the public so united on an issue. No taxpayer money for a gondola that benefits private business only.
103	I endorse more bussing in BCC and LCC not only for skiers but also during the rest of the year as I see more and more people enjoying the outdoors. Unfortunately, there are so many cars lining the roads that it becomes dangerous for all. Bussing, with stops at major points, would be the best solution. Especially if they are electric! Very quiet!
104	Expressing my support for the bus enhancements in the cottonwood canyons. This solution is much more direct and inline with public comments than the gondola. I personally plan on using the buses regularly. Please release metrics that will be used to measure the success of these enhancements. Thank you!!
105	I am excited to see funding for improving the bus system in the cottonwoods. I think for the success of the bus routes, it's important to allocate some of that funding to getting the word out there and letting the public know, maybe some incentives to ride the bus too! I am curious about how this project is going to be measured in the context of gondola implementation. Are there specific metrics for success so my organization and others can fully support this first phase of the EIS. I am excited to see these improvements and learning how the WFRC is defining success.
106	I'm commenting regarding the Cottonwood Canyon transportation and enhanced bus service. I support the appropriation for the development of enhanced bus service up LCC with parking hubs that would provide some rational solutions to current traffic issues. More needs to be done. Don't understand why more isn't be done for this coming season. In addition, parking should be mostly be eliminated on roads and more enforcement of traction and traffic laws all year in canyons. Thank you.
107	I am in support of enhanced bus service for Big and Little Cottonwood Canyons. I also hope that the WFRC will define clear metrics for evaluating the success of Phase 1 of the Little Cottonwood Canyon EIS.
108	I support enhanced bussing and will be utilizing the service regularly. I took the bus a lot last year and had some very unpleasant experiences with wait times and overcrowding. Enhanced bus service will allow more people to bus comfortably and confidently and conveniently.



## TIP 2024-2029 Public Comment List

Open House Comment Summaries - July 11 and July 13, 2023	
	Comment
1	Several comments were made in favor of the funded Phase 1 Cottonwood Canyons improvements and in opposition to the gondola concept.
2	A suggestion was made to implement car ferries in the Cottonwood Canyons.
3	Several expressed concern about the impacts of the I-15 (Farmington to Salt Lake City) widening project to Salt Lake City residents living west of I-15.
4	A comment was made in favor of the I-15 (Farmington to Salt Lake City) widening project.
5	Requests were made for more transit service and improvements to existing service.
6	Two comments were made encouraging the use of electric buses.
7	Several comments were made expressing appreciation for WFRC.
8	Several questions were asked both generally and specifically in regard to proposed improvements.
9	Several expressed interest in being more involved in identifying a pedestrian/ cyclist trail in Ogden Canyon, as well as in road improvements there and canyon use.

Comments received via email or by other means	
	Comment
1	A letter was received expressing both support of the funded Phase 1 Cottonwood Canyons improvements and a request for identification of metrics to “set the projects up for success, whether it be through design elements or the necessary capital.”

**DATE:** August 17, 2023  
**AGENDA ITEM:** 5  
**SUBJECT:** WFRF Funding Opportunities for Local Governments  
**PREPARED BY:** Wayne Bennion, Director of Short Range Planning and Programming

**BACKGROUND:**

The Wasatch Front Regional Council administers or assists with nine programs that provide resources for local governments, totaling approximately \$50 million annually. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Carbon Reduction Program (CAP)
- Transportation and Land Use Connection (TLC)
- Station Area Plan Technical Assistance (SAP)
- Community Development Block Grant (CDBG)
- Community Impact Board (CIB)
- Wasatch Front Economic Development District (WFEDD)

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

**RECOMMENDATION:**

This is an information item only.

**CONTACT PERSON:**

Wayne Bennion, 801-363-4250 x1112 or [wbennion@wfrf.org](mailto:wbennion@wfrf.org)

**DATE:** August 17, 2023  
**AGENDA ITEM:** 6  
**SUBJECT:** **ACTION:** Self-Certification of Planning Process  
**PREPARED BY:** Wayne Bennion, Director of Short Range Planning and Programming

**BACKGROUND:**

Each year when Trans Com and the WFRC Council approve the Transportation Improvement Program, WFRC and UDOT also need to certify that the regional transportation planning process meets all federal planning requirements. The 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, [wbennion@wfrf.org](mailto:wbennion@wfrf.org)

**EXHIBITS:**

Joint resolution certifying the transportation planning process

**RESOLUTION**  
**Urban Transportation Planning Process Certification – 2023**

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

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

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

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

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

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

WASATCH FRONT REGIONAL COUNCIL

UTAH DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
ATTEST

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

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*Urban Transportation Planning Process Certification – 2023*

CERTIFICATION DETERMINATION for the  
SALT LAKE CITY and the OGDEN-LAYTON URBANIZED AREAS TRANSPORTATION  
PLANNING PROCESS  
August 2023

1. Metropolitan Planning Organization Designation / Coordination

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

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

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

The Transportation Coordinating Committee (Trans Com) is a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal, and other agencies concerned with short range transportation planning and programming. The Committee serves as a policy advisory body of the Regional Council and has responsibility for short range planning issues, such as the Transportation Improvement Program (TIP), programming of funds, management systems, and special studies, in a cooperative, continuing and comprehensive effort with local governments, the Utah Department of Transportation, the Utah Transit Authority, and other organizations and stakeholders.

The Regional Growth Committee (RGC) was also established as a policy advisory committee of the Regional Council. This committee is comprised of members and representatives from the Regional Council, County Councils of Governments, local governments

in Box Elder County that are part of the Ogden-Layton Urbanized Area, major transportation agency representatives, and various city, county, state, federal and other agencies and interest groups concerned with regional transportation and growth-related planning. The Committee serves as the policy advisory body of the Regional Council on long-range transportation planning, land use and other growth issues. The RGC is responsible for the Region's Long-Range Transportation Plan, corridor preservation, and developing regional growth planning strategies in a cooperative, continuing and comprehensive effort with local governments, the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and other organizations and stakeholders.

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

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

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

g. On August 25, 2005 the Wasatch Front Regional Council approved a Memorandum of Agreement for Air Quality and Transportation Planning between WFRC and the State Division of Air Quality (DAQ). The 2005 MOA defines the roles and responsibilities of WFRC and DAQ within the air quality and transportation planning processes.

## 2. Urban Transportation Planning Technical Process

a. Database - WFRC, UDOT, and UTA maintain adequate databases to support the transportation planning process. Socioeconomic information is updated regularly and is made available for public use. WFRC utilizes data developed by the Census Bureau, as well as the most recent county estimates and projections created by the University of Utah's Gardner Policy Institute (UUGPI) in support of the Utah Population Committee, the statutorily-defined authority for demographic estimates and county-level projections in Utah.



Forecasts of future population, households, and employment are then made by WFRC at the traffic analysis zone (TAZ) level, in coordination with state and local governments. Forecasts are updated as needed to provide estimates for at least a 20-year planning horizon. The latest projections through the year 2050, after internal and external review, have been incorporated into the travel demand model (TDM), and have been made publicly accessible on WFRC's open data website since May 2019. These forecasts are used as the primary basis for region-wide planning.

WFRC updated the socioeconomic forecasts to be consistent with the 2020 Census and the 2021 baseline published by UUGPI. These revised forecasts were used as a foundation for the 2023 - 2050 Regional Transportation Plan (RTP).

Traffic and other travel information such as vehicle miles of travel (VMT) and annual average daily traffic (AADT) data for specific road segments are gathered by UDOT and updated annually. UDOT has included Utah MPOs as sub-licensees for its recent subscriptions to commercial real time traffic speed data (Iteris ClearGuide). UTA continues to monitor and share transit ridership, stop-level boardings and other service information. UTA has installed automated passenger counters and automated vehicle location devices on their buses and rail cars to enhance data collection and improve operational efficiency. Route, stop and ridership data is publicly available on UTA's open data website since August 2019.

WFRC uses geographic information systems (GIS) to collect, generate, and serve information that supports the development of plans and programs. These GIS layers include the road, transit, and active transportation networks; household and job distribution; proposed transportation projects and facilities; active transportation infrastructure; travel volumes and performance; and critical education, health, retail, government, and recreation destinations.

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

b.      Modeling Process – The Regional Council is engaged in an ongoing refinement of its travel models. As its models are applied for the Regional Transportation Plan and various studies throughout the region, opportunities for improvement are discovered and assessed. In addition, WFRC continues to research and implement new technologies and methodologies which could improve the accuracy or usability of its models. Modeling-specific policy and technical committees meet regularly with representation from WFRC, MAG, UDOT and UTA. The same agencies jointly fund shared model-related support services performed by WFRC staff under the leadership of the Wasatch Front Travel Modeling Director. The intent of these services is to ensure coordinated, consistent data development, model enhancements and use of the model.

WFRC continues to work with state and local transportation partners to better account for non-traditional transportation modes and the relationships between different urban forms and travel behavior. To this end, WFRC and partners completed version 1.0 of a trip-based bicycle travel model which was refined in 2022. Current projects seek to update destination and mode choice components of the TDM to better account for new modes, travel patterns, and place types. Travel modeling results are used as important inputs to WFRC's analyses of transportation system performance, such as Access to Opportunities (ATO) and other regional performance monitoring metrics.

WFRC completed a household travel survey in 2012 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses data from this survey to update, refine, and calibrate the auto ownership, trip generation, distribution, mode choice, and highway assignment modules of the travel model. WFRC and its partners expect to have results from the Spring 2023 household travel survey by early Fall of 2023.

UTA conducts an On-Board Survey of transit ridership including origin and destination data every four years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2019 and a 2023 update is planned.

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

- Upgrades of the transit module
- Addition of a freight forecasting module
- Addition of a household life cycle variable
- Addition of seven additional employment types
- Traffic analysis zone structure refinement, with the inclusion of more than 600 additional zones as part of the 2021 updates for the current version 9.0 of the Wasatch Front TDM
- Model recalibration to 2019 conditions and validation to 2019 observed data, including vehicle speeds and volumes, and transit boardings
- Trip generation, distribution, mode choice, and assignment model recalibration
- Refinement of the TDM and land use models post-processing, and user interfaces for easier, faster communication of results
- Added the ability to model freeway traffic management, such as aggressive, coordinated ramp metering
- Recalibration of high occupancy and tolling lane functionality
- Development of a suite of semi-automated, map-based tools to display model inputs and outputs
- Scripted automation for calculating Workplace Access to Opportunities measures for auto and transit modes

- Scripted automation for seamless integration of TDM model outputs for use as inputs to the MOVES air quality analysis software
- Incorporation of controls for travel behavior assumptions for current/future levels of telecommuting, the use of eCommerce delivery applications, and impacts of connected and autonomous vehicles

The WFRC's travel modeling process incorporates results from an UrbanSim-based Real Estate Market Model (REMM) to assist in forecasting land use and socio-economic conditions. REMM is an advanced land-use modeling system that simulates how a region is likely to grow into the future, based on local land conditions and policy assumptions, household and workplace estimates and projections, and future transportation improvements. This model is available in an open source, web-based code repository and is actively used to determine the regional distribution of important existing and future socioeconomic conditions that, in turn, inform travel modeling, project need and prioritization for the RTP. All input layers to REMM have been updated to a 2019 base year to reflect existing conditions, trends, and future land use plans.

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

c. Elements -

(1) Wasatch Choice Vision - Beginning in 2004, Utah's largest two metropolitan planning organizations (MPO), the WFRC and Mountainland Association of Governments (MAG), collaborated with local governments in the creation of an integrated land use and transportation Vision map and a series of Growth Principles known as the Wasatch Choice Vision. In 2007, 2011 and 2015, the Wasatch Choice Vision was refined. In 2019 the Vision was completely refreshed with involvement from a broad group of partners including the Utah League of Cities and Towns, UDOT, UTA, and [many others](#). This Vision accommodates anticipated growth in various metropolitan, urban, city, and town centers which offer a wide range of retail, office, and residential uses. These centers are coordinated with existing and planned transportation infrastructure. The Wasatch Choice Vision coordinates the core planning elements of

- the Regional Transportation Plan (RTP);
- the land use elements of the vision;
- and, the Comprehensive Economic Development Strategy.

The RTP defines and coordinates freeways, rail lines, rapid busways, transit stations, and trails/active transportation with each other and with growth – even while safeguarding natural resources, such as working farms, parks, and trails. Identified centers throughout the Wasatch Front Region are connected with a robust transportation system, especially transit, allowing for growth to be absorbed in higher density areas that benefit from locational efficiency. This Vision was refined in conjunction with development of the RTP. The vision was the basis for population and employment projections and was adopted by the WFRC, in conjunction with the RTP, in May 2023.

The Wasatch Choice Vision was developed by working with local governments, asking them for their long-term vision considering regional infrastructure needs and impacts, regional quality of life performance, and their willingness to explore implementation of the Vision. The Wasatch Choice Vision is based on a broad, grassroots engagement with local stakeholders that assessed their desired outcomes, explored ideas for growth and transportation in scenarios, and assessed how those scenarios achieved desired outcomes.

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

In partnership with Salt Lake County, UDOT, and UTA, WFRC has continued the Transportation and Land Use Connection Program (TLC). This program supports local governments in their planning efforts, implementing the Wasatch Choice Vision. Through this program, communities are able to integrate land use and regional transportation plans that in turn reduce demands on the roadway system and increase utilization of the transit and active transportation system. The goals of the program are to maximize the value of investment in public infrastructure, enhance access to opportunity, increase travel options to optimize mobility, and to create communities with opportunities to live, work and play. TLC offers assistance in the form of staff time, consulting, or training to eligible applicants. Since the program's inception nine years ago, over 140 projects have been funded.

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

### *Urban Transportation Planning Process Certification – 2023*

The Clean Air Act Amendments of 1990 and subsequent transportation authorization bills up to and including the Infrastructure Investment and Jobs Act (IIJA), placed additional conformity requirements on the Plan and the TIP. The WFRC staff has developed procedures to make conformity determinations in accordance with Environmental Protection Agency (EPA) guidelines.

The conformity analysis for the 2023 - 2050 RTP addressing particulate matter (PM<sub>10</sub>, and PM<sub>2.5</sub>), and ozone is contained in Air Quality Memorandum 41, which received a public review and comment period. Air Quality Memorandum 41 was approved by the Wasatch Front Regional Council on May 25, 2023, and subsequently received concurrence from FHWA and FTA in a letter dated May 31, 2023.

The conformity analysis for the 2024-2029 TIP is out for public comment at the time of this writing.

The conformity analyses use the latest planning assumptions and the latest version of the MOVES3 vehicle emission model from EPA.

The WFRC and UDOT worked closely with the State Division of Air Quality (DAQ) in updating and revising the PM<sub>10</sub> and PM<sub>2.5</sub> State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. They have also worked closely with the DAQ in developing the Ozone State Implementation Plan.

In October 2008, EPA approved the Transportation Conformity SIP submitted by DAQ. The Conformity SIP defines the interagency consultation procedures for DAQ, WFRC, UDOT, and other agencies involved in air quality planning and transportation planning. The interagency consultation procedures defined in the Conformity SIP have been employed throughout the PM<sub>10</sub>, PM<sub>2.5</sub> and ozone SIP development process. The Interagency Consultation Team met five times during FY 2023.

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

(3) Energy - Energy-related benefits were considered in the development of the 2023 - 2050 Regional Transportation Plan. The Department of Energy (DOE) has identified several program measures dealing with energy conservation in transportation. The programs include: rideshare, driver training, alternative fuels, and right-turn-on-red. In addition to the DOE programs, congestion management strategies can be applied to reduce energy use. Congestion management strategies implemented within the Wasatch Front Area include: signal coordination, mass transit expansion, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on 5400 South, variable message signs, ramp metering, park and ride lots, incident management, and others. Projects implementing these strategies will continue to be programmed in the TIP. Congestion reducing strategies are identified and promoted as part of each Urban Surface Transportation Program project orientation meeting.

(4) Public Involvement - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, and updated in 1997, 2006, 2014, and 2019. This process is for all transportation plans and programs developed by the Regional Council. The process requires notification of interested persons and groups concerning plans and programs, advertised open houses to which the public is invited, and an annual public meeting of the Regional Council to discuss the TIP. The process is consistently implemented.

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

### **Communications Audit**

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

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

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

### **Formal Public Comment Periods**

A formal public review and comment period was held for the 2023-2050 RTP in January and February, 2023, prior to its adoption in May, 2023. A similar comment period was held for the Draft 2023-2028 Transportation Improvement Program (TIP) in June and July 2022. WFRC placed public notices in local newspapers, in English and Spanish formats, as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated social media posts to notify the public of the opportunity to comment.

### **Partner Events, Conferences, and Conventions**

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA) Utah, Association of Metropolitan Planning Organizations (AMPO), Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), Bike Utah, UDOT, the National Association of Regional

Councils (NARC), and others. The Wasatch Choice Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

### **Presentations to Stakeholder Groups**

In developing the Wasatch Choice Vision and 2023-2050 RTP, WFRC staff met with several regional stakeholders and transportation groups including the Utahns for Better Transportation; Property Reserve, Inc.; Farmland Reserve, Inc.; Suburban Land Reserve, Inc.; Salt Lake, Davis, and Weber county chambers of commerce; transportation subcommittees, and The University of Utah Department of City and Metropolitan Planning staff and students. WFRC staff also met with and presented to local groups, including National Association for the Advancement of Colored People, Salt Lake County Diversity Dinner, Trumpeters Club, Box Elder Planners Association, Salt Lake City Transportation Advisory Committee, American Public Works Association, UTA Transit Academy, Salt Lake County Association of Community Councils, Congress of the New Urbanism, Utah League of Cities and Towns, Utah Chapter of the American Planning Association, Urban Land Institute, Western Growth Coalition, community action programs, various city councils and planning groups, and secondary school and university classes. WFRC staff fielded questions at these meetings from stakeholders, documenting comments related to the RTP development process.

### **Online Engagement Tools**

WFRC staff continues to successfully leverage online engagement tools, such as public comment layers on interactive maps, to educate the public and solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft 2022-2027 TIP projects and created an online interactive map showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool.

Additionally, in an effort to refine the Wasatch Choice Vision and successfully obtain stakeholder input, WFRC staff created an online visualization tool, in both English and Spanish formats, utilizing the Esri Story Map program. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed projects, land use, and economic development areas.

### **Environmental Justice**

Regional Council staff members have contacted several groups or organizations representing historically underserved communities which include populations of low-income persons, persons with disabilities, and seniors to understand various community transportation needs. Review materials for the RTP and TIP, including interactive maps, have been provided in English and Spanish.



(5) Community Transportation Services – During fiscal year 2015, the Utah Transit Authority became the FTA 5310 designated recipient and has established a Coordinated Mobility Department, which seeks to further previous efforts to plan for and address the needs of persons with disabilities, older adults, and people with low income. Local Coordinating Councils have been formed to serve the three large urbanized areas along the Wasatch Front. The Councils meet about five times each year, and include representatives from government agencies, non-profit human service transportation providers, private companies, and citizens. In collaboration with the Councils, UTA regularly updates the Human Service Transportation Plans for these three areas, and has developed a proactive 5310 program that helps transportation providers better meet the needs of the populations identified above. WFRC staff provides support as UTA leads these Community Transportation efforts. More information is available at: <https://www.rideuta.com/Rider-Info/Accessibility/Accessible-UTA/Coordinated-Mobility/>

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

WFRC spatially displayed the ATO measure to identify areas across the Wasatch Front Region that experience poor job accessibility. This measure was then overlapped with Equity Focus Areas (a dataset encompassing high concentrations of minority and low-income), which identified areas with critical gaps in the existing transportation system. This analysis helped inform planning efforts in understanding and communicating how well Equity Focus Area populations can access existing employment and educational opportunities. Refinements were made in FY23 (described below), so that transportation project ideas could be developed to improve access for Equity Focus Area populations. Emphasis was also placed on ensuring that there is limited to no negative disparity in ATO increases between Equity Focus Areas and the Region as a whole. Prioritization processes will also continue to be refined to be more responsive to improve mobility for Equity Focus Area populations.

In early FY22, WFRC organized a Community Advisory Committee and held several outreach meetings to engage a number of organizations that represent target populations. These meetings helped to determine specific transportation needs, barriers to mobility, and any impacts that might be caused by specific roadway and transit projects. Transportation concerns and issues that are noted by these groups were documented in the 2023-2050 RTP.

Work completed in FY23 included the re-evaluation of 1) the definition of Equity Focus Areas, 2) outreach during RTP and TIP development, and 3) how equity might be more holistically addressed in WFRC's transportation planning efforts. FY23 built off of the previous year's equity work by incorporating Equity Focus Areas into the 2023-2050 RTP update. This was done by looking at the impacts that the identified external forces and potential policies had on equity focus areas in the region. Topic areas that were started in FY23 and will carry into FY24 include: continuation of the Wasatch Choice Community Advisory Committee, outreach and information sharing of transportation-related equity issues to different community partners, and service planning of transit.

(7) All Modes - The adopted 2023-2050 Regional Transportation Plan (RTP) is multi-modal and comprises the long-range transportation plan for the Wasatch Front Region through the year 2050. A variety of modes of transportation, for both people and freight movement, were examined and evaluated. Recommended roadway, transit, and active transportation projects needed between now and 2050 to meet travel demand were developed from a regional visioning exercise, a series of multi-modal transportation and land use scenarios that considered developing and emerging technologies and policy trends, a complete modeling analysis, and a needs-based and financial phasing review. The 2023-2050 RTP includes roadway capacity improvements, additions to the existing transit network, improved freight movement, and increased bicycle and pedestrian facilities.

The 2023-2050 RTP promotes shared opportunities for multi-modal transportation development, including light rail, commuter rail, core bus service, bus rapid transit, streetcar, and bicycle and pedestrian pathways and trails. Identified park-and-ride lots are located relative to automobile, pedestrian, and bicycle connections for access to rail, bus service, and carpools. Feeder bus service to the light rail system is provided, along with transit hubs for transfers between different travel modes. Transit-to-transit connections are possible, as well as transit-to-airport travel connections. Access to the Salt Lake City International Airport and cargo facilities, railroad freight service, Amtrak passenger rail service, and interstate bus lines (i.e. Greyhound) is provided by planned intermodal facilities.

In accordance with adopted WFRC goals and priorities, the 2023-2050 RTP attempts to collaboratively develop and implement the Wasatch Choice Vision for transportation, land use, and economic development. The 2023-2050 RTP was developed under the guidelines of the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA). As much as possible, FAST Act and its ten planning factors, such as "enhance the integration and connectivity of the transportation system, across and between modes, for people and freight," were incorporated into the 2023-2050 RTP.

The WFRC works closely with all partner agencies to develop and implement priority active transportation networks identified via local community plans and in WFRC's Regional Transportation Plan. Funding appropriated from the State Legislature in 2023 includes \$45 million in one-time funds and approximately \$45 million in ongoing funds for the development

of the Utah Trail Network, a paved network focused on transporting people through their communities. This new resource requires additional collaboration between WFRC and UDOT to plan and build the active transportation network, collaboration which has already begun. Additionally, the state administered TTIF FLM and TIF Active funds provide an opportunity for WFRC to act as a convener between local communities and UDOT in identifying appropriate projects for those funds.

In 2015, only one community in the region had a stand-alone active transportation plan. By 2023, 40 communities have completed active transportation plans and eight communities are currently undergoing this planning process. These local active transportation plans have been collaborations between the communities, WFRC, UDOT, UTA, and other relevant stakeholders.

WFRC, along with partners UDOT, UTA, and MAG, applied for and received a federal discretionary RAISE grant that was awarded in June 2023. The application consisted of 15 projects in 10 cities across the region, with nine cities and 13 projects within the WFRC region. All projects improve first-/last-mile connections to transit stops and stations, improving access to and from transit in traditionally under-resourced neighborhoods. The grant award was approximately \$25 million, going towards about \$31 million worth of projects in total.

UDOT is currently undergoing an update to the Utah Freight Plan and has collaborated with transportation partners such as WFRC in its planning efforts. WFRC coordinates with UDOT on a variety of freight-related efforts through the statewide Freight Advisory Committee. WFRC also communicates with the Utah Inland Port Authority, a state corporation directed at maximizing the long-term economic benefits of a robust logistics system in the northwest quadrant of Salt Lake City. In 2020, WFRC formed a Freight Stakeholder Committee made up of national, regional, and local freight companies, as well as representatives from key distribution centers, with the intent to better understand our regional and local freight needs and issues. In FY23, WFRC completed an Urban Freight and Local Delivery Study which looked at a variety of challenges the freight industry is seeing with regards to new technologies, changing delivery landscape and policies, last-mile strategies, and land use changes. This study will become a resource for WFRC member communities.

In another effort to address all modes, the Point of the Mountain (POM) study focused on economic development strategies at this critical location and the impact that growth will have on surrounding land use and the transportation networks at the Salt Lake and Utah County line. UDOT, along with UTA has initiated an environmental study of the POM transit corridor, which will identify mode and alignment. Work to determine corridor mode and complete an environmental document for the project will continue into FY24. WFRC has also been an active participant in The Point master plan development, which is specifically focused on land use and transportation at the Utah State Prison redevelopment site, and incorporated population, employment, and transportation findings from the POM study into the 2023-2050 RTP. Related to this effort, UDOT and UTA are also looking at FrontRunner enhancements and have identified locations of strategic double tracking along the corridor to improve reliability of service.

Multimodal transportation planning continued to be the guiding principle in developing the 2023-2050 RTP. The 2023-2050 RTP has several key focus areas: external forces and forward-thinking transportation policies, equity, resiliency, safety, and freight. Each of these key focus areas aims to strengthen the transportation network through a multimodal lens.

(8) Social, Economic, and Environmental Factors - Since 1977, the social, economic, and environmental impacts to the transportation plans have been evaluated before each update to the RTP was adopted. Among the impacts evaluated are capital and operating costs, public health, air pollutant emissions, energy consumption, and other environmental impacts. In FY23, WFRC created an Environmental Impact and Resiliency tool to understand potential impact of projects in the RTP on agricultural lands, cultural resources, environmental justice communities, floodplains and other hydrological features, geological hazards, habitat areas, hazardous materials, steep slopes, and open spaces and recreation. This tool also allowed WFRC to understand the resiliency of the RTP. These impacts are documented in the 2023-2050 RTP report. In recent years, the WFRC increased its contacts with environmental and other resource agencies to ensure these factors are considered in more depth. WFRC also consults with state and federal resource agencies on the projects needed by 2050 and potential impacts to the natural and built environment. Projects in the RTP may affect the programs, lands, or policies over which these various agencies administer. WFRC conducted outreach to about 50 resource agencies, which was key to identify the potential impacts included projects may have on natural and cultural resources and to provide early identification of key concerns, mitigation strategies, and solutions development. These contacts will continue as future plans are developed.

The WFRC is a federally recognized Economic Development District (EDD) designated by the U.S. Department of Commerce and the Economic Development Administration (EDA). As such, the Wasatch Front Economic Development District (WFEDD) is committed to linking economic development to the Wasatch Choice Vision by providing transportation choices, supporting housing options, and preserving open space. The WFEDD is committed to providing technical assistance, strategic planning, and the economic assessment and analysis necessary to promote good mobility, cleaner air, housing affordability, access to opportunities and overall high quality of life. Some of the accomplishments of the WFRC/WFEDD include the completion of the 5-year Comprehensive Economic Development Strategy, analysis of existing and future economic growth centers and how they might impact the region's transportation infrastructure and economy, and partnerships with local, regional and state entities to create the conditions for broadly shared long-term prosperity.

The WFRC developed a parks and public spaces network design and plan, (Re)Connect: Green Infrastructure in the Wasatch Front, for the region with help from the Utah Division of Forestry, Fire, and State Lands, the U.S. Forest Service, the Governor's Office of Planning and Budget, Quality Growth Commission, and the consulting firm Center for Green Infrastructure Design. The plan, adopted in February 2012, helped identify and provide understanding of priority parks and public spaces and network connections within the region. Since this plan, the WFRC has

focused greater attention on access to parks and public spaces as critical to quality of life in our region. Parks and public space elements were used to evaluate projects and phasing in the now adopted 2023-2050 RTP with the understanding that additional environmental review will take place during project development (NEPA process). Additionally, the WFRC began working with the Utah Foundation to convene educational opportunities and regional collaborations regarding parks and public spaces.

(9) The FAST Act identifies ten planning factors that must be considered in the development of long-range plans and transportation improvement programs. The 2023-2050 RTP, adopted in May 2023, addresses all ten planning factors such as improving transportation system management, mobility, connectivity, safety, and security, as well as all IIJA requirements, including the coordination of integration of housing, transportation, and economic development strategies.

In addition to identifying planning factors to guide MPOs, MAP-21, the FAST Act, and continuing with the IIJA, also provided a performance management framework for state DOTs, transit agencies, and MPOs to assess and monitor the performance of the transportation system. Outlined were seven national performance goals for the Federal-aid highway program and two national performance goals for transit agencies (as shown in the table below). Each DOT, transit agency, and MPO is required to coordinate efforts to set performance targets and report on progress toward meeting national goals and agency targets. The 2023-2050 RTP should help the DOT and transit agency make progress toward achieving performance targets. WFRC incorporated the national goals into the Wasatch Choice Vision goals and aligned project selection and prioritization to improving the performance of the regional transportation system. In the 2023-2050 RTP, both project selection and prioritization were revised to enhance and strengthen the connection to both national and regional performance measures, notably to safety and equity. The 2023-2050 RTP includes targets and reporting for each applicable national performance measure and enhanced this performance reporting over the 2019-2050 RTP with the inclusion of a System Performance Report. WFRC has continued to coordinate with UDOT and UTA to update targets for the next four-year reporting period.

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System

*Urban Transportation Planning Process Certification – 2023*

System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

(10) Management Systems - ISTEA required states to develop six Management Systems (Pavement (PMS), Bridge (BMS), Safety (SMS), Intermodal (IMS), Congestion (CMS), and Public Transit (PTMS)). Since the passage of subsequent transportation funding legislation, only the PMS, BMS, and CMS elements are required. The WFRC adopted a fully operational CMS (Congestion Management System) in September 1997 and has continued to update and apply this process. The WFRC encourages congestion mitigation strategies through the Congestion Management Process (CMP) required by the IIJA. Specific congestion management and safety improvement strategies are highlighted at the project orientation meeting as each Urban Surface Transportation Program project enters the implementation phase.

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

(11) Participation by Private Transit Providers - During the 1986 program year, Trans Com approved a policy statement concerning the participation of private enterprises in the transportation planning process. Among the issues addressed in the policy statement are the notification of private enterprises of their opportunities to participate in plans and programs being considered, how private enterprises will be consulted in preparing plans and programs, and what efforts will be made to analyze opportunities for private enterprises to provide service or participate in capital investments. Since 1986, private transportation providers have been notified annually of the opportunity to participate in the transit planning process and of the Transportation Improvement Program recommendations, but few comments have been received. Private providers were given an opportunity to comment on the draft 2023-2028 Transportation Improvement Program recommendations during the 30-day comment period. Private companies currently provide a number of services for UTA, and UTA continues to evaluate various other

aspects of their operation where private enterprise may participate. Private providers are also participating in Local Coordinating Councils.

(12) Since the enactment of ISTEA, the Regional Transportation Plans have included a Financial Plan which identifies how both the roadway and transit recommendations could be paid for. In preparing the 2023-2050 RTP, WFRC staff, working closely with UDOT, UTA, and the three other MPOs in the State, reviewed existing revenue and project costs and made reasonable revenue and cost assumptions for a statewide financial model. For the first time, funding for Active Transportation has been accounted for in Utah's Unified Transportation Plans financial model on the same level as roadways and transit. The financial model takes into account the latest actions by Congress, the Utah State Legislature, and local communities.

The 2023-2028 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies the funding amount and source for each highway and transit project. Specifically, the Financial Plan shows that all of the projects used in the air quality conformity analysis can be expected to be funded. Agency sponsors of federal-aid highway projects are responsible for providing the matching funds for their projects.

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

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

The WFRC staff has worked with the other MPOs and UDOT to coordinate program responsibilities and support Safe Routes to School type projects and the Recreational Trails program. WFRC has also worked with its appropriate advisory committees to develop and implement a competitive process for programming the TAP funds sub-allocated to WFRC. The process was developed to program the TAP funds in the Salt Lake City and the Ogden-Layton



Urbanized Areas to fund primarily both larger and smaller bicycle and pedestrian capital improvement projects, including Safe Routes to School projects, with community plans for bicycle and pedestrian systems also being eligible for funding.

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

### 3. Products

a. Regional Transportation Plan - The Wasatch Front 2023-2050 Regional Transportation Plan (2023-2050 RTP) reflects a continuous effort by the Wasatch Front Regional Council to identify, plan, finance, and implement a coordinated system of transportation improvements to serve existing and expected growth in travel demand throughout the Region. A 28-year planning horizon was selected for the 2023-2050 RTP effort and covers the planning period from the year 2023 to 2050. The planning policies and recommendations of the 2023-2050 RTP were prepared under the guidelines of the FAST Act and IIJA and developed in close cooperation with representatives from UDOT, UTA, MAG, local communities, stakeholders, and the general public. The 2023-2050 RTP includes recommendations for roadway, transit, and active transportation improvements, as well as policy recommendations. As the 2023-2050 RTP was prepared, WFRC worked with its partners to develop performance measures that will facilitate better evaluation of the outcomes of the integrated land use and transportation networks per the FAST Act.

The planning process and recommendations are documented in the report entitled Wasatch Front Regional Transportation Plan: 2023-2050, and are based on the Wasatch Choice Vision described earlier. The RTP lists capital improvement projects, provides upgrades to the Region's existing transportation facilities, and identifies potential social, economic, and environmental impacts and benefits of implementing the recommended improvements. Finally, the 2023-2050 RTP was developed within the constraints of financial feasibility. The list of recommended highway and transit facility improvements contain only those projects that can be funded by 2050. Reasonable financial assumptions were made concerning both future revenues for transportation improvements and the estimated costs of recommended highway and transit facilities. To coincide with anticipated financing and revenue streams, the implementation of the 2023-2050 RTP was divided into three separate phases: Phase 1 (2023-2032); Phase 2 (2033-2042); and Phase 3 (2043-2050).

A key focus area for the 2023-2050 RTP was the exploration and understanding of external forces and future-thinking transportation policies – transportation technologies, shifts in market

and consumer demand, and emerging policies – that may impact transportation, land use, and economic development decisions. The intent of this approach is to elevate the discussion of these factors and understand impacts statewide, regionally, and locally. Following initial research and literature review, WFRC compiled a list of 22 topic areas of external forces and policies that were presented to and discussed with peer groups. The peer groups were grouped by topic (active transportation, local communities, transit and on-demand travel, and roadways) and consisted of staff from local governments, agencies, and businesses whose work is directly tied to, or may be heavily influenced by, the identified forces. The purpose of the peer groups was to hold space for meaningful dialogue on the identified influences and policies, develop consensus on which external forces were important to address, approximate the range of impacts from these forces, and determine whether these influences and policies should be tested through simulated scenarios. Each peer group meeting included a discussion of each force as well as a poll asking each participant how impactful they believed each force would be in the future. WFRC used these discussions and polling results to inform the development of three future year 2050 scenarios comprising various rates of implementation for each external force. In FY22, these future scenarios were refined into one preferred scenario to serve as the basis of the 2023-2050 RTP. Needs based phasing was completed in FY22 and fiscally constrained phasing was completed in FY23. The 2023-2050 RTP was adopted in May of 2023.

b. Congestion Management Process (CMP) - Since 1997, short range transportation needs have been identified through the CMP. An overview of the CMP is available on the WFRC website at this [link](#).

The congestion management process (CMP) is an analysis tool to support development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) for the Wasatch Front Regional Council (WFRC). The CMP identifies congestion reduction needs and provides information and suggestions to decision-makers, in an effort to meet those needs. Demand management and system management strategies are evaluated with the intent to reduce the congestion without increasing highway capacity, or to maximize efficient traffic operations when additional capacity is warranted. The results of the CMP contribute to an efficient and effective transportation system, increased mobility and accessibility, and maximized utility from limited resources.

The CMP defines a number of performance measures and strategies to relieve congestion. Analyzing modeled and actual data facilitates the identification of congested locations and evaluation of congestion relief strategies. The CMP evaluates various system management and demand management strategies and suggests appropriate strategies by functional class of highway, as well as Urban Surface Transportation Program (STP) projects identified in the TIP.

Another role of the CMP is to determine if additional capacity is warranted by demonstrating whether anticipated congestion can be relieved by transportation demand management (TDM) and transportation system management (TSM) strategies alone. In the event additional capacity is needed, the CMP recommends TSM and TDM strategies to be incorporated into the new

capacity projects. Corridors where TDM and TSM strategies can postpone or eliminate the need to add capacity are also identified.

In 2009 WFRC initiated a highway and transit system performance report to be presented to Trans Com regularly. Measures used in the report are developed in cooperation with UDOT and UTA to reflect their reporting needs and preferences and the data currently being collected by these agencies. The report evaluates congestion trends, highway performance, and transit performance for the region based on observed data. This report, most recently presented in 2021, helps policymakers understand transportation system needs.

c. Transportation Improvement Program (TIP) - The WFRC has been preparing Transportation Improvement Programs since 1975. In addition to identifying new projects, WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2023-2028 TIP at its August 2022 meeting and found the TIP to conform with the State Implementation Plan for Air Quality (SIP). The Division of Air Quality (DAQ) was involved in the air quality conformity analysis and was given an opportunity to review the TIP. WFRC has prepared reports to document the TIP and the air quality conformity analysis and findings. The WFRC staff has also continued to prepare annual reports on the obligation of federal highway and transit funds in the region for Trans Com, the Regional Council, and the public.

d. Unified Planning Work Program (UPWP) - The WFRC prepared a Unified Planning Work Program (UPWP) annually from 1974 through 2008. From 2009 through 2016 work programs each covered a two-year time frame. Due to various budget and work program reporting requirements, the WFRC is again preparing annual work programs. The Council approved the UPWP for fiscal year 2024 in May 2023. Extensive transportation planning work, including the principal products of the MPO and numerous collaborative efforts and studies in the area, is identified in the UPWP, and the work program is prepared in cooperation with UDOT and UTA.

#### 4. Consistency with Other Requirements

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

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

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

a. Modification of Urbanized Area Boundaries – In the spring of 2012, the U.S. Census Bureau re-defined the boundaries of the Ogden-Layton Urbanized Area to include portions of Box Elder County, Brigham City, Perry City, and Willard City. The WFRC has

### *Urban Transportation Planning Process Certification – 2023*

updated its governing documents to include the local units of government in Box Elder County that are in the Ogden-Layton Urbanized Area. This action officially incorporates these new areas in the transportation planning process and ensures they are eligible and can compete for STP, CMAQ, and TAP funds. Updated urban boundaries released by the Census Bureau in December, 2022 are currently being evaluated.

b. Approval of the federal transportation authorization bill – In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed as the new transportation bill with an expiration date of September 30, 2026. The WFRC has adapted its transportation planning process or is in the process of doing so, to correspond with and address the requirements identified in the IIJA.