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Envision Utah

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State Planning Coordinator

Andrew Gruber  
Executive Director



## Transportation Coordinating Committee (Trans Com) Agenda

A meeting of Trans Com will be held on **Thursday, August 15, 2024, at 1:30 p.m.** at WFRC, 41 N Rio Grande Street, Salt Lake City, UT, and via Zoom. To join the meeting via Zoom [CLICK HERE](#); Webinar ID: 837 7270 7703; For mobile connectivity: +16694449171,,83772707703# US

The agenda will be as follows:

1. **ACTION:** Approval of Minutes for June 20, 2024
2. **Chair's Report**
3. **Public Comment**
4. **Transportation Improvement Program (TIP)**
  - a. **ACTION:** Board Modifications to the 2024-2029 TIP
  - b. **ACTION:** Recommend Approval of 2025-2030 TIP
5. **[WFRC Funding Opportunities for Local Governments](#)**
6. **ACTION:** Self-Certification of Transportation Planning Process
7. **Other Business & Adjournment**  
Next Meeting: November 14, 2024

### **Upcoming Meetings & Events:**

- *WFRC Council Meeting, August 22, 1:30 p.m.*
- *ULCT Annual Convention, September 4-5*
- *Wasatch Front Economic Development District Meeting, September 10, 1:30 p.m.*
- *Utah Association of Counties Annual Convention, September 11-12*
- *AMPO Annual Conference, September 24-27*
- *WFRC Active Transportation Committee Meeting, October 8, 9:15 a.m.*
- *WFRC Regional Growth Committee Meeting, October 10, 9:15 a.m.*
- *WFRC Budget Committee Meeting, October 10, 4 p.m.*
- *WFRC Council Meeting, October 24, 1:30 p.m.*
- *Wasatch Choice Vision Fall 2024 Workshops - October 16 - November 18, 2024*

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.

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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.



# WASATCH FRONT REGIONAL COUNCIL

## TRANSPORTATION COORDINATING COMMITTEE (Trans Com)

### Draft Minutes

June 20, 2024

A meeting was held on Thursday, June 20, 2024, at 1:30 pm, at the WFRC Offices, 41 N. Rio Grande St, Salt Lake City, UT, and via Zoom. The following were present:

2024 TRANS COM MEMBERS			
COG APPOINTED		OTHER APPOINTMENTS	
<b>BOX ELDER COUNTY</b>		<b>Utah Transportation Commission</b>	
Member - Kevin Jeppsen (Perry City)	Yes	Member – Kevin Van Tassell	Yes
<b>DAVIS COUNTY</b>		Member – Natalie Gochnour	No
Member - Mark Shepherd (Clearfield)	Yes	<b>UTA Board of Trustees</b>	
Alternate - Howard Madsen (Sunset)	No	Member – Carlton Christensen	No
Member - Kendalyn Harris (Bountiful)	Yes	Member – Beth Holbrook	No
Alternate - Brian Vincent (West Point)	No	<b>Utah Air Quality Board</b>	
<b>MORGAN COUNTY</b>		Member – Jeff Silvestrini	Yes
Member- Blaine Fackrell (Morgan County)	No	<b>NON-VOTING MEMBERS</b>	
Alternate - Steve Gale (Morgan City)	Yes	<b>UDOT Representative</b>	
<b>SALT LAKE COUNTY</b>		Member – Ben Huot	Yes
Member - Robert Dahle (Holladay)	No	Alternate – Tiffany Pocock	Yes
Member - Ann Granato (Salt Lake Co Council)	Yes	<b>UTA Representative</b>	
Member - Natalie Hall (Bluffdale)	Yes	Member - Russ Fox	No
Member - Joe Smolka (Emigration Township)	Yes	Alternate – Nichol Bourdeaux	Yes
Alternate - Lorin Palmer (Herriman)	Yes	<b>Air Quality Board, Staff Representative</b>	
Alternate - Mike Weichers (Cottonwood Heights)	No	Bryce Bird	No
Alternate - Marcus Stevenson (Midvale)	Yes	<b>FHWA – Utah Division Representative</b>	
Alternate - Dan Dugan (Salt Lake City)	Yes	Ivan Marrero	No
<b>TOOELE COUNTY</b>			
Member - Jared Hamner (Tooele County)	No	<b>Mountainland Association of Governments</b>	
Alternate - Craig Smith (Erda City)	Yes	Jim Miller (Saratoga Springs)	Yes
<b>WEBER COUNTY</b>		<b>WFRC Staff</b>	
Member – Jim Harvey (Weber County)	Yes	Andrew Gruber Andrea Pearson Ben Wuthrich Hugh Van Wagenen Jordon Chandler Kip Billings Marcia White Matt Ryan Miranda Jones Cox Rosie Hernandez Ted Knowlton Wayne Bennion	
Alternate - Ken Richey (Ogden City)	Yes		
Member – Sheri Bingham (Hooper City)	Yes		
Alternate – Braden Mitchell (Riverdale)	No		
<b>Other Attendees</b>			
Chad Anderson, Salt Lake County			
Cody Schlottmann, Rep. Celeste Maloy			
Jeff Acerson, UTA Board of Trustees			
JoEllen Grandy, Layton City			
Kendall Draney, UDOT			
Mindy Hunsaker, Layton City			
Mayor Kelly Bush, Kearns Metro Township			
Nathan Cherpeski, Herriman City			
Shane Ellis, Salt Lake County			

**1. Introductions and Consent Agenda [00:00:01]**

Mayor Mark Shepherd, Chair, called the meeting to order at 1:32 p.m. and welcomed committee members and guests. Introductions were made around the table for those attending in person. Rosie Hernandez, WFRC, read the names of those attending online.

**a. ACTION: Approval of the April 25, 2024, Meeting Minutes - [00:02:35]**

A motion was made by Councilmember Dan Dugan, Salt Lake City, seconded by Commissioner Jim Harvey, Weber County, that the [minutes of the April 25, 2024](#), meeting be approved. The motion carried unanimously.

**2. Chair Report - [00:03:00]**

Mayor Shepherd turned the time over to Kip Billings, WFRC, who provided a brief overview of the progress toward reducing fatalities and serious injuries and the additional steps staff is taking to help local governments implement the recently adopted [Comprehensive Safety Action Plan](#). There was also a discussion pertaining to Administrator Shailen Bhatt's, Federal Highway Administration, recent visit, where he spoke at a press conference about the \$20 million of federal funding awarded to Utah, Colorado, and Wyoming, for new intelligent technology aimed at improving road safety.

**3. Public Comment - [00:21:28]**

Mayor Shepherd opened the meeting to public comments. There were none.

**4. Transportation Improvement Program (TIP) - [00:21:37]**

**a. Report: Board Modifications to the 2024-2029 TIP - [00:21:56]**

Ben Wuthrich, WFRC, reported that since the last meeting of Trans Com, WFRC received requests to modify the current 2024-2029 Transportation Improvement Program (TIP). This modification was approved by the Regional Council at their May 23, 2024, meeting but did not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich referred Committee members to the meeting materials for information regarding these modifications.

**b. ACTION: Board Modifications to the 2024-2029 TIP - [00:25:40]**

Mr. Wuthrich reported there were new requests to modify the 2024-2029 Transportation Improvement Program (TIP). This modification requires action from the Regional Council and the State Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich briefly discussed each project.

**[00:37:30]** Commissioner Harvey made a motion to approve the resolution to modify the 2024-2029 TIP as requested, seconded by Councilmember Dugan. The affirmative vote was unanimous.

**c. ACTION: Release of Draft 2025-2030 TIP and Air Quality Conformity Analysis for Public Comment [00:38:00]**

Mr. Wuthrich continued his report by stating that WFRC staff has been working with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the cities and counties in the region to compile the list of proposed projects for inclusion in a draft 2025-2030 TIP.

The attachments included in the meeting materials represent the proposed projects for the Salt Lake and Ogden / Layton Urban Areas. Mr. Wuthrich discussed examples of the projects and demonstrated how the [TIP public comment interactive map](#) will be a key part of the process for receiving public comments from June 29 through August 3, 2024.

**[00:48:24]** Mayor Jeff Silvestrini, Utah Air Quality Board, made a motion to release the draft 2025-2030 TIP and air quality conformity analysis for public review and comment. Councilmember Dugan seconded the motion, and the affirmative vote was unanimous.

**5. Local Government Project Reports [00:50:15]**

Mayor Shepherd noted that the Committee would now have the opportunity to hear about two examples of projects that were made possible through WFRC funding recommended by Trans Com, and turned the time over to Mayor Bush, Kearns City, and Chad Anderson, Salt Lake County, who presented on the roadway improvement [project on Cougar Lane](#), followed by JoEllen Grandy, Layton City, who spoke on the [Kay's Creek Trail Pedestrian Overpass project](#).

**6. Other Business & Adjournment [01:12:55]**

There being no further business, Mayor Shepherd asked for a motion to adjourn the meeting. Mayor Lorin Palmer, Herriman City, made a motion to adjourn, seconded by Councilmember Harvey. The affirmative vote was unanimous. The meeting ended at 3:45 p.m.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at [www.wfrc.org](http://www.wfrc.org).

**DATE:** August 8, 2024  
**AGENDA ITEM:** 4a  
**SUBJECT:** **ACTION:** Board Modifications to the 2024-2029 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2024-2029 Transportation Improvement Program (TIP). 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 2024-2029 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich, WFRC | 801-647-3228 | [bwuthrich@wfr.org](mailto:bwuthrich@wfr.org)

**EXHIBITS:**

2024-2029 TIP Amendment 9 Resolution and Table

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

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2024-2029 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2024-2029 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on August 22, 2024, and all comments were carefully considered,

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

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

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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 22, 2024

## 2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### New Project

##### Salt Lake Urban Area

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

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

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-186	21179	Capitol Hill Roundabout	Reconfigure Intersection at 300 North and State Street (SR-186)	DFCM (Department of Facilities Construction & Management)	\$2,510,000	\$300,000	<i>New Project / Additional Funding</i>	\$2,210,000	2024

The scope of the project is to reconfigure the intersection at 300 North and State Street (SR-186). The initial project value provided funding for design and the additional funds are to allow for construction. The project is funded through the Department of Facilities Construction & Management and was approved by the Capitol Preservation Board.

#### Additional Funding

##### Salt Lake Urban Area

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

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

#### New Programs and Program Reset

##### Statewide Programs

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

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



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

**Federal Community Transportation Project Funding**

**Statewide Programs**

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

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

**Utah House Bill 488 (HB-488)**

**Statewide Programs**

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

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

**Change in Project Scope**

**Salt Lake Urban Area**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Salt Lake City	1300 South	14054	1300 South Bypass; 200 East to 500 West	Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX	TAP_URB_WFRC Transportation Alternatives Program - Urban Area Salt Lake (WFRC)	\$458,000	\$324,000	<b>Combine with PIN 18837</b>	<b>No Funding Change</b>	2024-2029
						LOCAL_GOVT Local Government Funds		\$134,000			

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

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Salt Lake City	Kensington	18837	Kensington/ Andrew Avenue from West Temple to 300 East	Provide Safe Pedestrian /Bicycle Route and Create additional Connectivity	TAP_URB_WFRC Transportation Alternatives Program - Urban Area Salt Lake (WFRC)	\$1,126,500	\$650,000	<b>Combine with PIN 14054</b>	<b>No Funding Change</b>	2024-2029
						LOCAL_GOVT Local Government Funds		\$476,500			

Overall the combined project will provide a safe bicycle route to complete a gap in the regional bicycle priority network to provide a high-comfort bicycling alternative (bypass) to 1300 South, east of West Temple, create additional connectivity from the southern and eastern parts of Salt Lake City including critical intersection safety improvements at Main Street, State Street, and 300 East and traffic calming elements that slow vehicle speeds and prioritize safety for cyclists. Salt Lake City request that these projects be combined to minimize project duplication and reduce the project cost shortfall. Salt Lake City commits to utilize other City resources to complete the overall project.



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

### Board Modification

#### Additional Funding and Scope Change

##### Ogden/ Layton Urban Area

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

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

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

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

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

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

##### Box Elder

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

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

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

### Board Modification

#### Project / Funding Adjustments

##### Salt Lake County

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	Emigration Canyon	21203	5655 Emigration Cyn to 9698 Emigration Cyn	Strategic Minor widening and Safety Improvements	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$6,518,900	\$3,000,000	<b>Funding Adjustments/ New Funding</b>		2024-2029
						LOCAL_GOV (Local Government Funds)		\$3,157,260		\$361,640	
			20416		This PIN will be abandoned - Project Funding will be combined to PIN 21203	TIFF_ACTIVE (Transportation Investment Funds - For Active Transportation)		\$0		\$3,157,260	

The project will widen Emigration Canyon Road at strategic locations to improve safety for a bike lane in both directions, going from 5655 to 9698 East. The project was approved by WFRC. A TIF Active project has also been approved in this location. These projects overlap scope and result in being able to be combined and funding adjusted.

Salt Lake	UDOT	SR-71 (12300 South)	22092	SR-71 at Lone Peak Pkwy	Widen the intersection to include dual left turns in both east-west directions and create an auxiliary lane westbound between the I-15 southbound off-ramp to Lone Peak Parkway Intersection	CMAQ_WFRC (Congestion Mitigation/ Air Quality - Urban Area Salt Lake (WFRC))	\$6,375,000	\$1,500,000	<b>Additional Funds</b>		2024-2029
						CRP_WFRC (Carbon Reduction Program - Urban Area Salt Lake (WFRC))		\$1,000,000			
						R2-TSP (Region 2 - Transportation Solutions Program)		\$0		\$3,875,000	

The scope of the SR-71 at Lone Peak Parkway project will widen the intersection to include dual left turns in both east-west directions and create an auxiliary lane westbound between the I-15 southbound off-ramp to Lone Peak Parkway. This project will coordinate with Draper City's modification of Lone Peak Parkway on the south leg of the intersection.

Davis	UDOT	I-15	19854	I-15 Reconstruction; Farmington to Salt Lake City	I-15 Reconstruction	ST_TIF (Statewide - Transportation Investment Funds)	\$1,766,200,000	\$1,767,200,000	<b>Transfer Funds From</b>	\$1,000,000	2024-2029
		SR-105	15917	Parrish Ln (SR105) 400 West Inters Centerville	Improve Intersection Geometry (Thru Lanes and Turn Lanes)	CMAQ_WFRC (Congestion Mitigation/ Air Quality - Urban Area Salt Lake (WFRC))	\$4,667,102	\$2,738,390	<b>Transfer Funds To</b>	\$1,000,000	
						STP_COVID_OL (CRRSAA Fund for 2021-Ogden/ Layton)		\$441,652			
LOCAL_GOV (Local Government Funding)	\$487,060										

The intent of this project funded through WFRC is to improve all four legs of the Parrish Lane (SR-105)/ 400 West intersection. The design and construction of the intersection has been coordinated to also align with the work associated with the I-15 reconstruction project. Due to inflation of Right of Way and materials costs, the project is short of funding. The 400 West intersection project is ready to advertise and construct in 2025. The additional funds would allow the intersection to be built before the I-15 project and minimize impacts during the I-15 project.

##### Tooele

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	UDOT	I-80	17626	EB Auxiliary Lane and SR-36 NB Lane	Add an Auxiliary Lane on I-80 and one travel lane on northbound SR-36	ST_TIF (Statewide - Transportation Investment Funds)	\$37,900,000	\$27,900,000	<b>Additional Funds</b>	\$10,000,000	2024

The scope of this project is to add an Auxiliary Lane Eastbound I-80 from Lake Point to SR-201 and one travel lane on northbound SR-36 from Stansbury Parkway to I-80. The original project concept that was developed in 2021, focused primarily on the pavement component of the additional third lane and did not account for all required roadway elements. In addition, several roadway features have been installed that have to be relocated in order to add a third lane. Additional funds are for: - New Drainage Pipe EB and WB I-80 to deal with Natural Spring run off at rest area, - Additional drainage systems to prevent flooding on adjacent owners' properties. (pipes, gutters, inlets), - 3 Overhead Cantilever Signs, - Relocate VMS on SR-36 NB outside of Widening, - Extra shoulder width to improve sight distance on EB I-80, - Reconfiguration of signalized intersections, - Increase of Pavement Costs

## TTIF - First Mile / Last Mile

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

### Grants for Community Project Funding (CPF)

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

**County of the First Class Highway Projects Fund (CFCHPF)**

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

**DATE:** August 8, 2024  
**AGENDA ITEM:** 4b  
**SUBJECT:** **ACTION:** Recommend approval of the 2025-2030 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 2025-2030 Transportation Improvement Program (TIP) at its August meeting. Developed in close coordination with UDOT, UTA, and local communities, the TIP includes hundreds of priority transportation projects totaling billions of dollars to enhance mobility, strengthen the economy, connect communities, increase access to opportunities, and improve health along the Wasatch Front.

A draft 2025-2030 TIP was reviewed by Trans Com in June (as delegated by the Regional Council) and approved to release for public review and comment. The public comment period extended from June 29 through August 3, 2024. The extensive outreach included distribution to thousands of stakeholders about opportunities to provide public comment, an interactive map on WFRC's website, a news release, two open houses, coordination with UDOT and UTA as well as the local governments in our region, 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 2025-2030 TIP conforms to the state air quality plans. The Salt Lake and the Ogden/ Layton Area Technical Advisory Committees (TACs) reviewed the 2025-2030 Transportation Improvement Program (TIP).

**CONTACT PERSON:**

Ben Wuthrich, WFRC | 801-647-3228 | [bwuthrich@wfr.org](mailto:bwuthrich@wfr.org)

**RECOMMENDATIONS:**

The Salt Lake and the Ogden/ Layton Area Technical Advisory Committees (TACs) recommended approval of the 2025-2030 Transportation Improvement Program (TIP). The WFRC staff recommends that Trans Com make a motion "to recommend to the Regional Council the adoption of the resolution approving the 2025-2030 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding."

**EXHIBITS:**

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

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

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, the Transportation Coordinating Committee is a policy advisory committee of the Regional Council, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to approve the 2025-2030 Transportation Improvement Program (TIP), and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the WFRC has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

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

- (1) Approve the 2025-2030 Transportation Improvement Program,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and parts of Box Elder County, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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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 22, 2024



***DRAFT***  
**2025-2030 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 42a



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

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

*For the*

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



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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030	
<b>Salt Lake Urban Area</b>																	
Salt Lake	Bluffdale	F-LC35 (249)	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	New Construction	2014	\$ 6,474,700	\$ 9,047,363	\$ 9,047,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bluffdale		16929	14600 South Railroad Bridge	Engineering study of alternatives to replace/ improve existing one-lane railroad crossing	2018	\$ 128,600	\$ 102,736	\$ 102,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bluffdale		16943	14600 South; Railroad Bridge to Redwood Road	Construct Sidewalk and Bike lanes	2018	\$ 1,142,000	\$ 1,064,687	\$ -	\$ -	\$ -	\$ 1,064,687	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights		8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,144,401	\$ 1,140,469	\$ 3,932						\$ -	\$ -
Salt Lake	Cottonwood Heights	Newproject-S_STP-014(2021)	18816		Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	2021	\$ 487,200	\$ 444,894	\$ -	\$ -	\$ 444,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	Newproject-001(2020)	18816	New Title - Bengal Blvd; Highland Dr to 2160 E Bengal Boulevard & Highland Drive Intersection	Intersection Improvements - Turning movements & Bike Lanes	2020	\$ 1,657,000	\$ 1,544,821	\$ 9,323	\$ 250,000	\$ 1,285,498	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Cottonwood Heights	Newproject-S_STP-01(2023)	21198	Fort Union Blvd; Phippen Drive to 3160 East	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 5,692,100	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -
Salt Lake	Draper	NEWPROJ()	16923	1300 East; Wayne's World to Nashi Lane	Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 4,400,000	\$ 3,770,000	\$ 3,770,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper	New Project - 004()	17807	Lone Peak Parkway; 12650 South to 12300 South	Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 5,140,000	\$ 3,980,000	\$ -	\$ 350,000	\$ 3,630,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper	Newproject-007(2020)	18822	Fort Street; Pioneer Road to 13200 South	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 4,451,100	\$ 3,234,467	\$ -	\$ -	\$ -	\$ 3,234,467	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Draper	Newproject-S_STP-02(2023)	21199	Pioneer Road; 1300 East to 1650 East	Reconstruct with Minor Widening to include 2 travel lanes, paved shoulders, curb & gutter, park strips, and sidewalks	2024	\$ 4,954,300	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -
Salt Lake	Emigration Metro Township	Newproject-S_STP-06(2023)	21203	Emigration Canyon; 5655 Emigration Canyon Rd to 9698 Emigration Canyon Rd	Strategic Minor widening and Safety Improvements	2024	\$ 6,518,900	\$ 3,000,000	\$ -	\$ 10,000	\$ 2,990,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Herriman	Newproject-S_STP-04(2023)	21201	13400 South; 6000 West to 6400 West	Reconstruct, Widen to include additional travel lanes, shoulders, curb & gutter, bike and pedestrian facilities	2024	\$ 8,910,700	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -
Salt Lake	Holladay	NEWPROJ()	14041	Highland Drive; Spring Lane to Fardown Avenue	Phase I Highland Drive Corridor Renovation	2015	\$ 3,346,233	\$ 2,243,673	\$ 2,243,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Holladay	NEWPROJ()	14828	Highland Drive; Arbor Lane to Van Winkle Expressway	Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety	2016	\$ 183,800	\$ 171,357	\$ 171,357	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030
Salt Lake	Holladay/ Millcreek	Newproject-S_STP-010(2021)	19677	Murray-Holladay Road Full Stop Pedestrian Crossing	Construct T-intersection and add a new full traffic stop pedestrian crossing	2021	\$ 417,200	\$ 388,956	\$ -	\$ 350,060	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Kearns	Newproject-S_STP-012(2021)	19679	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	2021	\$ 2,804,000	\$ 2,114,169	\$ 282,487	\$ 117,513	\$ 1,714,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	NEWPROJ( )	15912	2700 South/ 2810 South at 8000 West Realignment	Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment.	2017	\$ 3,667,280	\$ 3,419,005	\$ -	\$ -	\$ -	\$ 1,203,189	\$ -	\$ 2,215,816	\$ -	\$ 2,216,194	\$ -
Salt Lake	Magna	NEWPROJ( )	16928	8000 West; 2600 South to 3100 South	Construct sidewalk, curb, gutter, and shoulder improvements on the west side	2018	\$ 1,346,700	\$ 1,255,528	\$ 509,323	\$ 746,205	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Magna	Newproject-011(2020)	16928	8000 West; SR-201 to 3100 South (Original PIN 18826)	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 2,679,000	\$ 2,497,632	\$ -	\$ -	\$ 2,497,632	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Salt Lake	Magna	Newproject-S_STP-05(2023)	21202	2700 South; 8054 West to 8000 West	Construct curb, gutter, and sidewalk on north side of 2700 South	2024	\$ 3,521,100	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -
Salt Lake	Midvale	Newproject-S_STP-06(2022)	20314	Tuscany View Road Extension;800 West to Holden Street	New Roadway Construction including curb & gutter, sidewalk, ADA ramps, and storm drain	2022	\$ 6,109,100	\$ 3,565,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,565,816	\$ -	\$ -	\$ -
Salt Lake	Midvale/ UDOT	New Project - 009( )	17841	7200 South and 300 West	Intersection and Signal Improvements	2019	\$ 323,000	\$ 287,148	\$ 287,148	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	NEWPROJ( )	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ 6,770,136	\$ 3,311,798	\$ 3,311,797	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	NEWPROJ( )	15911	900 East; 3900 South to 4500 South	Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations.	2017	\$ -	\$ 3,000,000	\$ 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	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	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	\$ 591,078	\$ 2,408,922	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	Newproject-S_STP-02(2022)	20310	1300 East; 3300 South to 3600 South	Roadway Reconstruction including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	\$ 6,965,120	\$ 3,715,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,715,816	\$ -	\$ -	\$ -
Salt Lake	Millcreek	Newproject-S_STP-03(2023)	21200	2000 East; 3300 South to Atkin Ave	Reconstruct curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping existing ditch	2024	\$ 8,347,800	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 1,500,000	\$ -
Salt Lake	Murray	NEWPROJ( )	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,209,850	\$ 2,641,799	\$ 2,641,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030	
Salt Lake	Murray	NEWPROJ( )	14923	Vine Street; 1300 East to Van Winkle Expressway	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ -	\$ 2,508,199	\$ 2,508,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	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	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	\$ -	\$ 2,500,000	\$ -
Salt Lake	Riverton	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	\$ 6,199,225	\$ 6,199,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	F-2076(1 )	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 7,106,709	\$ 7,106,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Transfer to FTA	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,900,000	\$ 2,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	NEWPROJ( )	15908	1300 East/ Richmond; 2100 South to Southern City Boundary (PIN was 16924)	Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder	2018	\$ 4,975,600	\$ 4,300,000	\$ -	\$ 2,000,000	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000
Salt Lake	Salt Lake City	NEWPROJ( )	15908	1300 East; 2100 South to Highland Drive	Pavement Rehabilitation including curb, gutter, and pedestrian improvements	2017	\$ 3,901,300	\$ 3,548,613	\$ -	\$ 1,548,613	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Newproject-013(2020)	17850	Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road	Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation	2020	\$ 3,936,600	\$ 2,270,092	\$ -	\$ -	\$ -	\$ -	\$ 2,270,092	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Newproject-S_STP-005(2021)	19633	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	2021	\$ 4,680,600	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City	Newproject-S_STP-01(2022)	20309	900 West; North Temple to 600 North	Roadway Reconstruction including improvements to enhance transit, pedestrian, bicycle, and access to opportunities for residents	2022	\$ 7,688,865	\$ 6,215,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,215,816	\$ 3,000,000	\$ -	\$ -
Salt Lake	Salt Lake County	NEWPROJ( )	14036	Salt Lake County Area Signal Detection Upgrade Suggest (ATSPM Implementation (Advance Traffic Signal Performance Metrix)	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,842,009	\$ 1,842,009	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	NEWPROJ( )	17493	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordination by ITS Measures	2015	\$ 3,657,400	\$ 1,521,846	\$ 1,521,846	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County/ West Valley/ Kearns	F-2240(2 )0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 23,675,426	\$ 14,175,040	\$ 14,175,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Sandy	F-0089 (392)0	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 7,332,000	\$ 5,810,094	\$ 5,810,094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Sandy	NEWPROJ( )	16921	Monroe and 90th Street (SR-209)	Intersection Improvements - dual left turns in all directions	2018	\$ 6,145,100	\$ 4,433,075	\$ 4,433,075	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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County	Sponsor	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	2030
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	Newproject-S_STP-002(2021)	19630	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	2021	\$ 6,831,560	\$ 1,529,729	\$ -	\$ -	\$ -	\$ -	\$ 1,529,729	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	NEWPROJ( )	14040		Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 4,505,900	\$ 6,428,155	\$ 6,428,155	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	NEWPROJ( )	15910	2700 West; 10000 South to 10200 South	Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights	2017	\$ 1,053,200	\$ 777,788	\$ 777,788	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	NEWPROJ( )	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, 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	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	Newproject-006(2020)	18821	1300 West & White Peach Drive (11170 South)	Install a Signal at the T-intersection	2020	\$ 460,800	\$ 429,604	\$ 368,390	\$ 61,214	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Jordan	Newproject-S_STP-009(2021)	19676	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding 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	Newproject-S_STP-03(2022)	20311	4000 W / South Jordan Parkway Intersection Improvements	Project to improve intersection mobility by; - One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & West approach Right turn pockets will be added to the North and South	2022	\$ 5,152,400	\$ 4,715,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,215,816	\$ 1,500,000	\$ -	\$ -
Salt Lake	South Salt Lake	NEWPROJ( )	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 7,718,985	\$ 4,364,600	\$ 4,364,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake	NEWPROJ( )	14034	500 West; 3300 South to 3900 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015		\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake	Newproject-005(2020) Original PIN 18820	16925	700 West Reconstruction Phase II; Carlisle Street to 3900 South	Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2020	\$ 4,908,805	\$ 4,200,000	\$ -	\$ -	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake	NEWPROJ( ) Possibly Combine PINs	16925	700 West; 3300 South to Carlisle Avenue (3655 South)	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	2018	\$ 6,571,575	\$ 4,000,000	\$ 840,002	\$ 881,311	\$ 2,278,687	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	South Salt Lake/ UDOT	New Project - 006( )	17837	3300 South and 900 West	Pedestrian and Signal Improvement Projects	2019	\$ 840,000	\$ 783,132	\$ 783,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorville	NEWPROJ( )	11082		New Construction including curb, gutter, sidewalk, and shoulder improvements	2018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorville	F-0068 (73 )52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ 13,767,800	\$ 12,159,548	\$ 7,338,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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County	Sponsor	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	2030	
Salt Lake	Taylorsville	F-0068 (73)52	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements	2012	\$ -	\$ 4,820,791	\$ 4,820,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville/ UDOT	New Project - 008( )	17840	5400 South and 1900 West	Intersection and Signal Improvements	2019	\$ 406,500	\$ 364,995	\$ 364,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	Newproject-010(2020)	18825	Redwood Road (SR-68); 6200 South to I-215 (Funding moved to PIN 17627)	Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection.	2020	\$ 9,858,600	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	Newproject-S_STP-007(2021)	19634	North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor	Construct a right turn acceleration lane from Rosecrest onto NB MVC	2021	\$ 1,599,600	\$ 1,486,646	\$ 1,410,650	\$ 75,996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	Newproject-S_STP-09(2022)	20316	700 East (SR-71); 2100 South to 1300 South	Construct a shared use path between Parley's trail (approximately 2000 South) to Liberty Park.	2022	\$ 2,985,500	\$ 1,500,000	\$ 441,110	\$ 1,058,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT TOC	Newproject-003(2020)	18818	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-172 (S000 W) from Arena Earnart Dr to S500 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	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	Newproject-002(2020)	18817	UTA - On-Board Technology System	Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching	2020	\$ 5,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UTA	Newproject-004(2020)	18819	Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles	(1) SR-172 (S000 W) from Arena Earnart Dr to S500 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	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/ Draper	Newproject-S_STP-011(2021)	19678	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	2021	\$ 8,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	NEWPROJ( )	14039	1300 West; 9000 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	\$ 4,661,500	\$ 4,659,391	\$ 2,109	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	Newproject-S_STP-006(2021)	14830	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	2016	\$ 5,234,500	\$ 4,400,000	\$ 489,691	\$ 3,910,309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	NEWPROJ( )	15936	8600 South; 5600 West to 6000 West	Construct a bridge over Mountain View Corridor	2017	\$ 12,000,000	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	NEWPROJ( )	16922	7000 South; 1300 West to Bangerter Hwy (SR-154)	Environmental Impact Statement (EIS)	2018	\$ 2,000,000	\$ 1,000,000	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Jordan	NEWPROJ( )	16927	7000 South & 1500 West	Construct Pedestrian Bridge	2018	\$ 1,608,900	\$ 1,499,977	\$ 489,458	\$ 1,010,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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				Location/ Limits	Concept/ Type of Improvement					2024	2025	2026	2027	2028	2029	2030	
Salt Lake	West Jordan	Newproject-009(2020)	18824	9000 South; New Bingham Highway Intersection	Project will realign and construct full intersection at New Bingham Highway and 6400 West	2020	\$ 10,355,800	\$ 5,500,000	\$ -	\$ -	\$ 3,000,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan	Newproject-S_CMAQ-003(2021)	19685	5490 West 7800 South Roundabout	Construct the south side, center and sides of a roundabout. Access control is strict with midblock access provided with RCUT islands.	2021	\$ 1,500,000	\$ 745,000	\$ -	\$ -	\$ -	\$ 745,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan	NEWPROJ( )	20148	1300 West; 9000 South to 7800 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	\$ 7,838,500	\$ 3,311,996	\$ 4,526,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan	NEWPROJ( )	20149	1300 West; 7800 South to 6600 South	Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes	2015	\$ 11,442,800	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 5,558,600	\$ 7,942,288	\$ 7,806,221	\$ 136,067	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	F-LC35 (253)	14831	4100 South; Bangerter Highway to 5460 West	Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary	2016	\$ 3,421,462	\$ 3,421,462	\$ 3,421,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	New Project - 003( )	17806	Parkway Blvd (2700 So); Mountain View Corridor to 6400 West	Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk	2019	\$ 11,200,000	\$ 7,071,370	\$ 3,010,611	\$ 4,060,759	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Newproject-008(2021)	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	2020	\$ 7,965,600	\$ 5,762,166	\$ 2,423,153	\$ 3,339,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City & Magna	Newproject-S_STP-04(2022)	20312	7200 West; 3500 South to Copper Hill Drive	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	2022	\$ 7,081,900	\$ 7,115,816	\$ -	\$ -	\$ -	\$ -	\$ 4,715,816	\$ 2,400,000	\$ -	\$ -	
Salt Lake	WFRC	F-R299(50)	11985	Transportation and Landuse Connections (TLC) - Salt Lake County	Local Planning Assistance	2003	\$ 429,046	\$ 10,314,335	\$ 5,110,138	\$ 804,556	\$ 828,693	\$ 853,553	\$ 879,160	\$ 905,535	\$ 932,701	\$ 960,682	
Salt Lake	WFRC	F-R299(50)	16849	Project Planning Support - Salt Lake County WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 14,092,968	\$ 8,746,701	\$ 826,520	\$ 851,315	\$ 876,855	\$ 903,160	\$ 930,255	\$ 958,162	\$ 986,907	
Salt Lake	WFRC	F-R299(50)	16849	Salt Lake\ West Valley Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)			\$ 490,750	\$ 490,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City	Newproject-S_STP-04(2024)		3900 South; Redwood Rd to Jordan River Bridge Widening and Reconstruction	Reconstruct with Minor Widening, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2024	\$ 10,887,000	\$ 2,000,000	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000	
Salt Lake	Riverton City	Newproject-S_STP-05(2024)		1300 West : 13100 South to 13700 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	\$ 9,493,000	\$ 1,400,000	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,400,000	
Salt Lake	West Valley City/ Magna	Newproject-S_STP-07(2024)		7200 West; 4100 South to 3900 South	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	\$ 5,981,000	\$ 5,582,067	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000	
Salt Lake	Herriman City	Newproject-S_STP-08(2024)		6400 West Herriman Blvd. (12600 So) to Midas Creek (approx. 12100 So)	New Construction of a 3-lane roadway including bike lanes, park strip, sidewalks, curb and gutters, and storm drain.	2024	\$ 9,220,000	\$ 2,700,000	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,700,000	

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Salt Lake	Draper	Newproject-S_STP-10(2024)		Pioneer Road; 1650 East to Highland Drive	Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls.	2024	\$ 4,605,100	\$ 3,000,000	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,000,000
Salt Lake	UTA	Newproject-S_STP-11(2024)		TechLink TRAX; Salt Lake International Airport to UofU Research Park	Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantaged populations.	2024	\$ 3,800,000	\$ 2,000,000	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000
Salt Lake	Salt Lake County	Newproject-S_STP-12(2024)		1300 East and Galaxie Drive Intersection Improvements	Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn	2024	\$ 86,600	\$ 80,800	\$ -	\$ 0	\$ 80,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 80,800
<b>OGDEN/ LAYTON URBAN AREA</b>																	
Box Elder	Brigham City	NEWPROJ()	16938	1200 West Box Elder Creek Bridge; 550 South to 650 North	Widen Existing Bridge to accommodate the widening of 1200 West	2018	\$ 1,750,000	\$ 1,582,113	\$ -	\$ -	\$ -	\$ 1,582,113	\$ -	\$ -	\$ -	\$ -	\$ -
Box Elder	Brigham City	Newproject-O_STP-05(2023)	21197	1200 West; 600 North to Industrial Way	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	2024	\$ 8,895,400	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	
Davis	Centerville	Newproject-O_STP-01(2023)	21192	1250 West; Parrish Lane to 200 North	Reconstruct Roadway with improvements to bike and pedestrian facilities	2024	\$ 752,100	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	
Davis	Centerville	Newproject-O_STP-05(2022)	20304	400 East - 100 South to Porter Lane (400 South)	Reconstruct Roadway with improvements to bike and pedestrian facilities	2022	\$ 1,415,100	\$ 1,061,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,061,325	\$ -	\$ -	
Davis	Centerville	Newproject-O_STP-007(2021)	19624	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	2021	\$ 2,425,300	\$ 1,697,710	\$ -	\$ -	\$ -	\$ 1,697,710	\$ -	\$ -	\$ -	\$ -	
Davis	Clearfield/ Syracuse	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016	\$ 6,766,000	\$ 4,062,630	\$ 4,062,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Clearfield/ Syracuse	NEWPROJ()	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk	2016		\$ 1,300,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Clinton	Newproject-O_STP-01(2022)	20300	1300 North and 1500 West Improvements	This project will reconstruct & widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, including curb and gutter, and sidewalk.	2022	\$ 3,876,500	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	
Davis	Clinton/ West Point	NEWPROJ()	15899	800 North; 2000 West to 3000 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 4,567,100	\$ 2,784,649	\$ 2,784,649	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington	NEWPROJ()	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway (east - side) for curb, gutter, sidewalk and shoulder	2018	\$ 5,986,400	\$ 4,572,231	\$ 1,565,151	\$ 3,007,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington	New Project - 011()	16933	Main Street (SR-106); Park Lane to Shepard Lane (Old PIN 17793 - Combined with PIN 16933)	Widen roadway (west - side) for curb, gutter, sidewalk and shoulder	2019	\$ 2,287,800	\$ 2,333,360	\$ 279,690	\$ 2,053,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Farr West	Newproject-O_STP-04(2023)	21196	3300 North; 2700 West to 2575 West	Reconstruct with Minor Widening & Construct Roundabout Intersection	2024	\$ 3,453,400	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ -	

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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030	
Weber	Farr West City	Newproject-023(2020)	18814	4000 North; SR-126 to 2800 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 7,100,600	\$ 2,700,000	\$ -	\$ -	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Harrisville	New Project - 016( )	17797	West Harrisville Road; Washington Blvd (US-89) to 750 West	Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk	2019	\$ 3,460,200	\$ 3,109,407	\$ 609,407	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Hooper	NEWPROJ( )	14045	4700 West; 4800 South to 5100 South	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2015	\$ 2,915,200	\$ 2,446,057	\$ 2,446,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Hooper	Newproject-020(2020)	18811	5500 West; 5500 South (SR-97) to Weber/ Davis County Line	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 2,471,100	\$ 1,846,980	\$ -	\$ -	\$ 1,846,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Kaysville	Newproject- O_STP-008(2021)	19625	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St/Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	2021	\$ 5,050,400	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Kaysville/ Farmington	NEWPROJ( )	16935	WDC Connector; West Davis Corridor to Shepard Lane & I-15	New Construction	2018	\$ 10,833,600	\$ 3,870,000	\$ 3,870,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	Newproject- O_STP-010(2021)	19627	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	2021	\$ 174,800	\$ 407,550	\$ 52,209	\$ 355,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Layton	NEWPROJ( )	14844	Gordon Avenue; 1600 East to Highway 89	Preliminary Engineering & ROW Acquisition	2016	\$ 3,500,000	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Marriott-Slaterville	NEWPROJ( )	15904	1200 West; 400 North to Farr West Boundary	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 5,605,300	\$ 3,385,899	\$ 3,385,899	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Marriott-Slaterville	Newproject- O_STP-004(2021)	19620	1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	2021	\$ 5,075,200	\$ 2,076,782	\$ 2,076,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Ogden	NEWPROJ( )	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 5,370,300	\$ 4,140,000	\$ 4,140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Ogden	NEWPROJ( )	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks	2016	\$ 1,829,346	\$ 1,829,346	\$ 1,829,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	North Salt Lake	Newproject-022(2020)	19623	Main Street Sidewalk; I-15 Overpass to Pacific Avenue (combined with PIN 19623) Original PIN 18813	Construct Missing Sidewalk	2020	\$ 366,200	\$ 274,650	\$ 10,000	\$ -	\$ -	\$ 264,650	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Salt Lake	NEWPROJ( )	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 1,440,914	\$ 406,904	\$ 406,904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	North Salt Lake	NEWPROJ( )	16937	Main Street; Center Street to 350 North	Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ -	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	North Salt Lake	Newproject- O_STP-006(2021)	19623	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	2021	\$ 3,604,000	\$ 2,536,702	\$ -	\$ -	\$ -	\$ 2,536,702	\$ -	\$ -	\$ -	\$ -	\$ -

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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030
Weber	Ogden	Newproject-O_STP-005(2021)	19621	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	2021	\$ 5,300,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Ogden	NEWPROJ( )	14840	20th Street; Washington Blvd to Monroe Blvd	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 6,477,200	\$ 2,850,961	\$ 2,850,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Ogden	Newproject-O_STP-08(2022)	20307	25th Street; Jefferson Ave to Harrison Blvd also 4400 South; Mckay Dee Hospital to Harrison Blvd	Roadway Reconstruction including Safety, Lighting, Drainage, and Landscaping	2022	\$ 9,086,100	\$ 3,371,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,371,579			
Weber	Ogden	Newproject-O_STP-02(2023)	21193	2nd Street; Washington Blvd to Monroe Blvd	Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes	2024	\$ 7,549,500	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -
Weber	Ogden/ UTA	Transfer to FTA	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Ogden/ UTA	Transfer to FTA	15906	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design	Ogden-WSU BRT Project Design	2017	\$ 5,000,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Box Elder	Perry	NEWPROJ( )	14841	1200 West; 3600 South to Willard City Boundary	New Construction, 3-lane facility with Shoulders including; improvements to Drainage, Curb, Gutter and Sidewalk	2016	\$ 2,915,200	\$ 2,446,057	\$ 2,446,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Box Elder	Perry	Newproject-O_STP-07(2022)	20306	1200\ 1100 West; 1100 South to 1600 South	New Construction to extend 1100/ 1200 West to 1100 South	2022	\$ 5,002,100	\$ 2,763,803	\$ 2,964,500	\$ 200,697	\$ -	\$ -	\$ -	\$ -	\$ 2,763,803		
Weber	Plain City	Newproject-O_STP-04(2022)	20303	1900/1975 North; 2700 West to 3600 West (Phase 1)	Roadway widening to include, sidewalk, curb and gutter, and bike lanes	2022	\$ 2,661,973	\$ 2,311,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,311,973			
Weber	Plain City	NEWPROJ( )	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ 3,111,400	\$ 2,169,030	\$ -	\$ 2,169,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City	NEWPROJ( )	15905	3600 West; 2600 North to 1975 North	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	2017	\$ -	\$ 290,078	\$ 290,078	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City	Newproject-018(2020)	18809	North Plain City Road; 2917 West to 3350 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,988,900	\$ 3,500,000	\$ -	\$ 10,000	\$ -	\$ 3,490,000	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Pleasant View/ North Ogden	F-LC57(18)	17954	Skyline Drive; 1100 West to 4300 North (Pleasant View)	New Construction	2015	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ -	\$ 1,712,089	\$ 1,712,089	\$ -	\$ -
Weber	Roy	Newproject- O_STP-011(2021)	19628	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	2021	\$ 250,000	\$ 225,000	\$ 9,323	\$ 215,677	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	Newproject-021(2020)	18812	4800 South & Layton Canal	Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians.	2020	\$ 471,500	\$ 439,579	\$ -	\$ 439,579	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden	NEWPROJ( )	16936	40th Street & Chimes View from Riverdale Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2018	\$ 4,745,200	\$ 4,186,461	\$ 1,137,406	\$ 1,362,594	\$ 1,686,461	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030
Davis	Sunset	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	\$ 2,032,200	\$ 2,032,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Syracuse City	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	\$ 839,070	\$ 2,881,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Syracuse City	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	\$ 3,010,000	\$ 3,010,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	UDOT	F-0037(40)	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 1,793,733	\$ 1,793,733	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	UDOT TOC	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	\$ -	\$ -	\$ -	\$ -
Var	UDOT TOC	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+L155:AB155	UDOT TOC	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	\$ -	\$ -	\$ -	\$ -
Var	UTA	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	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	UTA	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	UTA	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	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Washington Terrace	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	\$ 2,903,275	\$ 2,903,275	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	West Bountiful	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	\$ 807,218	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 657,218	\$ 150,000	\$ -	\$ -
Weber	West Haven	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	\$ -	\$ -	\$ -
Weber	West Haven	New	13124	4700 West; 4000 South to 4600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 3,870,700	\$ 2,324,857	\$ 2,324,857	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	West Point	Newproject-019(2020)	18810	300 North; 2000 West to 3000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2020	\$ 3,312,700	\$ 2,981,216	\$ -	\$ -	\$ 2,981,216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



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

										Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding			
County	Sponsor	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	2030
Davis	West Point	Newproject-O_STP-002(2021)	19605	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	2021	\$ 3,907,800	\$ 2,643,242	\$ -	\$ -	\$ -	\$ -	\$ 2,643,242	\$ -	\$ -	\$ -	\$ -
Davis	West Point/ Clearfield	F-LC11(54 )	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,250,000	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Various	WFRC	New Project - 015( )	17796	Ogden\ Layton Travel Survey	Modeling Update Exercise (Originally Included in the Planning Support Line)				\$ 323,508	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Var	WFRC	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591	Planning - Urban Transportation	2003	\$ 4,890,332	\$ 7,870,100	\$ 4,559,256	\$ 445,049	\$ 458,400	\$ 472,152	\$ 486,317	\$ 500,907	\$ 515,934	\$ 531,412	\$ 531,412
Var	WFRC	F-LC11 (50 )	11990	Transportation and Landuse Connections (TLC) - Weber & Davis County	Local Planning Assistance	2003	\$ 429,046	\$ 6,652,820	\$ 3,438,610	\$ 433,222	\$ 446,218	\$ 459,605	\$ 473,393	\$ 483,334	\$ 497,834	\$ 512,769	\$ 512,769
Davis	Woods Cross	Newproject-O_STP-03(2022)	20302	1100 West; 2185 South to 1100 North (2600 South)	Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes	2022	\$ 3,942,600	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000			
Davis	Woods Cross	New Project - 015( )	17796	800 West & 1500 South	Intersection Improvements and Signal Installation	2019	\$ 1,056,500	\$ 984,975	\$ 323,508	\$ 661,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden	Newproject-O_STP-01(2024)		40th St. and Chimes View Dr Reconstruction Project - Phase II; Between Riverdale Road and Washington Blvd	Reconstruct with Minor Widening with improvements to sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.	2024	\$ 5,483,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000
Davis	Bountiful	Newproject-O_STP-02(2024)		Parkin Overpass (Bamberger Railroad Bridge); 500 West & US-89 (Main Str)	This project will replace the vintage railway structure with a new at-grade, signalized intersection	2024	\$ 8,081,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000,000
Davis	West Point	Newproject-O_STP-05(2024)		700 South Widening; 4000 West to 4500 West	Project will widen the narrow two lane section to a 3 lane section including shoulder, curb, gutter, and sidewalk on both sides.	2024	\$ 4,296,100	\$ 1,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,500,000
Davis	North Salt Lake	Newproject-O_STP-06(2024)		Main Street; 350 North to Pacific Avenue	Project will reconstruct remaining section of Main Street including improvements to shoulder, curb, gutter, and sidewalk.	2024	\$ 1,666,000	\$ 1,332,800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000,000
Weber	Harrisville	Newproject-O_STP-07(2024)		750 West; West Harrisville Road to US-89 (via 1750 North)	Project will widen the narrow 2-lane roadway to a 3-lanefacility and reconstruct 750 West including center turn lane, shoulder, curb, gutter, and sidewalk.	2024	\$ 3,895,000	\$ 1,500,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,500,000

# Congestion Mitigation / Air Quality Program CMAQ Funded Projects

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

*For the*

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



**DRAFT**  
**2025-2030 Transportation Improvement Program (TIP)**  
**Congestion Mitigation/ Air Quality (CMAQ) Program**

Print Date: 12-Jun-24

Amount Obligated  
 Current Federal Fiscal Year  
 New Project/ Additionl Funding  
 PM2.5 Funding

County	Project Type	Sponsor	CMAQ Source	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	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	2030
<b>SALT LAKE URBAN AREA</b>																				
Salt Lake	Bike	Bluffdale	Regular	New	13130	14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140	Construct Bicycle & Pedestrian Facility	2014	\$ 669,700	\$ 624,361	\$ 45,339	\$ 624,361	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Cottonwood Heights	PM2.5	Newproject-0028( )	8601	Wasatch Boulevard & 7650 South	Park-n-Ride Lot	2010	\$ 1,357,503	\$ 1,265,600	\$ 8,801	\$ 121,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Cottonwood Heights	Regular	New	12000	Bengal Blvd & 2300 East Round-About	Intersection Improvements	2013	\$ 3,772,918	\$ 2,655,000	\$ 255,427	\$ 3,517,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Holladay	PM2.5	F-LC35 (210)	8555	6200 South & Holladay Boulevard	Intersection Improvements	2010	\$ 2,438,000	\$ 2,174,000	\$ 157,867	\$ 2,174,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Holladay	PM2.5	F-LC35 (210)	8555	6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd -	Intersection Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Holladay	PM2.5	New Project	16944	Highland Drive and 4500 South Intersection	Intersection Improvements	2018	\$ 2,597,900	\$ 1,200,000	\$ 87,139	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -
Salt Lake	Trans	Murray	PM2.5	New Project	15921	5300 South & College Drive Intersection Improvements	Dual left-turn lanes SB & WB and dedicated right-turn WB direction.	2017	\$ 2,075,400	\$ 1,694,362	\$ 123,038	\$ 1,694,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Murray, West Valley, Taylorsville, UTA	Regular	Newproject-S_CMAQ-004(2023)	21223	Electric Buses – replacements for SL County Fleet	Purchase of 2 electric buses for the Midvalley Connector	2024	\$ 10,500,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -
Salt Lake	Trans	Riverton	Regular	New Project	14940	13400 South Bike Lanes; 2700 West to 3200 West	Widen and improve the parkstrips along the roadway to create the bike lanes	2016	\$ 490,900	\$ 280,000	\$ 20,333	\$ 55,090	\$ 224,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Riverton	Regular	Newproject-S_CMAQ-002(2022)	20322	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	Trans	Salt Lake City	Regular	F-LC35(235)	13631	Salt Lake Green Bike Share Expansion #1	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2013	\$ 1,700,000	\$ 250,000	\$ 44,571	\$ 613,790	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City	Regular	New Project	14939	SLC Emigration Creek Trail; Connor Street to Wasatch Drive	New Construction - Bicycle and Pedestrian Trail Facility	2016	\$ 479,700	\$ 447,000	\$ 32,459	\$ -	\$ -	\$ 447,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029	2030	
Salt Lake	Trans	Salt Lake City	Regular	New Project	15920	Traffic Signal Synchronization	Install detection to utilize signal performance and synchronize traffic signals.	2017	\$ 1,000,000	\$ 930,000	\$ 67,533	\$ 111,876	\$ 918,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	New Project	16940	Salt Lake Green Bike Share Expansion #5	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2018	\$ 637,027	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17757	Salt Lake Green Bike Share Expansion #2	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2014	\$ 1,700,000	\$ 224,000	\$ 16,266	\$ -	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17758	Salt Lake Green Bike Share Expansion #3	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,530	\$ 29,085	\$ -	\$ -	\$ 400,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	F-LC35(235)	17759	Salt Lake Green Bike Share Expansion #4	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2016	\$ 1,700,000	\$ 300,000	\$ 29,046	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	New Project - 020( )	17849	Salt Lake Green Bike Share Expansion #6	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2019	\$ 643,570	\$ 200,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	Newproject-S_CMAQ-003(2022)	20323	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$ 643,570	\$ 444,444	\$ 32,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444,444	\$ -	\$ -	\$ -
Salt Lake	Bike	Salt Lake City	Regular	Newproject-S_CMAQ-003(2023)	21222	Salt Lake Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2024	\$ 690,000	\$ 641,700	\$ 46,598	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 641,700	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake City/ UTA	Regular	Newproject-S_CMAQ-002(2021)	19684	East Downtown 200 South Transit Hub (400 East to 300 East)	Construct Bus Parking/ Layover infrastructure	2021	\$ 1,991,300	\$ 1,000,000	\$ 139,727	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 924,189	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	Salt Lake County & UTA	Regular	F-LC35(255)	13126	Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd	Expand and Improve Parking Facility	2014	\$ 1,784,700	\$ 1,663,876	\$ 120,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,663,876	\$ -	\$ -	\$ -
Salt Lake	Inter	Sandy	PM2.5	New Project - 022( )	17851	9400 South & 700 East	Intersection & Pedestrian Improvements	2019	\$ 3,446,300	\$ 2,600,000	\$ 188,802	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Inter	Sandy	PM2.5	Newproject-024(2020)	18831	9000 South and 450 W & Parkland Dr Intersection Improvements	Thru-U turn at 450 West and 9000 South.	2020	\$ 2,185,000	\$ 1,984,867	\$ 144,133	\$ -	\$ -	\$ -	\$ 1,984,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	Sandy	Regular	Newproject-S_CMAQ-005(2023)	21224	SR-209 Quarry Bend (9000 South Curve) Pedestrian Bridge; 9050 So & 900 East	Construct pedestrian bridge	2024	\$ 9,982,667	\$ 3,721,592	\$ 270,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,721,592	\$ -	\$ -	\$ -

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						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029	2030
Salt Lake	Inter	Sandy/ Draper		Newproject-S_CMAQ-002(2023)	21221	11400 South & 700 East Intersection	Widen to accommodate dual eastbound and westbound left turn lanes & double storage capacities	2024	\$ 3,603,500	\$ 3,357,119	\$ 243,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,357,119	\$ -	
Salt Lake	Inter	Sandy/ Midvale	Regular	Newproject-S_CMAQ-004(2021)	19630	9000 South 700 West Intersection	Construct dual left turn lanes on SB 700 West & Widen and Improve NB Leg 700 West	2021	\$ 6,831,560	\$ 2,200,000	\$ 159,755	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000	\$ -	\$ -	\$ -	
Salt Lake	Trans	Taylorville	PM2.5	New Project - 010()	17842	Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West	New Construction of BRT	2019	\$ 40,400,000	\$ 2,000,000	\$ 145,232	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UDOT	Regular	New Project	15919	Signal Interconnect	Connect traffic signals to improve traffic signal performance	2017	\$ 1,608,600	\$ 900,000	\$ 65,354	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	CM-R299(9)	5996	Region 2 Commuter Link	ITS/ATMS - Commuter Link	1999	\$ 30,684,350	\$ 1,198,758	\$ 813,112	\$ 9,998,649	\$ 1,198,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UDOT	Regular	F-ST99(162)	10018	TravelWise	Comprehensive Travel Demand Management Program. (For Private & Public Partnership)	2011	\$ 2,400,000	\$ 746,077	\$ 44,301	\$ 610,077	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	F-LC35(258)	13129	10400 South & Bangerter Hwy VMS; Northbound & Southbound	Install Variable Message Signs (VMS)	2014	\$ 915,200	\$ 863,124	\$ 62,677	\$ 795,227	\$ 67,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	F-LC35(260)	13131	Foothill VMS; Southbound	Install Variable Message Sign (VMS)	2014	\$ 462,900	\$ 431,562	\$ 31,338	\$ 431,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	ATMS	UDOT	Regular	New Project	14050	Connected Vehicle Deployment	Install roadside communication devices and connect to fiber communications along Bangerter Hwy	2015	\$ 1,072,800	\$ 1,000,171	\$ 72,629	\$ 1,000,171	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Bike	UDOT	Regular	Newproject-026(2020)	18833	3500 South (SR-171) Sidewalk Improvements	Construct missing sidewalk from 6000 West to 8400 West	2020	\$ 2,054,100	\$ 500,000	\$ 36,308	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UDOT, Murray, Midvale, Sandy	Regular	New Project	14942	SR-71 (700 E/ 900 E); Van Winkle to 90th South (Lyndy Drive is the new South terminus)	Construct Bike lanes along roadway	2016	\$ 3,510,100	\$ 1,400,000	\$ 101,663	\$ -	\$ 500,000	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM2.5	F-LC35(254)	13125	Sugar House Streetcar Double Track; (was) 500 E to 600 E New limits 300 E to 500 E	Construct a Double Track	2014	\$ 3,016,100	\$ 900,000	\$ 65,354	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Trans	UTA	PM2.5	New Project was PIN 14047	13125	Sugar House Streetcar Double Track; 600 East to 700 East	Construct a Double Track	2015	\$ 3,016,100	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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						Location/ Limits	Concept/ Type of Improvement							2024	2025	2026	2027	2028	2029	2030
Salt Lake	Trans	UTA	Regular	F-LC35(256)	13127	Depot District Service Center (DDSC); 669 West 200 South	Construct the CNG Facilities of the DDSC	2014	\$ 57,000,000	\$ 950,000	\$ 68,985	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	UTA	PM2.5	New Project	14046	33/35 MAX Expansion and Optimization	Transit Service Expansion	2015	\$ 3,003,325	\$ 2,800,000	\$ 203,325	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Bike	UTA	Regular	New Project	14049	Bus Route Service Expansion Subsidy	Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service	2015	\$ 1,400,000	\$ 1,280,048	\$ 92,952	\$ 1,280,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM2.5	New Project	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus	2016	\$ 4,073,900	\$ 2,500,000	\$ 181,540	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM2.5	New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 2,105,134	\$ 152,867	\$ 2,105,134	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	New Project - 021()	17850	SLC West Intermodal Center; North Temple & Redwood Rd	Construct Intermodal Hub	2019	\$ 4,200,300	\$ 1,400,000	\$ 101,663	\$ -	\$ -	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	PM2.5	Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	\$ 3,000,000	\$ 2,500,000	\$ 127,078	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	CM-9999( )	Tran SEC.	ITS/APTS Deployment in S L	Air Quality - FTA Fund Transfer	1999	\$ 12,000,000	\$ -	\$ 60,998	\$ 840,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	CM-9999( )	Tran SEC.	Lease Vans in S L	Air Quality - FTA Fund Transfer	1994	\$ 1,855,411	\$ 1,104,800	\$ 163,125	\$ 1,141,600	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ 276,200	\$ -	\$ -	\$ -
Salt Lake	Trans	UTA	Regular	Newproject-S_CMAQ-004(2022)	20315	Midvalley Connector; Murray Station to West Valley Central Station - Operations	Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West	2022	\$ 32,252,889	\$ 2,300,000	\$ 167,017	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UTA	NEWPROJ( )		14044	Layton FrontRunner Station Parking	New Construction of Parking Structure for the Layton Station	2015	\$ 4,200,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -
Salt Lake	Trans	UTA	PM2.5	Newproject-S_CMAQ-001(2023)	21219	On Route Electric Bus Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,296,900	\$ 94,176	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,296,900	\$ -
Salt Lake	Trans	UTA\UDOT	Regular	F-0172(18)	7650	5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South	ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase)	2010	\$ 5,000,000	\$ 2,000,000	\$ 145,232	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Salt Lake	Bike	West Jordan	PM2.5	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	PM2.5	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	South Jordan	Regular	Newproject-S_CMAQ-001(2024)		Jordan River Trail Connector; Jordan River Trail to 500 West (Ultradent Dr)	Construct new trail and bridge so pedestrians can access the South Jordan Frontrunner Station using the Jordan River Trail.	2024	\$ 1,585,000	\$ 1,450,000	\$ 105,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000
Salt Lake	Inter	UDOT	PM2.5	Newproject-S_CMAQ-002(2024)		12300 South; SB I-15 Offramp to Lone Peak Parkway	Widen 12300 So (SR-71 )to extend free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak	2024	\$ 6,379,200	\$ 1,500,000	\$ 108,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Salt Lake	Trans	UTA		Newproject-S_CMAQ-003(2024)		Davis-SLC Community Connector; Farmington to UofU Research Park	Corridor-based bus rapid transit (BRT) system between Farmington City and SLC.	2024	\$ 75,000,000	\$ 2,000,000	\$ 72,616	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Salt Lake	Inter	Salt Lake	PM2.5	Newproject-S_CMAQ-004(2024)		Sunnyside Ave at Crestview Drive Roundabout	Convert an existing 2-way stop intersection to a roundabout	2024	\$ 820,000	\$ 762,000	\$ 55,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 762,000
Salt Lake	Inter	Sandy	PM2.5	Newproject-S_CMAQ-005(2024)		11000 South 1000 East Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 3,456,167	\$ 2,100,000	\$ 152,494	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000



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<b>OGDEN/ LAYTON URBAN AREA</b>																				
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		Add turn lanes and storage lanes to reduce delay and improve safety.	2017	\$ 1,904,300	\$ 1,780,040	\$ 129,260	\$ 515,877	\$ 822,513	\$-	\$ -	\$ -	\$ -	\$ -		
Davis	Inter	Centerville	PM2.5	New Project - 017()	15917		Intersection & Pedestrian Improvements	2019	\$ 1,757,800	\$ 1,400,000	\$ 101,663	\$ 1,400,000	\$-	\$-	\$ -	\$ -	\$ -	\$ -		
Davis	Bike	Clearfield	Regular	New Project	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center	New Construction - Pedestrian/ Bicycle Bridge	2015	\$ 2,653,800	\$ 1,650,000	\$ 119,817	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	Trans	Clinton	Regular	New Project	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	2016	\$ 590,600	\$ 969,577	\$ 70,407	\$ 969,577	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	Inter	Clinton	Regular	New Project - 019()	17848	1500 West & 1300 North Roundabout	Intersection & Pedestrian Improvements	2019	\$ 2,190,100	\$ 850,000	\$ 61,724	\$ -	\$ -	\$ 850,000	\$ -	\$ -	\$ -	\$ -		
Davis	Bike	Clinton	PM2.5	Newproject-O_CMAQ-004(2023)	21218	2050 North Pedestrian Underpass on 2000 West	Construct an underground pedestrian crossing on SR-108 (2000 West)	2023	\$ 5,500,000	\$ 2,750,000	\$ 344,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,750,000	\$ 2,000,000	
Davis	Bike	Layton	PM2.5	Newproject-O_CMAQ-001(2022)	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	2022	\$ 6,000,000	\$ 1,254,160	\$ 91,072	\$ 197,561	\$ 1,056,599	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	Bike	North Salt Lake	PM2.5	Newproject-O_CMAQ-003(2023)	21217	Center Street Shared Use Trail; Foxboro Drive to Jordan River Trail	Minor Widening and Constructing trail connections to other trail systems and bike lanes, sidewalks	2023	\$ 593,400	\$ 553,227	\$ 40,173	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 553,227	\$ -	
Weber	Trans	Ogden	PM2.5	New Project	14847	Ogden City Bike Share	Purchase and Install Bike Share Stations and Bikes	2016	\$ 659,686	\$ 601,873	\$ 43,706	\$ 601,873	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Trans	Ogden	Regular	New Project	16946	Polk Avenue; 36th Street to Franklin	Add sidewalks and intersection improvements	2018	\$ 595,302	\$ 555,000	\$ 40,302	\$ 555,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Bike	Ogden	Regular	Newproject-029(2020)	18830	Ogden City Bike Share Expansion	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	2020	\$ 435,200	\$ 405,737	\$ 29,463	\$ -	\$ -	\$ -	\$ 405,737	\$ -	\$ -	\$ -		
Weber	Bike	Ogden	Regular	Newproject-O_CMAQ-002(2022)	20318	Ogden Green Bike Share Expansion	Constructs additional Bike Docking Stations/ Purchases additional Bikes	2022	\$ 760,400	\$ 500,000	\$ 36,308	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -		

**DRAFT**  
**2025-2030 Transportation Improvement Program (TIP)**  
**Congestion Mitigation/ Air Quality (CMAQ) Program**

Print Date: 12-Jun-24

County	Project Type	Sponsor	CMAQ Source	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	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	2030
Weber	Bike	Ogden	Regular	Newproject-O_CMAQ-002(2023)	21216	Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2023	\$ 678,500	\$ 632,518	\$ 45,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 632,518	\$ -
Weber	Trans	Ogden/ UDOT	Regular	New Project	16947	Wall Avenue & 20th Street Intersection	Intersection Improvements	2018	\$ 2,700,000	\$ 563,038	\$ 40,886	\$ 563,038	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	Ogden/ UTA	PM2.5	New Project	16934	Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction	New Construction	2018	\$ 75,000,000	\$ 3,250,000	\$ 236,002	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	Ogden/ UTA	Regular	Newproject-O_CMAQ-001(2023)	21215	On Route Electric Bus Charging Infrastructure	Construct an on-route electric charging station at a key location	2023	\$ 1,500,000	\$ 1,398,450	\$ 101,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,398,450	\$ -
Box Elder	Trans	Perry	Regular	New Project	14848	1200 West; 2250 South (Dale Young Nature Park) to 775 West	Widen road facility to include a dedicated 8' bike path	2016	\$ 695,000	\$ 477,338	\$ 34,662	\$ 10,000	\$ 607,183	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Bike	Plain City	PM2.5	New Project	15905	3600 West; 2600 North to 1975 North	Pedestrian and Bicycle Improvements	2017	\$ 695,000	\$ 441,650	\$ 32,071	\$ -	\$ 441,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	Riverdale	Regular	New Project	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	2016	\$ 618,000	\$ 576,161	\$ 41,839	\$ 59,201	\$ 516,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	South Ogden/ UDOT	PM2.5	New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 220,641	\$ 16,022	\$ 220,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	ATMS	UDOT	Regular	CM-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	\$ 489,458	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Inter	UDOT/ Kaysville	PM2.5	Newproject-O_CMAQ-002(2021)	19682	200 North / I-15 Interchange Left Turn Lanes (NB & SB)	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange	2021	\$ 906,118	\$ 845,000	\$ 61,361	\$ 845,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UDOT/ North Salt Lake	Regular	New Project	12674	Redwood Road (SR-68) & Center Street	Intersection Improvements	2016	\$ 7,839,300	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**DRAFT**  
**2025-2030 Transportation Improvement Program (TIP)**  
**Congestion Mitigation/ Air Quality (CMAQ) Program**

													Print Date:	12-Jun-24	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding	PM2.5 Funding		
County	Project Type	Sponsor	CMAQ Source	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Local Matching Funds Due	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	2030	
Davis	Trans	UTA	Regular	F-LC11(48 )	10021	Fruit Heights/ Kaysville 400/200 North Park n Ride Lot	Expand Park n Ride Lot	2011	\$ 1,498,000	\$ 1,233,000	\$ 89,536	\$ -	\$ -	\$ 1,233,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	PM2.5	New Project	14846	Weber State University Intermodal Center	New Construction - Intermodal Center on WSU Campus	2016	\$ 3,116,900	\$ 1,000,000	\$ 72,616	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Trans	UTA	Regular	New Project	15915	Davis County Ski Route Buses	Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort.	2017	\$ 1,020,000	\$ 912,830	\$ 66,286	\$ 912,830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	PM2.5	New Project	16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2018	\$ 1,400,000	\$ 950,000	\$ 68,985	\$ 1,045,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Trans	UTA	Regular	CM-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	WSU Bus Rapid Transit - Operating Subsidy	Operating cost subsidy for 3 years for the Ogden/WSU BRT.	2020	\$ 1,230,700	\$ 1,147,382	\$ 83,318	\$ 1,147,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Inter	West Point	Regular	Newproject-O_CMAQ-003(2022)	20320	4500 West & 300 North Round-about	Construct a Round-about Intersection to Replace an Off-set Intersection	2022	\$ 1,357,000	\$ 1,265,131	\$ 91,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,265,131	\$ -	\$ -	
Weber	Bike	Ogden	Regular	Newproject-O_CMAQ-001(2024)		Ogden Green Bike Share Expansion	Construct additional Bike Docking Stations/ Purchases additional Bikes	2024	\$ 632,000	\$ 400,000	\$ 29,046	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	
Davis	Trans	UTA	PM2.5	Newproject-O_CMAQ-003(2023)		Davis-SLC Community Connector; Farmington to UofU Research Park	Corridor-based bus rapid transit (BRT) system between Farmington City and SLC.	2024	\$ 75,000,000	\$ 2,000,000	\$ 145,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	

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

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

*For the*

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



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

Print Date: 6/12/2024

County	Sponsor	Route	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	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	2030	
<b>SALT LAKE URBAN AREA</b>																		
Salt Lake	Cottonwood Heights		New Project	16948	2600 East Sidewalk; 7550 South to 7655 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 415,400	\$ 386,905	\$ 386,904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Cottonwood Heights	Fort Union	Newproject-S_TAP-007(2022)	20345	Fort Union Blvd Pedestrian Hybrid Beacon	Install a HAWK Pedestrian Crossing System including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk.	2022	\$ 487,000	\$ 454,030	\$ -	\$ 454,030	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Draper		New Project	14946	Corner Canyon Creek/ East Jordan Canal Trail; Smith Fields Park (300 E & 13400 S) to Willow Creek Trail (900 East & 12800 South) & Stokes Ave (700 East & 13540 South)	Construct a 10 foot wide multi-use non-motorized paved trail with adjacent soft surface path.	2016	\$ 630,500	\$ 734,722	\$ 734,722	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Herraman	Rosecrest	Newproject-S_TAP-004(2023)	21234	Rosecrest Bike Lane; 13400 South to Mountain View Corridor	Install buffered bike lanes on Rosecrest Road	2024	\$ 417,900	\$ 389,608	\$ -	\$ -	\$ 389,608	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Herriman	Juniper Crest	Newproject-S_TAP-003(2021)	19688	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	2021	\$ 330,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Herriman	Anthem Park Blvd	Newproject-S_TAP-006(2022)	20344	Anthem Park Blvd - Bike Lanes; 11800 South to 13400 South	Construct Bike Lanes	2022	\$ 125,000	\$ 97,892	\$ -	\$ 97,892	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Kearns Metro Township		New Project	15926	Kearns Bicycle Route Signing Wayfinding; Kearns Metro Boundaries	Provide wayfinding and route direction with pavement markings, signing and striping to city bike ways, bus stops, schools, industrial parks, trails, and parks.	2017	\$ 80,000	\$ 60,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Kearns Metro Township		New Project	16949	Northwest Avenue Sidewalk; 5415 South to 5570 South	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 259,022	\$ 227,903	\$ 227,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Kearns Metro Township	4220 W	Newproject-S_TAP-002(2023)	21232	4220 West Sidewalk; 5415 So to 5500 South	Construct curb, gutter, and sidewalk on both sides of 4220 West	2024	\$ 131,000	\$ 122,131	\$ -	\$ -	\$ 122,131	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Magna	1	New Project - 026( )	17867	2820 South; 7584 West to 7630 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 423,900	\$ 390,234	\$ 149,168	\$ 1,306,890	\$ -	\$ -	\$ -	\$ -	\$ -		
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	\$ -	\$ -	\$ -	\$ -	\$ -		

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

Print Date: 6/12/2024

County	Sponsor	Route	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
											2024	2025	2026	2027	2028	2029	2030	
Salt Lake	Millcreek		New Project	16951	3300 South Sidewalk; 2600 East to 2700 East	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 429,500	\$ 400,423	\$ 400,423	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	Var	New Project - 029()	17870	4500 South (SR-266); 1500 East to 1630 East	Construct Missing Sidewalk	2019	\$ 357,600	\$ 333,390	\$ 251,255	\$ 82,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Millcreek	Birch Dr	Newproject-S_TAP-005(2023)	21235	S Birch Drive; Upland Drive to 3900 South	Construct curb, gutter, sidewalk, and ADA ramps	2024	\$ 913,400	\$ 758,333	\$ -	\$ -	\$ 758,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Murray	4800 South	Newproject-S_TAP-008(2022)	20346	I-15 and 4800 South Bike Lanes; Galleria Drive to 325 West	Widen 4800 South under the I-15 overpass to accommodate bike lanes	2022	\$ 880,100	\$ 600,000	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	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 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Print Date: 6/12/2024

County	Sponsor	Route	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	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	2030	
Salt Lake	Taylorsville		New Project	14949	Taylorsville Regional Trail; 5140 South to 5400 South	Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215.	2016	\$ 310,500	\$ 268,502	\$ 268,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	Taylorsville	5400 South	Newproject-S_TAP-005(2022)	20343	5400 South;1300 West to Millrace Park	Safe Routes to School - Construct Missing Sidewalk on Northside of 5400 South	2022	\$ 600,000	\$ 559,380	\$ -	\$ 259,380	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	UDOT	700 East	Newproject-S_TAP-001(2022)	20316	700 East (SR-71); 2100 South to 1300 South Shared Use Path	Construct Shared Use Path along Westside of 700 East	2022	\$ 2,985,500	\$ 1,000,000	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 265,706	\$ 58,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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 Jordan	Utah Lake Canal Trail	Newproject-S_TAP-004(2022)	20340	Utah Lake Distribution Canal Trail Southern Segment	Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities	2022	\$ 167,000	\$ 155,694	\$ -	\$ 155,694	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	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	West Valley City/ Taylorsville	3900 So	Newproject-S_TAP-001(2023)	21231	3900 South Bike Lanes; Redwood Road to Jordan River	Add Buffered bike lanes, a 10' trail, street lighting and connecting sidewalk	2023	\$ 9,913,000	\$ 1,129,817	\$ -	\$ -	\$ 1,129,817	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	White City Metro Township	Sego Lily	Newproject-S_TAP-003(2023)	21233	Sego Lily Crossing at 1300 East	Construct grade appropriate ADA and crosswalk on west leg of intersection	2023	\$ 1,108,200	\$ 1,033,175	\$ -	\$ -	\$ 1,033,175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Lake	West Valley City	1300 West	Newproject-S_TAP-001(2024)		1300 West Bike Lanes; 4000 South to 3300 South	Improve the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk.	2024	\$ 9,585,000	\$ 745,000	\$ -	\$ -	\$ -	\$ 745,000	\$ -	\$ -	\$ -	\$ -	\$ -



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

Print Date: 6/12/2024

County	Sponsor	Route	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Amount Obligated		Current Federal Fiscal Year		New Project/ Additional Funding		Concept Development			
											Location/ Limits	Concept/ Type of Improvement	Allocation of Programmed Funds per Federal Fiscal Year						2029	2030
													2024	2025	2026	2027	2028			
Salt Lake	White City Metro Township	Larkspur	Newproject-S_TAP-002(2024)		Larkspur Drive; 700 East to Carnation Drive	Construct two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.	2024	\$ 299,000	\$ 277,288	\$ -	\$ -	\$ -	\$ 277,288	\$ -	\$ -	\$ -	\$ -	\$ -		
Salt Lake	Millcreek	3776 So	Newproject-S_TAP-003(2024)		3776 S 2700 E Crosswalk Enhancement Project	Reconstruct disfunctioning curb & gutter, sidewalk, crosswalk, and ADA ramps.	2024	\$ 403,600	\$ 376,267	\$ -	\$ -	\$ -	\$ 376,267	\$ -	\$ -	\$ -	\$ -			
Salt Lake	Holladay	2700 East	Newproject-S_TAP-004(2024)		2700 East Pedestrian Improvements; Morningside Drive to 4500 South	Project will construct missing sidewalk on the east and west sides plus enhance safe crossings.	2024	\$ 971,000	\$ 740,000	\$ -	\$ -	\$ -	\$ 740,000	\$ -	\$ -	\$ -	\$ -			
Salt Lake	Salt Lake	Various	Newproject-S_TAP-005(2024)		Bike Share (GREENbike) Capital Care Improvements	This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes.	2024	\$ 493,200	\$ 459,810	\$ -	\$ -	\$ -	\$ 459,810	\$ -	\$ -	\$ -	\$ -			
<b>OGDEN/ LAYTON URBAN AREA</b>																				
Davis	Centerville	Parrish Lane	Newproject-O_TAP-006(2022)	20335	Parrish Lane/ Legacy Trail Connection from 1250 West to Legacy Trail	Construct Missing Pedestrian/ Bicyclist Pathway	2022	\$ 500,000	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Davis	Centerville	Porter Lane	Newproject-O_TAP-002(2023)	21228	Porter Lane Multi-Use Trail; 400 West to Frontage Road	Construct a Multi-Use Trail on top of the enclosed channel	2023	\$ 302,500	\$ 151,250	\$ -	\$ -	\$ 151,250	\$ -	\$ -	\$ -	\$ -	\$ -			
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	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	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	\$ 395,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
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	Layton	Davis Weber Canal	Newproject-O_TAP-001(2023)	21227	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	2023	\$ 654,600	\$ 327,300	\$ -	\$ -	\$ 327,300	\$ -	\$ -	\$ -	\$ -				
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				

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

Print Date: 6/12/2024

County	Sponsor	Route	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
											2024	2025	2026	2027	2028	2029	2030	
					Location/ Limits	Concept/ Type of Improvement					2024	2025	2026	2027	2028	2029	2030	
Davis	North Salt Lake	Redwood Road	Newproject-O_TAP-003(2022)	20328	Redwood Road Sidewalk Connections; 75 North to 965 North	Construct Missing Pedestrian/ Bicyclist Pathway along westside	2022	\$ 283,300	\$ 226,640	\$ -	\$ 226,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Ogden		F-LC57(29)	12014	Ogden City Bicycle Study; Municipal Boundaries of Ogden City	Produce a Comprehensive Bicycle Facilities Master Plan	2013	\$ 100,000	\$ 93,000	\$ 93,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Ogden	Var	New Project - 024()	17865	20th & Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	2019	\$ 407,100	\$ 239,000	\$ 162,220	\$ 76,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City		New Project	16952	1975 North; 3600 West to 3525 West Project and Funds tied to PIN 15905	Construct Sidewalk (Safe Routes to School Project)	2018	\$ 360,000	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Plain City	1500 North	Newproject-O_TAP-005(2022)	20334	1500 North Sidewalk Project	Safe Routes to School - Construct Missing Sidewalk	2022	\$ 128,500	\$ 102,800	\$ -	\$ 102,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Riverdale		New Project	14853	Various Locations throughout the City	Bicycle and Pedestrian - Right of Way Striping and Signage	2016	\$ 69,200	\$ 65,000	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Riverdale	1050 West	Newproject-033(2020)	18834	UDOT Reg One/ Riverdale - 1050 West & I-84 Sidewalk, Bike/ Ped Facility	Safe Routes to School - Construct Missing Sidewalk	2020	\$ 507,525	\$ 480,000	\$ 467,246	\$ 12,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	Var	New Project - 025()	17866	3100 West; 4800 South to 5000 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk	2019	\$ 301,700	\$ 271,530	\$ 124,928	\$ 146,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden	Adams Ave	Newproject-O_TAP-003(2023)	21229	Adams Avenue Sidewalk; 40th Street to 42nd Street	Construct missing curb, gutter, and sidewalk	2023	\$ 2,063,000	\$ 1,691,600	\$ -	\$ -	\$ 1,691,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden, Washington Terrace, Riverdale		New Project	14856	Three City Alternative Planning Study	Develop a bike and Pedestrian Alternative Transportation Plan to connect the three communities	2016	\$ 96,535	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-001(2021)	19690	Weber River Parkway Trailhead Connection Phase I Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	2021	\$ 383,700	\$ 241,186	\$ -	\$ 241,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-002(2022)	20327	Weber River Parkway Trailhead Connection Phase III	Construct Phase 3 of Trail from Cottonwood Drive to US-89 Crossing (Weber River & US-89)	2022	\$ 499,200	\$ 318,101	\$ -	\$ 318,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-004(2022)	20332	Weber River Parkway Trailhead Connection Phase II	Construct Phase 2 of Trail from US-89 Crossing (Weber River & US-89) to Weber Canyon Trailhead (Weber River & Cornia Dr.)	2022	\$ 474,300	\$ 325,652	\$ -	\$ 325,652	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	South Weber	Weber River	Newproject-O_TAP-004(2023)	21230	Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4	Construct Phase 5 of trail. This will complete the trail and fill the gap between Phase 3 and Phase 4	2023	\$ 732,400	\$ 682,817	\$ -	\$ -	\$ 682,817	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	UTA		New Project	15923	Update Bike Cars on FrontRunner	Construct new bike racks on 6 of UTA's 16 FrontRunner bike cars.		\$ 116,900	\$ 95,000	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Print Date: 6/12/2024

County	Sponsor	Route	Project Number	Project Identification Number	Project Information		Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Amount Obligated	Current Federal Fiscal Year	New Project/ Additional Funding	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
											2024	2025	2026	2027	2028	2029	2030			
					Location/ Limits	Concept/ Type of Improvement					2024	2025	2026	2027	2028	2029	2030			
Box Elder	UTA	UIC Rail Corridor	Newproject-O_TAP-007(2022)	20336	Utah Idaho Central (UIC) Railroad Corridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary	Design Rail/ Trail Along the UIC Railroad Corridor	2022	\$ 200,000	\$ 186,460	\$ -	\$ 186,460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Centerville	Porter Lane	Newproject-O_TAP-001(2024)		Porter Lane Multi-use Trail; 400 West to Main Street (SR-105)	Construct a Multi-Use Trail that will connect the "last mile" from Centerville City's Main Street District to the West Side of I-15.	2024	\$ 357,700	\$ 178,850	\$ -	\$ -	\$ -	\$ 178,850	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	Layton	Kay's Creek Trail	Newproject-O_TAP-002(2024)		Kay's Creek Trail: Main Street to Hawthorne Drive	Construct the trail connecting safe-routes-to-school, a commuter route, a recreational outlet, and access to downtown	2024	\$ 1,470,000	\$ 450,000	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Davis	North Salt Lake	Center Str	Newproject-O_TAP-003(2024)		Center Street sidewalk (Orchard to 340 East)	Construct missing sidewalk to get to the crosswalk at Center St and Orchard Dr.	2024	\$ 676,000	\$ 265,000	\$ -	\$ -	\$ -	\$ 265,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	North Ogden	Various	Newproject-O_TAP-004(2024)		North Ogden Canal Trail Crossing Improvements	This project will construct 2 or more of the four crossing crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.	2024	\$ 800,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Weber	Hooper	Hooper Slough Trail	Newproject-O_TAP-005(2024)		Hooper Slough Trail Connection	Connect portions of the Hooper Slough Trail (Seg A: 5156 S 5725 W to 5100 S 5500 W and Seg B: 5230 W 4825 S to 5200 W 4600 S	2024	\$ 1,103,600	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -		

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

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

*For the*

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



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

Print Date: 12-Jun-24

Amount Obligated

Current Federal Fiscal Year

New Project/ Additiona Funding

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029	2030
<b>Salt Lake Urban Area</b>																		
Salt Lake	Cottonwood Heights	Highland Dr	Newproject-S_CRP-003(2023)	21241	Highland Drive Protected Trail; Fort Union Blvd to Villaire Ave	Construct 8-ft asphalt trail on east side of Highland Drive	2024	\$ 2,094,300	\$ 1,952,516	\$ -	\$ -	\$ 1,000,000	\$ 952,516	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Holladay	Var	Newproject-S_CRP-002(2023)	21240	Signal Optimization Enhancements (Multiple Intersections)	Signal Optimization, improving travel time and signal timing (19 Intersections)	2024	\$ 1,152,800	\$ 1,074,755	\$ -	\$ -	\$ 1,074,755	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake City/ West Valley City	Var	Newproject-S_CRP-001(2023)	21239	On-Route Charging Infrastructure	Construct 2 on-route electric charging stations at key locations	2024	\$ 3,000,000	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake/ Utah Inland Port Authority	PM2.5	Newproject-S_CMAQ-001(2021)	19683	Electrified Truck Parking Facility (700 North John Glenn Road )	Construct Secure Truck Parking Electrification Facility	2021	\$ 9,681,992	\$ 2,412,792	\$ -	\$ -	\$ 1,000,000	\$ 1,412,792	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UDOT TOC		Newproject-S_STP-004(2021)	19632	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	2021	\$ 600,000	\$ 559,380	\$ -	\$ 559,380	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA		Newproject-025(2020)	18832	On Route Electric Bus Charging Infrastructure	Construct 2 electric charging stations for 20 electric buses.	2020	\$ 3,000,000	\$ 2,500,000	\$ 2,330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA		New Project	15918	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	2017	\$ 3,516,000	\$ 325,000	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA	Regular	CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 4,065,825	\$ 326,305	\$ 3,464,264	\$ 326,305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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	Riverton City		Newproject-S_CRP-002(2024)		Construction of Electric Vehicle Charging Stations next to Riverton City Hall	Construct four electric car charging stations in the parking area adjacent to Riverton City Hall	2024	\$ 425,000	\$ 385,000	\$ -	\$ -	\$ -	\$ 385,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UDOT	12300 So	Newproject-S_CRP-001(2024)		12300 South; SB I-15 Offramp to Lone Peak Parkway	Widen 12300 So (SR-71 )to extend free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak	2024	\$ 6,379,200	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	11000 So	Newproject-S_CRP-003(2024)		11000 South 1000 East Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 3,456,167	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	

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

Print Date: 12-Jun-24

Amount Obligated

Current Federal Fiscal Year

New Project/ Additiona Funding

County	Sponsor	Route	Project Sequence	Project Identification Number (PIN)	Project Information		Year Added to TIP	Estimated Total Project Cost	Current Programmed Funds	Total Amount Obligated	Current Year	Allocation of Programmed Funds per Federal Fiscal Year					Concept Development	
					Location/ Limits	Concept/ Type of Improvement						2024	2025	2026	2027	2028	2029	2030
<b>Ogden/ Layton Urbanize Area</b>																		
Davis	Layton		Newproject-O_CMAQ-001(2022)	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station	2022	\$ 6,000,000	\$ 800,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy		New Project - 018( )	17847	6000 South & 3100 West Round-a-bout	Intersection & Pedestrian Improvements	2019	\$ 760,700	\$ 673,470	\$ -	\$ 673,470	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	Var	Newproject-O_CRP-001(2023)	21236	Roy Municipal Bldg. Electric Vehicle Charging Stations 5051 South 1900 West	Installation of four (4) electric vehicle charging stations	2024	\$ 100,500	\$ 93,696	\$ -	\$ -	\$ 93,696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	South Ogden/ UDOT		New Project	16945	US-89 & Skyline Drive Intersection	Intersection Improvements	2018	\$ 2,515,600	\$ 1,185,477	\$ 13,889	\$ 871,588	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	Syracuse	Antelope Drive	Newproject-O_CRP-003(2023)	21238	Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive	Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island	2024	\$ 2,246,700	\$ 349,906	\$ -	\$ -	\$ 349,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Syracuse	Antelope Drive	Newproject-O_CRP-003(2023)	21238	Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive	Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island	2024	\$ 2,246,700	\$ 349,906	\$ -	\$ -	\$ 349,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	UTA		CM-9999( )	Tran SEC.	WFRC Area	Air Quality - Rideshare & Vanpool Management	1993	\$ 2,119,280	\$ 476,014	\$ 1,608,700	\$ 161,754	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	UTA		Newproject-028(2020)	18829	On Route Electric Bus Charging Infrastructure	Construct electric charging station for 10 electric buses.	2020	\$ 1,500,000	\$ 1,398,450	\$ 1,398,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Davis	West Point	1800 North	Newproject-O_CRP-002(2023)	21237	1800 North & 4500 West Intersection	Improve Intersection Functionality Construct Round-about	2023	\$ 2,087,300	\$ 1,013,690	\$ -	\$ -	\$ 506,845	\$ 506,845	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Farr West	Harrisville Road	Newproject-O_CRP-001(2024)		1200 West Harrisville Road Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 1,698,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -
Weber	Roy	6000 South	Newproject-O_CRP-002(2024)		4300 West 6000 South Roundabout	Convert an existing 4-way stop intersection to a roundabout	2024	\$ 1,953,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -

# Glossary of Federal Funding Types

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## **2025 - 2030** **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)

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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
5309_FIX_GDW	SEC 509 FIXED GUIDEWAY GRANT	LOCAL	100.00	Y	F
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
BIP_BRIDGE	BRIDGE INVESTMENT PROGRAM - 2022	BRIDGE	80.00	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
CARBON_SUB	CARBON REDUCTION >5K - <50K	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 (TOEEL)	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_TPF	EARMARK - TRUCK PARKING FAC PROG (2011)	EARMARK	100.00	Y	F
EM_2012_HFL	EARMARK - HWY FOR LIFE ( 2012)	EARMARK	80.00	Y	F
EM_2012_IBRD	EARMARK - INNOVATIVE BRIDGE RESEARCH	EARMARK	100.00	Y	F
EM_2012_PLHD	EARMARK - PUBLIC LANDS HWY DISC. (2012)	EARMARK	100.00	Y	F



# UDOT electronic Program Management

## STIP Planning Fund Table



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
EM_2012_TCSP	EARMARK - TCSP PROGRAM (2012)	EARMARK	80.00	Y	F
EM_2014_FBD	FERRY BOAT DISC FUNDS - 2014	EARMARK	80.00	Y	F
EM_2015_FBD	FERRY BOAT DISCR FUND 2015	EARMARK	80.00	Y	F
EM_2016_FBD	FERRY BOAT DISC FUNDS - 2016	EARMARK	80.00	Y	F
EM_2017_FBD	FERRY BOAT DISCR FUNDS - 2017	EARMARK	80.00	Y	F
EM_2018_FBD	FERRY BOAT DISR FUNDS - 2018	EARMARK	80.00	Y	F
EM_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_2023_FBD	FERRY BOAT DISC FUND FOR 2023	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_RPS6@93.2	RE-PURPOSED 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
EV_RAAG	EV RELIABILITY & ACCESS GRANT	EV	100.00	Y	F
FA_AARPA	US TREASURY BROADBAND FUNDS	STATE	100.00	Y	O
FA_AARPA_T	AARPA COMING FROM TREASURY	MISC	0.00	Y	O
FA_ATCMTD	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_LTAP_100	LTAP @ 100% PRO RATA	MISC	100.00	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



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Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
FA_PUB_LANDS	PUBLIC LANDS HIGHWAYS	FLH	100.00	Y	F
FA_RAISE_100	NATL INF INVEST RAISE 23 IIJA	MISC	100.00	Y	F
FA_RAISE_80%	REBUILDING AMERICAN INFRASTRUCTURE	MISC	80.00	Y	F
FA_RSTDG	RURAL SURFACE TRANS. GRANT	STP	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 INNOVATION	MISC	100.00	Y	F
FA_STIC_2023	2023 STIC TECH	MISC	80.00	Y	F
FLHP	FEDERAL LANDS HIGHWAY PROGRAM	FLH	100.00	Y	F
FTA 5309_FGC	FIXED GUIDEWAY CAPITAL INVESTMENTS GRANT	LOCAL	50.00	Y	F
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_5337_50%	FTA SECTION 5337 RAIL VEHICLE REPL	FTA	50.00	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



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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_ICAM_80	INNOVATIVE COORDINATED ACCESS & MOBILITY	FTA	80.00	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
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_GOVT	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_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_EXCHANGESTATE/	FEDERAL FUNDS EXCHANGE W/MAG	LOCAL	0.00	Y	L
NEVI	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	EV	80.00	Y	F
NEVI@100%	NAT'L ELECTRIC VEHICLE INFRASTRUCTURE	EV	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



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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
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
REC_TRLS	RECREATION TRAILS	STP	80.00	Y	F
SAFETY_406	SAFETY INITIATIVES SECTION 406 PROGRAM	SAFETY	100.00	Y	F
SEC154_HSIP	SECTION 154 PENALTIES FOR HSIP	HSIP	93.23	Y	F
SEC164_HSIP	SECTION 164 PENALTIES-FOR HSIP	HSIP	93.23	Y	F
SPR_P	STATEWIDE PLANNING & RESEARCH (PLANNING)	SPR	80.00	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



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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_RURAL_GT	RURAL SURFACE TRANS GRANT	STP	100.00	Y	F
STP_SUB_JHC	STP SMALL URBAN 5K -49,999 POP JHC	STP	93.23	Y	F
STP_SUB_MAG	STP SMALL URBAN 5K -49,999 POP	STP	93.23	Y	F
STP_SU_CMPO	STP - SMALL URBAN (CACHE)	STP	93.23	Y	F
STP_SU_DMPO	STP - SMALL URBAN (DIXIE)	STP	93.23	Y	F
STP_SU_DMPO1	STP-SMALL URBAN DMPO @ 100	STP	100.00	Y	F
STP_SU_JHC	STP - SMALL URBAN (JHC)	STP	93.23	Y	F
STP_SU_JHC@1	STP- SMALL URBAN (JHC) @ 100 %	STP	100.00	Y	F
STP_SU_MAG	STP - SMALL URBAN SOUTH UTAH CO (MAG)	STP	93.23	Y	F
STP_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_ATIF	LEGISLATIVELY ACTIVE TIF PROJECTS (UTN)	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





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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_C EVP	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
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





# UDOT electronic Program Management

## STIP Planning Fund Table



epm381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
ST_PVMT	STATE CONST - PAVEMENT PRESERVATION	STATE	0.00	Y	S
ST_PVMT_LV2	STATE PAVEMENT LEVEL TWO FUNDS	STATE	0.00	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_RTIF	LEGISLATIVELY FUNDED RURAL TIF PROJECTS	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
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_TF_HB3	TRANSPORTATION FUND - HB3 (2024)	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_TIF_TRAIL	UTAH TRAIL NETWORK (UTN)	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
ST_WILDLIFE	STATE WILDLIFE MITIGATION FUNDS	STATE	0.00	Y	S



# UDOT electronic Program Management

## STIP Planning Fund Table



ePM381\_plan\_fund (Rev 448)

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

Plan Fund	Description	Category	Fed Aid	Reg	Fed/St
TAP_FLEX	TRANSPORTATION ALTERNATIVE PROGRAM	TAP	93.23	Y	F
TAP_FLEX1	TAP 100% PRO RATA	TAP	100.00	Y	F
TAP_NU_JHC	TRANS ALT PROGRAM - NON URBAN JHC	TAP	93.23	Y	F
TAP_SUB_JHC	TRAN ALT 5K - 49,999 - JHC	TAP	93.23	Y	F
TAP_SUB_MAG	TRANS ALT 5K - 49,999 - MAG	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
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
UTA_MATCH	UTA MATCHING FUNDS	LOCAL	0.00	Y	O
UTCO_BOND	UTAH COUNTY TRANSPORTATION BOND	LOCAL	0.00	Y	O
UTCO_TRAN_TX	UTAH COUNTY TRANS TAX	LOCAL	0.00	Y	O
Z_TEST_FUND	FUND SETUP FOR TEST PINS	STATE	0.00	Y	S

**State & Other Federal Highway  
Administration Funds  
ePM Tables For –  
Box Elder County  
Davis County  
Morgan County  
Salt Lake County  
Tooele County  
Weber County  
Including Statewide Programs**

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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





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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description					
				Fund	Prior	2025	2026		2027	2028	CD	Total	Fed Aid	State
<b>Box Elder County Projects</b>														
BOX EL	19478	Advertised	F-R199(320)6		30	6		Grouse Creek Bridge Replacement (0C 459) SR-30; MP 6.04 - 6.22		New Bridge/Bridge Replacement				
		Adv Dt: 04/27/24												
		NHPP_BR	\$6,383,472		\$0		\$0	\$0	\$0	\$0	\$6,383,472	\$5,951,311	\$432,161	\$0
		NHPP_NHS	\$250,000		\$0		\$0	\$0	\$0	\$0	\$250,000	\$233,075	\$16,925	\$0
		STP_BRIDGE	\$616,528		\$0		\$0	\$0	\$0	\$0	\$616,528	\$574,789	\$41,739	\$0
		STP_COVID_ST	\$750,000		\$0		\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0
		<b>Total</b>	<b>\$8,000,000</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$7,509,175</b>	<b>\$490,825</b>	<b>\$0</b>
BOX EL	15677	Scoping	F-0089(456)423		89	423	7	US-89; SR-126 to Perry US-89; MP 423.22 - 430.13		High Volume				
		To Be Adv Dt: 09/09/24												
		NHPP_NHS	\$12,618,575		\$41,381,425		\$0	\$0	\$0	\$0	\$54,000,000	\$50,344,200	\$3,655,800	\$0
		ST_TRANS_SOL	\$0		\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Total</b>	<b>\$12,618,575</b>		<b>\$41,381,425</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,000,000</b>	<b>\$50,344,200</b>	<b>\$3,655,800</b>	<b>\$0</b>
BOX EL	16938	STIP	F-1098(2)1		1098	1		1200 West Box Elder Creek Bridge at 600 North Cnty:FA-1098; MP .81 - .81		New Bridge/Bridge Replacement				
		To Be Adv Dt:												
		LOCAL_GOV	\$0		\$53,000		\$0	\$0	\$0	\$0	\$53,000	\$0	\$0	\$53,000
		STP_URB_O/L	\$0		\$1,697,000		\$0	\$0	\$0	\$0	\$1,697,000	\$1,582,113	\$0	\$114,887
		<b>Total</b>	<b>\$0</b>		<b>\$1,750,000</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$1,582,113</b>	<b>\$0</b>	<b>\$167,887</b>
BOX EL	21197	STIP	F-1098(3)0		1098		1	1200 West; 600 North to Industrial Way Cnty:FA-1098; MP .24 - .81		Reconstruct & Widening				
		To Be Adv Dt:												
		LOCAL_GOV	\$0		\$0		\$0	\$0	\$6,750,168	\$6,750,168	\$6,750,168	\$0	\$0	\$6,750,168
		STP_URB_O/L	\$0		\$0		\$0	\$0	\$2,145,232	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		<b>Total</b>	<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	<b>\$8,895,400</b>	<b>\$8,895,400</b>	<b>\$8,895,400</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$6,895,400</b>
BOX EL	18257	Advertised	F-I84-4(7)0		MULT			Bridge Replacement & Rehabilitation near Tremonton POCATELLO/VALLEY - OVERPASS; MP .00 - .25 & BOTHWELL INT. - OVERPASS; MP .00 - .12 & SR-102; MP 14.00 - 14.49		Replacement and Rehabilitation - Structure				
		Adv Dt: 05/11/24												
		BFP_BR_MAIN	\$6,000,000		\$0		\$0	\$0	\$0	\$0	\$6,000,000	\$5,593,800	\$406,200	\$0
		NHPP_BR	\$11,539,994		\$960,006		\$0	\$0	\$0	\$0	\$12,500,000	\$11,653,750	\$846,250	\$0
		<b>Total</b>	<b>\$17,539,994</b>		<b>\$960,006</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,500,000</b>	<b>\$17,247,550</b>	<b>\$1,252,450</b>	<b>\$0</b>
BOX EL	20773	STIP	F-I84-4(9)22		MULT			I-84 Bridge Replacements; Blue Creek & Howell I-84; MP 20.17 - 20.38 & I-84; MP 26.44 - 26.62		Rehabilitation or Replacement				
		To Be Adv Dt:												
		NHPP_BR	\$0		\$0		\$0	\$24,500,000	\$0	\$0	\$24,500,000	\$22,841,350	\$1,658,650	\$0
		ST_BRIDGE	\$0		\$0		\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
		<b>Total</b>	<b>\$0</b>		<b>\$0</b>		<b>\$3,000,000</b>	<b>\$24,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,500,000</b>	<b>\$22,841,350</b>	<b>\$4,658,650</b>	<b>\$0</b>
BOX EL	21862	Scoping	S-I15-8(177)366		MULT			I-15; SR-13 to SR-240 Passing Lanes I-15; MP 365.70 - 373.30 & I-15; MP 365.70 - 373.30		Passing Lane				
		To Be Adv Dt: 02/03/25												
		ST_TIF	\$0		\$19,000,000		\$0	\$0	\$0	\$0	\$19,000,000	\$0	\$19,000,000	\$0
BOX EL	13932	Scoping	F-LC03(22)		OTHER			750 North 200 West, Willard City 750 North 200 West, Willard City, Utah		Intersection Modification				
		To Be Adv Dt: 12/09/25												
		CMAQ_BOX_ELD	\$0		\$91,172		\$0	\$0	\$0	\$0	\$91,172	\$85,000	\$0	\$6,172



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UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345\_stip\_report (Rev 2179)

Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sub-sections for Box Elder County Projects.



**DRAFT**

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2025-2030**

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description					
					Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>Box Elder County Projects</b>														
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	\$0	\$0	\$1,300,000	\$1,300,000	\$0	\$0



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UDOT electronic Program Management Statewide Transportation Improvement Program



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UDOT electronic Program Management
Statewide Transportation Improvement Program



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# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description				
				Fund	Prior	2025	2026		2027	2028	CD	Total	Fed Aid
<b>Davis County Projects</b>													
DAVIS	19623	Scoping	F-1384(2)1		1384	1	NSL - Main Street Sidewalk; I-15 to 1001 North Cnty:FA-1384; MP 1.09 - 1.56	Reconstruct & Widening					
		To Be Adv Dt: 07/19/24											
		LOCAL_GOV		\$0	\$0	\$71,606	\$0	\$0	\$883,093	\$954,699	\$0	\$0	\$954,699
		STP_URB_O/L		\$10,726	\$0	\$283,868	\$0	\$0	\$2,720,907	\$3,015,501	\$2,811,352	\$0	\$204,149
		Total		\$10,726	\$0	\$355,474	\$0	\$0	\$3,604,000	\$3,970,200	\$2,811,352	\$0	\$1,158,848
DAVIS	20302	STIP	F-1384(3)1		1384	2	1100 West; 2185 South to 1100 North (2600 South) Cnty:FA-1384; MP 1.57 - 1.97	Reconstruct no widening					
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$1,797,368	\$1,797,368	\$0	\$0	\$1,797,368
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$145,232
		Total		\$0	\$0	\$0	\$0	\$0	\$3,942,600	\$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 Cnty:FA-1388; MP 3.91 - 4.37	Reconstruct no widening					
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$604,309	\$604,309	\$0	\$0	\$604,309
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$1,820,991	\$1,820,991	\$1,697,710	\$0	\$123,281
		Total		\$0	\$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) Cnty:FA-1388; MP 4.36 - 4.59	Reconstruct no widening					
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$276,706	\$276,706	\$0	\$0	\$276,706
		STP_URB_O/L		\$0	\$0	\$0	\$0	\$0	\$1,138,394	\$1,138,394	\$1,061,325	\$0	\$77,069
		Total		\$0	\$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 Cnty:FA-1392; MP 2.07 - 2.27	Local/MPO/Other Agency Pass-Through					
		Will Not Adv											
		LOCAL_MATCH		\$0	\$250,800	\$0	\$0	\$0	\$0	\$250,800	\$0	\$0	\$250,800
		ST_TIF_ACT		\$0	\$376,200	\$0	\$0	\$0	\$0	\$376,200	\$0	\$376,200	\$0
		Total		\$0	\$627,000	\$0	\$0	\$0	\$0	\$627,000	\$0	\$376,200	\$250,800
DAVIS	20549	Scoping	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					
		Will Not Adv											
		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	17796	Advertised	F-R199(8)		1418	1	800 West & 1500 South Intersection Cnty:FA-1418; MP .71 - 1.01 & 800 West & 1500 South Intersection, Woods Cross, Utah 84087	Intersection Modification					
		Adv Dt: 04/20/24											
		LOCAL_GOV		\$420,000	\$0	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0	\$420,000
		STP_URB_O/L		\$1,324,654	\$0	\$0	\$0	\$0	\$0	\$1,324,654	\$1,234,975	\$0	\$89,679
		Total		\$1,744,654	\$0	\$0	\$0	\$0	\$0	\$1,744,654	\$1,234,975	\$0	\$509,679



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UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sub-sections for Davis County Projects.



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UDOT electronic Program Management
Statewide Transportation Improvement Program



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epm345\_stip\_report (Rev 2179)

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DRAFT

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			
					Fund	Prior	2025	2026	2027	2028	CD	Total
<b>Davis County Projects</b>												
DAVIS	11990	Active	F-LC11(50)	OTHER	Transportation and Land Use Connection Program Project Planning Support -Weber & Davis County				Local/MPO/Other Agency Pass-Through			
		Will Not Adv										
		L_PASS_MATCH	\$263,954	\$31,459	\$32,403	\$33,375	\$0	\$34,376	\$395,567	\$0	\$0	\$395,567
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_UR_O/L@1	\$3,634,929	\$433,222	\$446,218	\$459,605	\$0	\$473,393	\$5,447,367	\$5,447,367	\$0	\$0
		ST_STUDIES	\$624,350	\$157,500	\$0	\$0	\$0	\$0	\$781,850	\$0	\$781,850	\$0
		ST_TRANS_SOL	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0
		Total	\$4,973,233	\$622,181	\$478,621	\$492,980	\$0	\$507,769	\$7,074,784	\$5,447,367	\$1,231,850	\$395,567
DAVIS	14855	Undr Const	S-LC11(72)	OTHER	Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl. Pages Lane; 800 West to SR-67				Pedestrian/Bike facility			
		Will Not Adv										
		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 Commuter Rail Layton Station to Snow Basin via Layton Hills Mall Area Hotels and Park and Ride Lots				Transportation Alternatives			
		Will Not Adv										
		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 Davis/Weber County Bicycle Counters				Transportation Alternatives			
		To Be Adv Dt: 08/14/25										
		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 500 West Phase II; 2010 South to 2800 South, Syracuse Utah				Reconstruct & Widening			
		To Be Adv Dt: 03/19/25										
		STP_URB_O/L	\$976,111	\$3,014,689	\$0	\$0	\$0	\$0	\$3,990,800	\$3,720,623	\$0	\$270,177
DAVIS	18807	STIP	F-LC11(75)0	OTHER	Commerce Drive Road; Burke Lane to 950 North Burke Lane to 950 North, Farmington Utah				New Capacity			
		To Be Adv Dt:										
		LOCAL_GOV	\$0	\$0	\$4,904,652	\$0	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652
		STP_URB_O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total	\$0	\$0	\$4,904,652	\$0	\$0	\$0	\$4,904,652	\$0	\$0	\$4,904,652
DAVIS	19690	Scoping	F-R199(331)	OTHER	Weber River Parkway Trailhead Connection Weber River Parkway Trailhead Connection Phase 1 - Fisherman's Trailhead (Weber River and I-84) to US-89 Crossing (Weber River and US-89)				Pedestrian/Bike facility			
		To Be Adv Dt: 10/02/24										
		LOCAL_GOV	\$408,000	\$0	\$0	\$0	\$0	\$0	\$408,000	\$0	\$0	\$408,000
		TAP_URB_O/L	\$0	\$1,681,600	\$0	\$0	\$0	\$0	\$1,681,600	\$1,567,756	\$0	\$113,844
		Total	\$408,000	\$1,681,600	\$0	\$0	\$0	\$0	\$2,089,601	\$1,567,756	\$0	\$521,845



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UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

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				Prior	2025	2026	2027		2028	CD	Total	Fed Aid	State	Other
<b>Morgan County Projects</b>														
MORGAN	16400	Scoping Will Not Adv	S-0084(1)93	84	93	1	I-84; Mt Green Interchange (Env. Study) I-84; MP 93.40 - 94.40					Document EA/EIS		
		ST_TIF		\$406,776	\$4,593,224		\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000	\$0
MORGAN	15896	Active Will Not Adv	S-0167(7)2	167	2		Mtn. Green Interchange Corridor Preservation SR-167; MP 1.50 - 1.65					Corridor Preservation		
		ST_CORR_PRES		\$6,559,063	\$34,696		\$0	\$0	\$0	\$0	\$6,593,758	\$0	\$6,593,758	\$0
MORGAN	19312	Awarded Adv Dt: 03/23/24	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		
		STP_RURAL		\$2,145,231	\$1		\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232
MORGAN	12624	Undr Const Adv Dt: 08/28/21	F-R199(194)	1980			Devils Slide Bridge, Near Croydon, 029014D Cnty:FA-1980; MP .00 - .14					New Bridge/Bridge Replacement		
		NHPP_BR		\$150,000	\$0		\$0	\$0	\$0	\$0	\$150,000	\$139,845	\$0	\$10,155
		STP_BRIDGE		\$3,989,000	\$0		\$0	\$0	\$0	\$0	\$3,989,000	\$3,718,945	\$0	\$270,055
		STP_FLX_ST		\$6,249,000	\$0		\$0	\$0	\$0	\$0	\$6,249,000	\$5,825,943	\$0	\$423,057
		<b>Total</b>		<b>\$10,388,000</b>	<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,388,000</b>	<b>\$9,684,732</b>	<b>\$0</b>	<b>\$703,268</b>





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				Fund	Prior	2025	2026		2027	2028	CD	Total
<b>Salt Lake County Projects</b>												
SALT L	18449	Scoping	S-115-7(375)289	15	290	6	I-15 NB; Bangeter Hwy to 9000 S I-15; MP 289.76 - 295.50	New Capacity				
		To Be Adv Dt: 02/03/25										
		ST_TIF	\$81,000,000	\$14,000,000	\$140,000,000	\$140,000,000	\$0	\$0	\$375,000,000	\$0	\$375,000,000	\$0
SALT L	19211	STIP	S-I15-7(376)299	15	299	9	I-15 NB; I-215 to 600 South I-15; MP 298.81 - 307.50	Widen Existing Facility				
		To Be Adv Dt:										
		ST_TIF	\$0	\$0	\$0	\$0	\$0	\$365,000,000	\$365,000,000	\$0	\$365,000,000	\$0
SALT L	16927	Active	F-0048(42)2	48	2		7000 South & 1500 West Pedestrian Bridge SR-48; MP 2.29 - 2.29	Pedestrian/Bike facility				
		To Be Adv Dt: 11/01/24										
		CMAQ_WFRC	\$201,049	\$932,875	\$0	\$0	\$0	\$0	\$1,133,924	\$1,057,158	\$76,767	\$0
		STP_URB_SL	\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$442,843	\$0	\$32,158
		Total	\$676,049	\$932,875	\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$76,767	\$32,158
SALT L	11082	Undr Const	F-0068(73)52	68	51	2	Redwood Road 4100 South to 5400 South SR-68; MP 51.31 - 53.37	Intersection Improvements				
		Adv Dt: 11/27/21										
		LOCAL_GOV	\$365,590	\$1,929,410	\$0	\$0	\$0	\$0	\$2,295,000	\$0	\$0	\$2,295,000
		L_BETTERMENT	\$290,087	\$0	\$0	\$0	\$0	\$0	\$290,087	\$0	\$0	\$290,087
		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	\$14,153,205	\$1,929,410	\$0	\$0	\$0	\$0	\$16,082,615	\$12,583,745	\$0	\$3,498,870
SALT L	14942	Scoping	F-LC35(303)	71	12	4	SR-71; Lyndy Dr to Van Winkle Bike Lanes SR-71; MP 12.00 - 15.72	Pedestrian/Bicycle Safety				
		To Be Adv Dt: 08/01/24										
		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	Awarded	F-0071(73)20	71	20	1	700 East (SR-71); 2100 South to 1300 South SR-71; MP 20.05 - 21.17	Pedestrian/Bicycle Safety				
		Adv Dt: 03/23/24										
		STP_URB_SL	\$536,308	\$0	\$0	\$0	\$0	\$0	\$536,308	\$500,000	\$36,308	\$0
		ST_PVMT_LV2	\$703,960	\$0	\$0	\$0	\$0	\$0	\$703,960	\$0	\$703,960	\$0
		TAP_FLEX	\$1,072,616	\$0	\$0	\$0	\$0	\$0	\$1,072,616	\$1,000,000	\$72,616	\$0
		TAP_URB_WFRC	\$1,272,616	\$250,000	\$0	\$0	\$0	\$0	\$1,522,616	\$1,419,535	\$103,081	\$0
		Total	\$3,585,500	\$250,000	\$0	\$0	\$0	\$0	\$3,835,500	\$2,919,535	\$915,965	\$0
SALT L	21221	STIP	F-0017(0)7	71	7		11400 South & 700 East Intersection SR-71; MP 7.22 - 7.22	Intersection Modification				
		To Be Adv Dt:										
		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 SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION					
		Will Not Adv										
		ST_CORR_PRES	\$3,676,995	\$3,817,049	\$0	\$0	\$0	\$0	\$7,494,044	\$0	\$7,494,044	\$0



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Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description					
				Prior	2025	2026	2027		2028	CD	Total	Fed Aid	State	Other
<b>Salt Lake County Projects</b>														
SALT L	14938	Scoping <i>Will Not Adv</i>	F-LC35(299)		282	1		University of Utah Intermodal Center SR-282; MP .80 - .80 & South Campus near the Central Campus TRAX Station		Transportation Alternatives				
		CMAQ_WFRC		\$0	\$2,372,117		\$0	\$0	\$0	\$0	\$2,372,117	\$2,372,117	\$0	\$0
		TFER_2_UTA		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		UTA_FUNDS		\$0	\$2,573,900		\$0	\$0	\$0	\$0	\$2,573,900	\$0	\$0	\$2,573,900
		<b>Total</b>		\$0	\$4,946,017		\$0	\$0	\$0	\$0	\$4,946,017	\$2,372,117	\$0	\$2,573,900
SALT L	21219	STIP <i>To Be Adv Dt:</i>	F-0282(16)2		282	2		On Route Electric Bus Charging Infrastructure SR-282; MP 2.01 - 2.01		UTA/Transit				
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$1,391,076	\$1,391,076	\$1,296,900	\$0	\$0	\$94,176
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$1,608,924	\$1,608,924	\$0	\$0	\$0	\$1,608,924
		<b>Total</b>		\$0	\$0		\$0	\$0	\$3,000,000	\$3,000,000	\$1,296,900	\$0	\$0	\$1,703,100
SALT L	21223	STIP <i>Will Not Adv</i>	F-0292(3)2		292	2		Electric Buses & replacements for SL County Fleet SR-292; MP 1.58 - 1.58		UTA/Transit				
		CMAQ_WFRC		\$0	\$0		\$0	\$0	\$2,145,232	\$2,145,232	\$2,000,000	\$0	\$0	\$145,232
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$8,354,768	\$8,354,768	\$0	\$0	\$0	\$8,354,768
		<b>Total</b>		\$0	\$0		\$0	\$0	\$10,500,000	\$10,500,000	\$2,000,000	\$0	\$0	\$8,500,000
SALT L	17836	Active <i>Will Not Adv</i>	S-2030(2)1		2030	1	1	Bacchus Hwy (SR-111): 10200 South to 10700 South Cnty:FA-2030; MP .68 - 1.45		Intersection Modification				
		STP_URB_SL		\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		ST_TRANS_SOL		\$0	\$1,641,309		\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0	\$0
		<b>Total</b>		\$0	\$1,641,309		\$0	\$0	\$0	\$1,641,309	\$0	\$1,641,309	\$0	\$0
SALT L	14940	Active <i>To Be Adv Dt: 09/04/24</i>	F-LC35(301)		2035	6	1	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W Cnty:FA-2035; MP 5.94 - 6.53		Pedestrian/Bicycle Safety				
		CMAQ_WFRC		\$880,000	\$0		\$0	\$0	\$0	\$880,000	\$880,000	\$0	\$0	\$0
		LOCAL_GOV		\$650,000	\$0		\$0	\$0	\$0	\$650,000	\$0	\$0	\$0	\$650,000
		<b>Total</b>		\$1,530,000	\$0		\$0	\$0	\$0	\$1,530,000	\$880,000	\$0	\$0	\$650,000
SALT L	21201	STIP <i>To Be Adv Dt:</i>	F-2035(2)2		2035	2	1	13400 South; 6000 West to 6400 West Cnty:FA-2035; MP 2.01 - 2.57		Reconstruct & Widening				
		LOCAL_GOV		\$0	\$0		\$0	\$0	\$5,692,852	\$5,692,852	\$0	\$0	\$0	\$5,692,852
		STP_URB_SL		\$0	\$0		\$0	\$0	\$3,217,848	\$3,217,848	\$3,000,000	\$0	\$0	\$217,848
		<b>Total</b>		\$0	\$0		\$0	\$0	\$8,910,700	\$8,910,700	\$3,000,000	\$0	\$0	\$5,910,700
SALT L	14830	Advertised <i>Adv Dt: 05/25/24</i>	F-LC35(293)		2036		2	7800 S. Widening Cnty:FA-2036; MP .00 - 1.68		Widen Existing Facility				
		CMAQ_WFRC		\$1,461,300	\$0		\$0	\$0	\$0	\$1,461,300	\$1,362,370	\$0	\$0	\$98,930
		LOCAL_GOV		\$4,039,089	\$0		\$0	\$0	\$0	\$4,039,089	\$0	\$0	\$0	\$4,039,089
		STP_URB_SL		\$4,719,511	\$0		\$0	\$0	\$0	\$4,719,511	\$4,400,000	\$0	\$0	\$319,511
		<b>Total</b>		\$10,219,900	\$0		\$0	\$0	\$0	\$10,219,900	\$5,762,370	\$0	\$0	\$4,457,530



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				Prior	2025	2026	2027		2028	CD	Total	Fed Aid	State
<b>Salt Lake County Projects</b>													
SALT L	20309	STIP	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				
		To Be Adv Dt:											
		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	F-2258(4)4		2258	4		Salt Lake Green Bike Share Expansion Cnty:FA-2258; MP 4.23 - 4.23	Pedestrian/Bike facility				
		To Be Adv Dt:											
		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	STIP	F-2258(5)4		2258	4		Salt Lake Green Bike Share Expansion Cnty:FA-2258; MP 4.21 - 4.21	Pedestrian/Bike facility				
		To Be Adv Dt:											
		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	S-2266(3)6		2266	6	1	Parleys Trail Gap In Sugar House (Salt Lake City) Cnty:FA-2266; MP 5.70 - 6.30	Local/MPO/Other Agency Pass-Through				
		Will Not Adv											
		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	F-2266(2)2		2266	2		Highland Drive & 4500 South Intersection Imp Cnty:FA-2266; MP 2.43 - 2.43	Intersection Modification				
		To Be Adv Dt: 07/26/24											
		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	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				
		Will Not Adv											
		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
SALT L	21203	STIP	F-2292(2)12		2292	12	3	5655 Emigration Cyn to 9698 Emigration Cyn Cnty:FA-2292; MP 12.10 - 15.52	Spot Safety Improvement				
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$3,301,052	\$3,301,052	\$0	\$0	\$3,301,052
		STP_URB_SL		\$0	\$80,446	\$0	\$0	\$0	\$3,137,402	\$3,217,848	\$3,000,000	\$0	\$217,848
		Total		\$0	\$80,446	\$0	\$0	\$0	\$6,438,454	\$6,518,900	\$3,000,000	\$0	\$3,518,900



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DRAFT STIP approved for Public Comment

STIP 2025-2030

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Region	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description				
					Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid
<b>Salt Lake County Projects</b>													
SALT L	19736	Undr Const <i>Will Not Adv</i>	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	\$0	\$680,000	\$0	\$0	\$680,000
		ST_TIF_ACT		\$2,720,168	\$0	\$0	\$0	\$0	\$0	\$2,720,168	\$0	\$2,720,168	\$0
		<b>Total</b>		\$2,720,168	\$680,000	\$0	\$0	\$0	\$0	\$3,400,168	\$0	\$2,720,168	\$680,000
SALT L	20398	Scoping <i>Will Not Adv</i>	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	\$0	\$400,000	\$0	\$0	\$400,000
		ST_TIF_ACT		\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
		<b>Total</b>		\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$600,000	\$400,000
SALT L	20421	Scoping <i>Will Not Adv</i>	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	\$0	\$1,006,800	\$0	\$0	\$1,006,800
		ST_TIF_ACT		\$1,510,200	\$0	\$0	\$0	\$0	\$0	\$1,510,200	\$0	\$1,510,200	\$0
		<b>Total</b>		\$1,510,200	\$1,006,800	\$0	\$0	\$0	\$0	\$2,517,000	\$0	\$1,510,200	\$1,006,800
SALT L	20432	Scoping <i>Will Not Adv</i>	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	\$0	\$540,000	\$0	\$0	\$540,000
		ST_TIF_ACT		\$0	\$2,160,000	\$0	\$0	\$0	\$0	\$2,160,000	\$0	\$2,160,000	\$0
		<b>Total</b>		\$0	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$2,160,000	\$540,000
SALT L	20720	Scoping <i>Will Not Adv</i>	S-R299(465)	OTHER	12600 S at SR-111 Environmental 12600 South				Document EA/EIS				
		ST_TIF_HB433		\$62,154	\$187,846	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
SALT L	21277	Scoping <i>To Be Adv Dt: 10/30/24</i>	F-R299(487)	OTHER	Neffs Canyon Trailhead Improvements Neffs Canyon Trailhead				Trails				
		HIP_COMMUNITY		\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000	\$0	\$0
		LOCAL_MATCH		\$0	\$58,093	\$0	\$0	\$0	\$0	\$58,093	\$0	\$0	\$58,093
		<b>Total</b>		\$800,000	\$58,093	\$0	\$0	\$0	\$0	\$858,093	\$800,000	\$0	\$58,093
SALT L	21773	Scoping <i>Will Not Adv</i>	S-LC35(337)	OTHER	Lake Avenue TRAX Station New Lake Park TRAX Station - Daybreak - Not on LRS Route				UTA/Transit				
		LOCAL_GOV		\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$1,800,000
		ST_TTIF		\$0	\$4,200,000	\$0	\$0	\$0	\$0	\$4,200,000	\$0	\$0	\$4,200,000
		<b>Total</b>		\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
SALT L	14939	Scoping <i>To Be Adv Dt: 10/22/26</i>	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	\$447,000	\$0	\$0	\$0	\$0	\$447,000	\$447,000	\$0	\$0
		LOCAL_GOV		\$0	\$32,700	\$0	\$0	\$0	\$0	\$32,700	\$0	\$0	\$32,700
		<b>Total</b>		\$0	\$479,700	\$0	\$0	\$0	\$0	\$479,700	\$447,000	\$0	\$32,700



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Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description			
				Prior	2025	2026	2027		2028	CD	Total	Fed Aid
<b>Salt Lake County Projects</b>												
SALT L	11985	Scoping <i>Will Not Adv</i>	F-LC35(240)					Transportation and Land Use Connection Program Project Planning Support - Salt Lake County		Local/MPO/Other Agency Pass-Through		
		L_PASS_MATCH	\$393,900	\$58,424	\$60,176	\$61,982	\$0	\$63,841	\$638,323	\$0	\$0	\$638,323
		STP_URB_SL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STP_URB_SL@1	\$5,424,421	\$804,556	\$828,693	\$853,553	\$0	\$879,160	\$8,790,383	\$8,790,383	\$0	\$0
		ST_STUDIES	\$624,350	\$157,500	\$0	\$0	\$0	\$0	\$781,850	\$0	\$781,850	\$0
		ST_TRANS_SOL	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0
		<b>Total</b>	<b>\$6,892,671</b>	<b>\$1,020,480</b>	<b>\$888,869</b>	<b>\$915,535</b>	<b>\$0</b>	<b>\$943,001</b>	<b>\$10,660,556</b>	<b>\$8,790,383</b>	<b>\$1,231,850</b>	<b>\$638,323</b>
SALT L	13126	Scoping <i>Will Not Adv</i>	F-LC35(255)					Hillsborough Pond Park & Ride; Wasatch Blvd. Hillsborough Pond Park & Ride; Wasatch Blvd.		UTA/Transit		
		CMAQ_WFRC	\$0	\$0	\$0	\$0	\$0	\$1,784,700	\$1,784,700	\$1,663,876	\$0	\$120,824
SALT L	13128	Scoping <i>To Be Adv Dt: 07/10/26</i>	F-LC35(257)					Park & Ride Smart Boards, Cottonwood Cnys Park & Ride Smart Boards, Cottonwood Cnys		Traveler Information		
		CMAQ_WFRC	\$0	\$706,900	\$0	\$0	\$0	\$0	\$706,900	\$659,043	\$0	\$47,857
SALT L	14035	Scoping <i>Will Not Adv</i>	F-LC35(273)					Highland Drive EIS Highland Drive EIS		Concept Development		
		STP_URB_SL	\$0	\$0	\$4,612,249	\$0	\$0	\$0	\$4,612,249	\$4,300,000	\$0	\$312,249
SALT L	14046	Active <i>Will Not Adv</i>	F-LC35(279)					33/35 MAX Expansion and Optimization 33/35 MAX Expansion and Optimization		UTA/Transit		
		CMAQ_WFRC	\$0	\$3,003,325	\$0	\$0	\$0	\$0	\$3,003,325	\$2,800,000	\$0	\$203,325
		TFER_2_UTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Total</b>	<b>\$0</b>	<b>\$3,003,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,003,325</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$203,325</b>
SALT L	14054	Scoping <i>To Be Adv Dt: 05/30/25</i>	F-LC35(285)					1300 South Bypass; 200 East to 200 West 1300 South Bypass; 200 East to 200 West		Pedestrian/Bicycle Safety		
		TAP_URB_WFRC	\$0	\$347,528	\$0	\$0	\$0	\$0	\$347,528	\$324,000	\$0	\$23,528





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Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description							
				Fund	Prior	2025	2026		2027	2028	CD	Total	Fed Aid	State	Other	
<b>Tooele County Projects</b>																
TOOELE	17628	Advertised	S-0036(50)61		36	62	3	SR-36 SB; Sunset Ln to Stansbury Pkwy	Widen Existing Facility							
		Adv Dt: 05/11/24						SR-36; MP 61.74 - 64.92								
		ST_TIF	\$14,000,000		\$0			\$0	\$0	\$0	\$0	\$14,000,000	\$0	\$14,000,000	\$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_SIGNALS	\$400,000		\$0			\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000	\$0	
		ST_TIF	\$70,239		\$27,429,761			\$0	\$0	\$0	\$0	\$27,500,000	\$0	\$27,500,000	\$0	
		Total	\$470,239		\$27,429,761			\$0	\$0	\$0	\$0	\$27,900,000	\$0	\$27,900,000	\$0	
TOOELE	16588	Active	F-R299(297)		OTHER			Tom's Lane South Extension	Small Urban							
		To Be Adv Dt: 05/30/24						Tom's Lane South Extension								
		LOCAL_GOV	\$1,023,202		\$0			\$0	\$0	\$0	\$0	\$1,023,202	\$0	\$0	\$1,023,202	
		STP_SU_JHC	\$310,859		\$1,274,806			\$0	\$0	\$0	\$0	\$1,585,665	\$1,478,315	\$0	\$107,350	
		Total	\$1,334,061		\$1,274,806			\$0	\$0	\$0	\$0	\$2,608,867	\$1,478,315	\$0	\$1,130,552	
TOOELE	16603	Advertised	F-R299(467)		OTHER			Burmester Road Improvement	Non-Urban							
		Adv Dt: 06/08/24						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_HIF_RURL	\$353,653		\$0			\$0	\$0	\$0	\$0	\$353,653	\$329,711	\$0	\$23,942	
		STP_RURAL	\$1,791,579		\$353,653			\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$0	\$145,232	
		Total	\$2,145,232		\$592,121			\$0	\$0	\$0	\$0	\$2,737,353	\$2,329,711	\$0	\$407,642	
TOOELE	20138	STIP	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		\$2,950,076			\$0	\$0	\$0	\$0	\$2,950,076	\$0	\$0	\$2,950,076	
		STP_SU_JHC	\$0		\$1,608,924			\$0	\$0	\$0	\$0	\$1,608,924	\$1,500,000	\$0	\$108,924	
		Total	\$0		\$4,559,000			\$0	\$0	\$0	\$0	\$4,559,000	\$1,500,000	\$0	\$3,059,000	
TOOELE	19500	Scoping	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	\$881,592		\$118,409			\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0	
		Total	\$881,592		\$118,409			\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0	



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Table with columns: Region, PIN, Status, Project No., Rt. Beg Len, PIN Description / Project Location, Concept Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for Various County Projects, Scenic Byways, Converted TAP, Preservation High Volume, Adding a lane/shoulder, Non-Urban, and New Bridge/Bridge Replacement.



DRAFT

UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

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UDOT electronic Program Management
Statewide Transportation Improvement Program



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Statewide Transportation Improvement Program



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UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

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	2025	2026		2027	2028	CD	Total	Fed Aid	State	Other
<b>Weber County Projects</b>															
WEBER	16391	Undr Const	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		\$573,002		\$0	\$0	\$0	\$0	\$0	\$573,002	\$0	\$573,002	\$0	
		ST_TIF		\$40,000,000		\$0	\$100,000,000	\$0	\$0	\$0	\$140,000,000	\$0	\$140,000,000	\$0	
		ST_TIF_HB433		\$68,844,431	\$151,248,847	\$0	\$0	\$0	\$0	\$0	\$220,093,277	\$0	\$220,093,277	\$0	
		Total		\$109,417,432	\$151,248,847	\$100,000,000	\$0	\$0	\$0	\$0	\$360,666,279	\$0	\$360,666,279	\$0	
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	\$0	\$0	\$400,000	\$400,000	\$372,920	\$27,080	\$0	
WEBER	21215	STIP	F-0284(5)0		284		On Route Electric Bus Charging Infrastructure	UTA/Transit							
		To Be Adv Dt:					SR-284; MP .24 - .24								
		CMAQ_WFRC		\$0	\$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:	03/22/27				Cnty:FA-3308; MP 1.33 - 1.42								
		STP_URB_O/L		\$47,150	\$424,350	\$0	\$0	\$0	\$0	\$0	\$471,500	\$439,579	\$0	\$31,921	
WEBER	17847	Scoping	F-3310(1)1		3310		6000 South & 3100 West Round-a-bout	Intersection Modification							
		To Be Adv Dt:	10/16/24				Cnty:FA-3310; MP .50 - .50								
		CARBON_O/L		\$100,000	\$622,375	\$0	\$0	\$0	\$0	\$0	\$722,375	\$673,470	\$48,905	\$0	
		CMAQ_WFRC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		LOCAL_GOV		\$0	\$38,325	\$0	\$0	\$0	\$0	\$0	\$38,325	\$0	\$0	\$38,325	
		Total		\$100,000	\$660,700	\$0	\$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:	01/27/25				Cnty:FA-3318; MP .40 - .66								
		LOCAL_GOV		\$0	\$0	\$0	\$0	\$0	\$0	\$8,661	\$8,661	\$0	\$0	\$8,661	
		LOCAL_MATCH		\$0	\$217,800	\$0	\$0	\$0	\$0	\$0	\$217,800	\$0	\$0	\$217,800	
		STP_URB_O/L		\$10,000	\$0	\$0	\$0	\$0	\$0	\$231,339	\$241,339	\$225,000	\$0	\$16,339	
		ST_TTIF_FMLM		\$0	\$326,700	\$0	\$0	\$0	\$0	\$0	\$326,700	\$0	\$326,700	\$0	
		Total		\$10,000	\$544,500	\$0	\$0	\$0	\$0	\$240,000	\$794,500	\$225,000	\$326,700	\$242,800	
WEBER	17795	Undr Const	F-3328(2)1		3328	1	1 300 West; 5000 South to Riverdale City Boundary	Reconstruct no widening							
		Adv Dt:	03/02/24				Cnty:FA-3328; MP .53 - 1.22								
		LOCAL_GOV		\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$660,000	\$0	\$0	\$660,000	
		STP_URB_O/L		\$3,114,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,114,100	\$2,903,275	\$0	\$210,825	
		Total		\$3,774,100	\$0	\$0	\$0	\$0	\$0	\$0	\$3,774,100	\$2,903,275	\$0	\$870,825	
WEBER	21229	STIP	F-3346(1)1		3346	1	Adams Avenue Sidewalk; 40th Street to 42nd Street	Pedestrian/Bike facility							
		To Be Adv Dt:					Cnty:FA-3346; MP 1.33 - 1.65								
		LOCAL_GOV		\$0	\$248,563	\$0	\$0	\$0	\$0	\$0	\$248,563	\$0	\$0	\$248,563	
		TAP_URB_O/L		\$0	\$1,814,437	\$0	\$0	\$0	\$0	\$0	\$1,814,437	\$1,691,600	\$0	\$122,837	
		Total		\$0	\$2,063,000	\$0	\$0	\$0	\$0	\$0	\$2,063,000	\$1,691,600	\$0	\$371,400	



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UDOT electronic Program Management Statewide Transportation Improvement Program



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DRAFT

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# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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Region	PIN	Status	Project No.	Rt. Beg Len				PIN Description / Project Location	Concept Description				
				Prior	2025	2026	2027		2028	CD	Total	Fed Aid	State
<b>Weber County Projects</b>													
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		\$0	\$0	\$4,204,537	\$0	\$0	\$0	\$4,204,537	\$0	\$0	\$4,204,537
		STP_URB_O/L		\$0	\$0	\$2,896,064	\$0	\$0	\$0	\$2,896,064	\$2,700,000	\$0	\$196,064
		Total		\$0	\$0	\$7,100,600	\$0	\$0	\$0	\$7,100,600	\$2,700,000	\$0	\$4,400,600
WEBER	15683	Scoping	S-I15-8(158)343		MULT			I-15; 24th Street Interchange I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50	TIF - Transportation Investment Fund				
		To Be Adv Dt: 02/02/26											
		ST_TIF		\$3,807,939	\$88,692,061	\$3,500,000	\$0	\$0	\$0	\$96,000,000	\$0	\$96,000,000	\$0
WEBER	15685	Active	S-I15-8(159)338		MULT			I-15; SR-97 (5600 South) Environmental Study 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	TIF - Transportation Investment Fund				
		Will Not Adv											
		ST_TIF		\$1,990,116	\$1,009,884	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$0
WEBER	19919	Active	F-I84-6(148)81		MULT			I-84 Bridge Replacements at Riverdale I-84; MP 81.18 - 81.26 & Cnty:FA-3316; MP .62 - .72	New Bridge/Bridge Replacement				
		To Be Adv Dt: 01/23/25											
		NHPP_BR		\$1,010,000	\$17,090,000	\$0	\$0	\$0	\$0	\$18,100,000	\$16,874,630	\$1,225,370	\$0
		STP_BRIDGE		\$0	\$1,300,000	\$0	\$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		\$0	\$1,850,000	\$0	\$0	\$0	\$0	\$1,850,000	\$0	\$1,850,000	\$0
		Total		\$1,010,000	\$20,990,000	\$0	\$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 20th Street, Washington to Monroe	Reconstruct & Widening				
		Will Not Adv											
		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 SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale	Intersection Modification				
		To Be Adv Dt: 10/23/24											
		CMAQ_WFRC		\$63,500	\$554,500	\$0	\$0	\$0	\$0	\$618,000	\$576,161	\$0	\$41,839
WEBER	16936	Scoping	F-3354(40)		MULT			Chimes View from Riverdale Rd to Country Club Dr. Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05	Reconstruct & Widening				
		To Be Adv Dt:											
		LOCAL_GOV		\$0	\$454,735	\$0	\$0	\$0	\$0	\$454,735	\$0	\$0	\$454,735
		STP_URB_O/L		\$1,314,189	\$2,908,122	\$0	\$0	\$0	\$0	\$4,222,311	\$3,936,461	\$0	\$285,850
		Total		\$1,314,189	\$3,362,857	\$0	\$0	\$0	\$0	\$4,677,046	\$3,936,461	\$0	\$740,585



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**DRAFT**

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**STIP 2025-2030**

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Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
1	16615	REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM											
		EM_RPS6@93.2		\$48,792	\$0	\$0	\$0	\$0	\$0	\$48,792	\$45,489	\$3,303	\$0
		HSIP		\$2,814,416	\$0	\$0	\$0	\$0	\$0	\$2,814,416	\$2,623,880	\$190,536	\$0
		LOCAL_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	\$1,173,480	\$0	\$0	\$0	\$0	\$2,596,960	\$2,445,817	\$151,143	\$0
		NHPP_NHS		\$5,062	\$9,255,620	\$0	\$0	\$0	\$0	\$9,260,682	\$8,633,734	\$626,948	\$0
		OTHER_STATE		\$767	\$49,233	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		STP_FLX_ST		\$29,667,962	\$10,533,905	\$0	\$0	\$0	\$0	\$40,201,867	\$37,480,201	\$2,721,666	\$0
		STP_RURAL		\$0	\$28,573	\$0	\$0	\$0	\$0	\$28,573	\$26,639	\$1,934	\$0
		STP_UB_O/L_U		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$279,690	\$20,310	\$0
		ST_APPROP		\$0	\$3,163	\$0	\$0	\$0	\$0	\$3,163	\$0	\$3,163	\$0
		ST_PVMT		\$0	\$234,476	\$0	\$0	\$0	\$0	\$234,476	\$0	\$234,476	\$0
		ST_PVMT_LV2		\$54,603	\$2,910,964	\$0	\$0	\$0	\$0	\$2,965,567	\$0	\$2,965,567	\$0
		ST_SIGNALS		\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$0	\$450,000	\$0
		ST_TIF		\$549,199	\$2,150,717	\$0	\$0	\$0	\$0	\$2,699,916	\$0	\$2,699,916	\$0
		ST_TRANS_SOL		\$1,693,478	\$15,273,519	\$0	\$0	\$0	\$0	\$16,966,998	\$0	\$16,966,998	\$0
		<b>Total</b>		<b>\$36,707,760</b>	<b>\$42,497,181</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,204,941</b>	<b>\$51,675,294</b>	<b>\$27,096,116</b>	<b>\$433,531</b>
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
		<b>Total</b>		<b>\$12,074,542</b>	<b>\$3,162,337</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,236,880</b>	<b>\$0</b>	<b>\$15,236,880</b>	<b>\$0</b>



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Statewide Transportation Improvement Program



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STIP 2025-2030

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DRAFT

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**DRAFT**

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2025-2030**

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Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
9	18650	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2023											
		FA_MISC_100%		\$5,000,000	\$1,855,000	\$0	\$0	\$0	\$0	\$6,855,000	\$6,855,000	\$0	\$0
		ST_ATMS		\$0	\$11,442	\$0	\$0	\$0	\$0	\$11,442	\$0	\$11,442	\$0
		ST_CAV		\$191,717	\$1,431,898	\$0	\$0	\$0	\$0	\$1,623,615	\$0	\$1,623,615	\$0
		ST_TRANS_SOL		\$0	\$12,052	\$0	\$0	\$0	\$0	\$12,052	\$0	\$12,052	\$0
		<b>Total</b>		<b>\$5,191,717</b>	<b>\$3,310,392</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,502,109</b>	<b>\$6,855,000</b>	<b>\$1,647,109</b>	<b>\$0</b>
9	18651	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2023											
		ST_SIGNL_M&O		\$4,373,087	\$160,000	\$0	\$0	\$0	\$0	\$4,533,087	\$0	\$4,533,087	\$0
9	18652	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
		ST_FWY_OPS		\$1,524,146	\$452,754	\$0	\$0	\$0	\$0	\$1,976,900	\$0	\$1,976,900	\$0
9	18653	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
		OTHER		\$0	\$85,594	\$0	\$0	\$0	\$0	\$85,594	\$0	\$0	\$85,594
		ST_ATMS		\$18,485	\$148,090	\$0	\$0	\$0	\$0	\$166,575	\$0	\$166,575	\$0
		ST_ATMS_AM		\$2,179,631	\$762,865	\$0	\$0	\$0	\$0	\$2,942,496	\$0	\$2,942,496	\$0
		ST_FWY_OPS		\$120,395	\$4,605	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_ITS		\$3,259,130	\$1,179,114	\$0	\$0	\$0	\$0	\$4,438,244	\$0	\$4,438,244	\$0
		ST_T&S_FUND		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		<b>Total</b>		<b>\$5,627,641</b>	<b>\$2,180,268</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,807,909</b>	<b>\$0</b>	<b>\$7,722,315</b>	<b>\$85,594</b>
9	20640	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2023											
		OTHER		\$1,434	\$243,057	\$0	\$0	\$0	\$0	\$244,491	\$0	\$0	\$244,491
		STP_FLX_ST		\$1,068,650	\$586	\$0	\$0	\$0	\$0	\$1,069,236	\$996,849	\$72,387	\$0
		ST_ATMS_AM		\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0
		ST_ITS		\$2,158,682	\$0	\$0	\$0	\$0	\$0	\$2,158,682	\$0	\$2,158,682	\$0
		<b>Total</b>		<b>\$3,228,767</b>	<b>\$253,642</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,482,409</b>	<b>\$996,849</b>	<b>\$2,241,070</b>	<b>\$244,491</b>
9	20641	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2024											
		FA_AARPA_T		\$0	\$46,600,035	\$0	\$0	\$0	\$0	\$46,600,035	\$0	\$0	\$46,600,035
		<b>Total</b>		<b>\$0</b>	<b>\$46,600,035</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,600,035</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,600,035</b>
9	20642	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2025											
9	20814	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026											
9	20815	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2026											



**DRAFT**

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2025-2030**

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
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											
		LOCAL_GOV		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
		OTHER_STATE		\$0	\$24,348	\$0	\$0	\$0	\$0	\$24,348	\$0	\$24,348	\$0
		ST_ADA_RAMPS		\$23,671	\$0	\$0	\$0	\$0	\$0	\$23,671	\$0	\$23,671	\$0
		ST_CONT_R2		\$20,000	\$50,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_ITS		\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_PVMT		\$0	\$1,098	\$0	\$0	\$0	\$0	\$1,098	\$0	\$1,098	\$0
		ST_SIGNALS		\$31,675	\$29,732	\$0	\$0	\$0	\$0	\$61,406	\$0	\$61,406	\$0
		ST_SPOT_SFTY		\$60,166	\$0	\$0	\$0	\$0	\$0	\$60,166	\$0	\$60,166	\$0
		ST_T&S_FUND		\$2,858,146	\$13,806,272	\$0	\$0	\$0	\$0	\$16,664,418	\$0	\$16,664,418	\$0
		<b>Total</b>		<b>\$2,993,657</b>	<b>\$14,011,450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,005,107</b>	<b>\$0</b>	<b>\$16,955,107</b>	<b>\$50,000</b>
P	15995	PLANNING											
		SPR_P_100%		\$0	\$5,792	\$0	\$0	\$0	\$0	\$5,792	\$5,792	\$0	\$0
		<b>Total</b>		<b>\$0</b>	<b>\$5,792</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,792</b>	<b>\$5,792</b>	<b>\$0</b>	<b>\$0</b>
P	18683	STATEWIDE CORRIDOR STUDIES											
		LOCAL_CMPO		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
		LOCAL_GOV		\$138,799	\$186,389	\$0	\$0	\$0	\$0	\$325,188	\$0	\$0	\$325,188
		OTHER		\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000
		STP_SU_DMPO		\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$27,969	\$2,031	\$0
		ST_CONT_R1		\$40,000	\$30,000	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$0
		ST_CONT_R3		\$59,407	\$65,593	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$0
		ST_CONT_R4		\$81,911	\$3,089	\$0	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$0
		ST_EMERGING		\$90,000	\$89,545	\$0	\$0	\$0	\$0	\$179,545	\$0	\$179,545	\$0
		ST_STUDIES		\$852,279	\$940,805	\$0	\$0	\$0	\$0	\$1,793,084	\$0	\$1,793,084	\$0
		<b>Total</b>		<b>\$1,397,396</b>	<b>\$1,315,421</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,712,817</b>	<b>\$27,969</b>	<b>\$2,254,660</b>	<b>\$430,188</b>



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DRAFT STIP approved for Public Comment

UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	9369	BRIDGE INSPECTION PROGRAM											
		BR_ON/OFF		\$0	\$531	\$0	\$0	\$0	\$0	\$531	\$425	\$106	\$0
		NHPP_BR		\$0	\$208	\$0	\$0	\$0	\$0	\$208	\$194	\$14	\$0
		STP_BR		\$0	\$1,245,607	\$0	\$0	\$0	\$0	\$1,245,607	\$1,161,279	\$84,328	\$0
		STP_BRIDGE		\$12,570,000	\$37,770	\$0	\$0	\$0	\$2,400,000	\$15,007,770	\$13,991,744	\$1,016,026	\$0
		ST_BRIDGE		\$0	\$4,926	\$0	\$0	\$0	\$0	\$4,926	\$0	\$4,926	\$0
		Total		\$12,570,000	\$1,289,042	\$0	\$0	\$0	\$2,400,000	\$16,259,042	\$15,153,642	\$1,105,400	\$0
S	9615	LOAD RATING PROGRAM											
		NHPP_BR		\$1,686,946	\$65,455	\$0	\$0	\$0	\$0	\$1,752,400	\$1,633,763	\$118,638	\$0
		STP_BR		\$546,393	\$0	\$0	\$0	\$0	\$0	\$546,393	\$509,403	\$36,991	\$0
		STP_BRIDGE		\$1,500,000	\$250,000	\$0	\$0	\$0	\$600,000	\$2,350,000	\$2,190,905	\$159,095	\$0
		ST_BRIDGE		\$30,000	\$12,338	\$0	\$0	\$0	\$0	\$42,338	\$0	\$42,338	\$0
		Total		\$3,763,339	\$327,793	\$0	\$0	\$0	\$600,000	\$4,691,132	\$4,334,070	\$357,062	\$0
S	9616	BRIDGE SCOUR 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
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											
		ST_BRIDGE		\$430,277	\$20,223	\$0	\$0	\$0	\$0	\$450,500	\$0	\$450,500	\$0
		Total		\$430,277	\$20,223	\$0	\$0	\$0	\$0	\$450,500	\$0	\$450,500	\$0





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UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for County Programs, UNOBLIGATED TIF/CHNF FUNDS PROGRAM, 2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM, and 2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM.



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345\_stip\_report (Rev 2179)

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	13311	TRANSPORTATION ALTERNATIVE PROGRAM (TAP)											
		LOCAL_GOVT		\$1,467,935	\$712,790	\$0	\$0	\$0	\$0	\$2,180,725	\$0	\$0	\$2,180,725
		L_PASS_MATCH		\$0	\$8,812,232	\$0	\$0	\$0	\$0	\$8,812,232	\$0	\$0	\$8,812,232
		ST_CONT_R1		\$0	\$12,828	\$0	\$0	\$0	\$0	\$12,828	\$0	\$12,828	\$0
		ST_CONT_R3		\$0	\$37,000	\$0	\$0	\$0	\$0	\$37,000	\$0	\$37,000	\$0
		ST_CONT_R4		\$114,540	\$0	\$0	\$0	\$0	\$0	\$114,540	\$0	\$114,540	\$0
		ST_PVMT		\$3,991,580	\$1,824,402	\$0	\$0	\$0	\$0	\$5,815,982	\$0	\$5,815,982	\$0
		ST_PVMT_LV2		\$310	\$1,499,690	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0
		ST_TIF		\$280,145	\$354,855	\$0	\$0	\$0	\$0	\$635,000	\$0	\$635,000	\$0
		ST_TRANS_SOL		\$467,935	\$1,499,600	\$0	\$0	\$0	\$0	\$1,967,535	\$0	\$1,967,535	\$0
		TAP_FLEX		\$175,000	\$1,288,117	\$0	\$0	\$0	\$0	\$1,463,117	\$1,364,064	\$87,206	\$11,848
		<b>Total</b>		<b>\$6,497,444</b>	<b>\$16,041,514</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,538,959</b>	<b>\$1,364,064</b>	<b>\$10,170,090</b>	<b>\$11,004,805</b>
S	13716	2016 ASSET MANAGEMENT PROGRAM											
		ST_CONCPT_D1		\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$0
		<b>Total</b>		<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>
S	13717	2017 ASSET MANAGEMENT PROGRAM											
		STP_BRIDGE		\$1,100,000	\$159,689	\$0	\$0	\$0	\$0	\$1,259,689	\$1,174,408	\$85,281	\$0
		STP_FLX_ST		\$1,633,868	\$156,055	\$0	\$0	\$0	\$0	\$1,789,923	\$1,668,745	\$121,178	\$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
		<b>Total</b>		<b>\$2,733,939</b>	<b>\$332,677</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,066,616</b>	<b>\$2,843,153</b>	<b>\$223,463</b>	<b>\$0</b>
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
		<b>Total</b>		<b>\$5,103,187</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,113,187</b>	<b>\$0</b>	<b>\$5,113,187</b>	<b>\$0</b>
S	13952	2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM											
		<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
S	13953	2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM											
		<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
S	14314	2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM											
		<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
S	14350	2018 BRIDGE MAINTENANCE PROGRAM											
		<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



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UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sub-sections for County Programs and various program details like 2019 BRIDGE MAINTENANCE PROGRAM, 2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM, etc.



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UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for County Programs and various pavement/bridge programs.



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UDOT electronic Program Management
Statewide Transportation Improvement Program



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STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for County Programs (2021 BRIDGE MAINTENANCE PROGRAM, STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM, 2022 HIGH VOLUME PAVEMENT PROGRAM).



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

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



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2025-2030**

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
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	\$0	\$70,875,000	\$79,000,000	\$0	\$0	\$149,875,000	\$139,728,463	\$10,146,538	\$0
		<b>Total</b>		\$0	\$1,615,069	\$70,875,000	\$79,000,000	\$0	\$0	\$151,490,069	\$141,249,534	\$10,240,535	\$0
S	19030	2024 BRIDGE PRESERVATION PROGRAM											
		NHPP_BR		\$505,000	\$7,975,000	\$0	\$0	\$0	\$0	\$8,480,000	\$7,905,904	\$574,096	\$0
		STP_BRIDGE		\$0	\$334,059	\$0	\$0	\$0	\$0	\$334,059	\$311,443	\$22,616	\$0
		ST_BRIDGE		\$0	\$8,766,609	\$0	\$0	\$0	\$0	\$8,766,609	\$0	\$8,766,609	\$0
		<b>Total</b>		\$505,000	\$17,075,668	\$0	\$0	\$0	\$0	\$17,580,668	\$8,217,347	\$9,363,321	\$0
S	19031	2024 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		ST_PVMT		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0
		<b>Total</b>		\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$0
S	19094	WFRC PLANNING PROGRAM											
		FTA_5303_100		\$879,096	\$0	\$0	\$0	\$0	\$0	\$879,096	\$879,096	\$0	\$0
		L_PASS_MATCH		\$0	\$584,996	\$0	\$0	\$0	\$0	\$584,996	\$0	-\$584,996	\$584,996
		PL_WFRC		\$0	\$1,964,453	\$0	\$0	\$0	\$0	\$1,964,453	\$1,964,453	\$0	\$0
		PL_WFRC_100		\$2,393,959	\$1,534,321	\$0	\$0	\$0	\$0	\$3,928,281	\$3,928,281	\$0	\$0
		STP_URB_O/L		\$0	\$894,556	\$0	\$0	\$0	\$0	\$894,556	\$894,556	\$0	\$0
		STP_URB_SL		\$0	\$1,653,981	\$0	\$0	\$0	\$0	\$1,653,981	\$1,653,981	\$0	\$0
		STP_URB_SL@1		\$743,117	\$0	\$0	\$0	\$0	\$0	\$743,117	\$743,117	\$0	\$0
		STP_UR_O/L@1		\$455,459	\$0	\$0	\$0	\$0	\$0	\$455,459	\$455,459	\$0	\$0
		<b>Total</b>		\$4,471,630	\$6,632,307	\$0	\$0	\$0	\$0	\$11,103,938	\$10,518,941	-\$584,996	\$584,996



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UDOT electronic Program Management
Statewide Transportation Improvement Program



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STIP 2025-2030

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Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for County Programs (19146, 19147, 19661, 19727).





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# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

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



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	20162	PUBLIC TRANSIT CAPITAL DEVELOPMENT PROGRAM											
		ST_TTIF		\$212,917	\$37,083	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$0
S	20502	STATE PARK ACCESS PROGRAM											
		ST_PARK_LEG		\$285,832	\$4,214,168	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$0
		ST_PVMT		\$0	\$380,000	\$0	\$0	\$0	\$0	\$380,000	\$0	\$380,000	\$0
		Total		\$285,832	\$4,594,168	\$0	\$0	\$0	\$0	\$4,880,000	\$0	\$4,880,000	\$0
S	20696	2026 BRIDGE PRESERVATION PROGRAM											
		ST_BRIDGE		\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000	\$0
		ST_TIF_PRS_S		\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000	\$0
		Total		\$0	\$0	\$25,000,000	\$0	\$0	\$0	\$25,000,000	\$0	\$25,000,000	\$0
S	20697	2026 BRIDGE MAINTENANCE PROGRAM											
		ST_BRIDGE		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0
S	20740	2026 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$33,600,000	\$0	\$0	\$0	\$33,600,000	\$31,644,480	\$1,955,520	\$0
		NHPP_NHS		\$0	\$0	\$45,300,000	\$0	\$0	\$0	\$45,300,000	\$42,233,190	\$3,066,810	\$0
		STP_FLX_ST		\$605,000	\$9,095,000	\$75,200,000	\$0	\$0	\$0	\$84,900,000	\$79,152,270	\$5,747,730	\$0
		ST_PVMT		\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0
		Total		\$605,000	\$9,095,000	\$156,100,000	\$0	\$0	\$0	\$165,800,000	\$153,029,940	\$12,770,060	\$0
S	20741	2026 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$31,620,000	\$0	\$0	\$0	\$31,620,000	\$0	\$31,620,000	\$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		\$17,833,277	\$11,457,566	\$0	\$0	\$0	\$0	\$29,290,844	\$23,432,675	\$5,858,169	\$0
		PROTECT_FX_1		\$0	\$9,251,984	\$12,505,034	\$12,700,000	\$0	\$0	\$34,457,018	\$34,457,018	\$0	\$0
		PROTECT_PLAN		\$505,810	\$526,244	\$271,042	\$280,000	\$0	\$0	\$1,583,096	\$1,583,096	\$0	\$0
		STP_FLX_ST		\$1,005,000	\$12,257,853	\$0	\$0	\$0	\$0	\$13,262,853	\$12,364,958	\$897,895	\$0
		ST_CONT_R4		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
		ST_MATCH		\$0	\$901,272	\$947,026	\$0	\$0	\$0	\$1,848,298	\$0	\$1,848,298	\$0
		ST_PVMT_LV2		\$1,174	\$5,750,000	\$0	\$0	\$0	\$0	\$5,751,174	\$0	\$5,751,174	\$0
		ST_TRANS_SOL		\$83,997	\$98,119	\$0	\$0	\$0	\$0	\$182,116	\$0	\$182,116	\$0
		Total		\$21,772,847	\$40,499,449	\$13,723,102	\$12,980,000	\$0	\$0	\$88,975,398	\$74,215,112	\$14,760,286	\$0



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DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>County Programs</b>													
S	21121	CARBON REDUCTION PROGRAM											
		CARBON_FLEX		\$250,000	\$6,834,978	\$4,216,290	\$4,300,700	\$0	\$0	\$15,601,968	\$14,545,714	\$1,056,253	\$0
		STP_FLX_ST		\$0	\$4,675,274	\$0	\$0	\$0	\$0	\$4,675,274	\$4,358,758	\$316,516	\$0
		Total		\$250,000	\$11,510,251	\$4,216,290	\$4,300,700	\$0	\$0	\$20,277,241	\$18,904,472	\$1,372,769	\$0
S	21500	UTAH TRAIL NETWORK (UTN)											
		LOCAL_GOVT		\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$12,000,000
		OTHER_STATE		\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	\$0
		ST_ATIF		\$0	\$116,200,000	\$0	\$0	\$0	\$0	\$116,200,000	\$0	\$116,200,000	\$0
		Total		\$0	\$130,700,000	\$0	\$0	\$0	\$0	\$130,700,000	\$0	\$118,700,000	\$12,000,000
S	21566	TIF ACTIVE TRANSPORTATION PROGRAM - UNCOMMITTED FUNDS											
		ST_TIF_ACT		\$0	\$27,705	\$0	\$0	\$0	\$0	\$27,705	\$0	\$27,705	\$0
S	21567	TTIF FIRST MILE / LAST MILE PROGRAM - UNCOMMITTED FUNDS											
		ST_TTIF_FMLM		\$0	\$102,912	\$0	\$0	\$0	\$0	\$102,912	\$0	\$102,912	\$0
S	21603	2027 BRIDGE PRESERVATION PROGRAM											
S	21604	2027 BRIDGE MAINTENANCE PROGRAM											
S	21605	2027 HIGH VOLUME PAVEMENT PROGRAM											
		NHPP_IM		\$0	\$0	\$0	\$40,000,000	\$0	\$0	\$40,000,000	\$37,672,000	\$2,328,000	\$0
		NHPP_NHS		\$0	\$0	\$0	\$56,000,000	\$0	\$0	\$56,000,000	\$52,208,800	\$3,791,200	\$0
		STP_FLX_ST		\$210,000	\$290,000	\$700,000	\$75,000,000	\$0	\$0	\$76,200,000	\$71,041,260	\$5,158,740	\$0
		Total		\$210,000	\$290,000	\$700,000	\$171,000,000	\$0	\$0	\$172,200,000	\$160,922,060	\$11,277,940	\$0
S	21606	2027 LOW VOLUME PAVEMENT PROGRAM											
		ST_PVMT_LV2		\$0	\$0	\$0	\$37,000,000	\$0	\$0	\$37,000,000	\$0	\$37,000,000	\$0
S	21607	FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027											
S	21608	CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2027											
S	21609	STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2027											



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<b>County Programs</b>													
S	21610	FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027											
S	21611	ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027											
S	21919	EV RELIABILITY AND ACCESS ACCELERATOR PROGRAM											
		EV_RAAG	\$3,384,149	\$0	\$0	\$0	\$0	\$0	\$0	\$3,384,149	\$3,384,149	\$0	\$0
		L_PASS_MATCH	\$0	\$776,333	\$0	\$0	\$0	\$0	\$0	\$776,333	\$0	\$0	\$776,333
		ST_MATCH	\$0	\$69,704	\$0	\$0	\$0	\$0	\$0	\$69,704	\$0	\$69,704	\$0
		<b>Total</b>	<b>\$3,384,149</b>	<b>\$846,037</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,230,186</b>	<b>\$3,384,149</b>	<b>\$69,704</b>	<b>\$776,333</b>
Z	888888	TESTING MASTER PIN											
		Z_TEST_FUND	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000	\$0
	19196	AIRPORT CONCEPT											



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Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>Region County Programs</b>													
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		\$720,233	\$110,885	\$0	\$0	\$0	\$760,828	\$1,591,946	\$1,484,172	\$107,775	\$0
		<b>Total</b>		<b>\$1,245,233</b>	<b>\$110,885</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$760,828</b>	<b>\$2,116,946</b>	<b>\$1,973,629</b>	<b>\$143,317</b>	<b>\$0</b>
2	5996	ITS - REGION TWO COMMUTER LINK											
		CMAQ_WFRC		\$2,225,774	\$1,271,585	\$0	\$0	\$0	\$0	\$3,497,358	\$3,260,587	\$236,771	\$0
		FA_SHRP2		\$139,288	\$0	\$0	\$0	\$0	\$0	\$139,288	\$139,288	\$0	\$0
		HSIP		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$46,615	\$3,385	\$0
		OTHER		\$150,133	\$0	\$0	\$0	\$0	\$0	\$150,133	\$0	\$0	\$150,133
		ST_ATMS		\$65,565	\$36,345	\$0	\$0	\$0	\$0	\$101,910	\$0	\$101,910	\$0
		ST_CAV		\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$0
		UTA_FUNDS		\$0	\$262,300	\$0	\$0	\$0	\$0	\$262,300	\$0	\$0	\$262,300
		<b>Total</b>		<b>\$2,630,759</b>	<b>\$1,590,230</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,220,989</b>	<b>\$3,446,490</b>	<b>\$362,067</b>	<b>\$412,433</b>
3	5999	REGION THREE COMMUTER LINK - EXPANSION HARDWARE											
		CMAQ_MAG		\$0	\$78,159	\$0	\$0	\$0	\$0	\$78,159	\$72,868	\$5,291	\$0
		<b>Total</b>		<b>\$0</b>	<b>\$78,159</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$78,159</b>	<b>\$72,868</b>	<b>\$5,291</b>	<b>\$0</b>



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DRAFT STIP approved for Public Comment

UDOT electronic Program Management
Statewide Transportation Improvement Program



STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for Statewide County Programs, Highway Safety Improvement Program (HSIP), and Statewide Spot Safety Improvement Program.



**DRAFT**

# UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

**STIP 2025-2030**

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
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
		<b>Total</b>		\$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
		<b>Total</b>		\$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		\$70,032	\$623,240	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
		<b>Total</b>		\$70,032	\$623,240	\$0	\$0	\$0	\$0	\$693,272	\$0	\$693,272	\$0
S	5947	STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM											
		L_PASS_MATCH		\$0	\$657,014	\$0	\$0	\$0	\$0	\$657,014	\$0	\$0	\$657,014
		ST_CONT_R1		\$0	\$57,147	\$0	\$0	\$0	\$0	\$57,147	\$0	\$57,147	\$0
		ST_CONT_R3		\$0	\$15,368	\$0	\$0	\$0	\$0	\$15,368	\$0	\$15,368	\$0
		ST_LIGHTING		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_SAFE_SIDE		\$666,976	\$2,680,151	\$0	\$0	\$0	\$0	\$3,347,127	\$0	\$3,347,127	\$0
		<b>Total</b>		\$672,976	\$3,409,680	\$0	\$0	\$0	\$0	\$4,082,656	\$0	\$3,425,642	\$657,014



DRAFT

UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sections for Statewide County Programs (5952), NATIONAL RECREATIONAL TRAILS PROGRAM (6025), and RAILROAD CROSSING PROGRAM (6064).





DRAFT

UDOT electronic Program Management
Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Table with columns: Region, PIN, Program Description, Fund, Prior, 2025, 2026, 2027, 2028, CD, Total, Fed Aid, State, Other. Includes sub-sections like Statewide County Programs, STATEWIDE SMALL AREA LIGHTING, STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM, etc.



**DRAFT**

# UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

**STIP 2025-2030**

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>Statewide County Programs</b>													
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		\$9,210,219	-\$65,992	\$0	\$0	\$0	\$0	\$9,144,227	\$0	\$9,144,227	\$0
		ST_TRANS_SOL		\$34,220	\$0	\$0	\$0	\$0	\$0	\$34,220	\$0	\$34,220	\$0
		<b>Total</b>		<b>\$10,239,438</b>	<b>-\$65,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,173,447</b>	<b>\$0</b>	<b>\$10,173,447</b>	<b>\$0</b>



DRAFT

# UDOT electronic Program Management Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>Various County Programs</b>													
1	5599	Region One Contingency Funds											
		LOCAL_GOV		\$12,212	\$0	\$0	\$0	\$0	\$0	\$12,212	\$0	\$0	\$12,212
		L_PASS_MATCH		\$0	\$44,295	\$0	\$0	\$0	\$0	\$44,295	\$0	\$0	\$44,295
		ST_CONST		\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000	\$0	\$930,000	\$0
		ST_CONT_R1		\$6,574,999	\$3,067,293	\$0	\$0	\$0	\$0	\$9,642,291	\$0	\$9,642,291	\$0
		ST_TIF		\$1,257,871	\$0	\$0	\$0	\$0	\$0	\$1,257,871	\$0	\$1,257,871	\$0
		UTA_FUNDS		\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$120,000
		<b>Total</b>		<b>\$8,895,082</b>	<b>\$3,111,588</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,006,670</b>	<b>\$0</b>	<b>\$11,830,163</b>	<b>\$176,507</b>
2	5589	Region Two Contingency Funds											
		LOCAL_GOV		\$133,500	\$56,740	\$0	\$0	\$0	\$0	\$190,240	\$0	\$0	\$190,240
		OTHER		\$17,783	\$43,717	\$0	\$0	\$0	\$0	\$61,500	\$0	\$0	\$61,500
		OTHER_STATE		\$92	\$362,408	\$0	\$0	\$0	\$0	\$362,500	\$0	\$362,500	\$0
		ST_CONT_R2		\$1,449,150	\$5,363,970	\$0	\$0	\$0	\$0	\$6,813,120	\$0	\$6,813,120	\$0
		ST_CONT_R3		\$30,000	\$48,000	\$0	\$0	\$0	\$0	\$78,000	\$0	\$78,000	\$0
		ST_GF_TPA		\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$0
		ST_SIGNL_M&O		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_SPOT_MNT		\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000	\$0
		ST_STUDIES		\$0	\$95,000	\$0	\$0	\$0	\$0	\$95,000	\$0	\$95,000	\$0
		ST_TRANS_SOL		\$0	\$141,354	\$0	\$0	\$0	\$0	\$141,354	\$0	\$141,354	\$0
		ST_TTIF		\$25,865	\$4,135	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0
		<b>Total</b>		<b>\$1,707,391</b>	<b>\$6,215,323</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,922,714</b>	<b>\$0</b>	<b>\$7,670,974</b>	<b>\$251,740</b>
3	5597	Region Three Contingency Funds											
		LOCAL_GOV		\$80	\$24,920	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
		L_PASS_MATCH		\$0	\$37,500	\$0	\$0	\$0	\$0	\$37,500	\$0	\$0	\$37,500
		ST_ATMS_AM		\$8,638	\$91,362	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_BRIDGE		\$0	\$18,750	\$0	\$0	\$0	\$0	\$18,750	\$0	\$18,750	\$0
		ST_CONT_R2		\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0
		ST_CONT_R3		\$2,827,278	\$3,045,420	\$0	\$0	\$0	\$0	\$5,872,698	\$0	\$5,872,698	\$0
		ST_ITS		\$50,525	\$0	\$0	\$0	\$0	\$0	\$50,525	\$0	\$50,525	\$0
		ST_SIGNALS		\$385,000	\$0	\$0	\$0	\$0	\$0	\$385,000	\$0	\$385,000	\$0
		<b>Total</b>		<b>\$3,271,520</b>	<b>\$3,317,953</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,589,473</b>	<b>\$0</b>	<b>\$6,526,973</b>	<b>\$62,500</b>



**DRAFT**

DRAFT STIP approved for Public Comment

# UDOT electronic Program Management Statewide Transportation Improvement Program



**STIP 2025-2030**

epm345\_stip\_report (Rev 2179)

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

Region	PIN	Program Description	Fund	Prior	2025	2026	2027	2028	CD	Total	Fed Aid	State	Other
<b>Various County Programs</b>													
4	5591	Region Four Contingency Funds											
		LOCAL_GOVT		\$155,240	\$62,059	\$0	\$0	\$0	\$0	\$217,300	\$0	\$0	\$217,300
		OTHER_STATE		\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$65,000	\$0
		ST_APPROP		\$0	\$360,000	\$0	\$0	\$0	\$0	\$360,000	\$0	\$360,000	\$0
		ST_CONT_R4		\$2,142,720	\$4,863,977	\$0	\$0	\$0	\$0	\$7,006,697	\$0	\$7,006,697	\$0
		ST_GF_TPA		\$69,922	\$0	\$0	\$0	\$0	\$0	\$69,922	\$0	\$69,922	\$0
		ST_PVMT_LV2		\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		<b>Total</b>		<b>\$2,367,882</b>	<b>\$5,356,036</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,723,918</b>	<b>\$0</b>	<b>\$7,506,619</b>	<b>\$217,300</b>
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		\$494,682	\$2,406,562	\$0	\$0	\$0	\$0	\$2,901,244	\$0	\$2,901,244	\$0
		ST_CONT_R1		\$126,449	\$13,551	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	\$0
		ST_CONT_R2		\$103,024	\$191,976	\$0	\$0	\$0	\$0	\$295,000	\$0	\$295,000	\$0
		ST_CONT_R3		\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$0	\$190,000	\$0
		ST_CONT_R4		\$2,839	\$22,161	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$0
		ST_STLMNT		\$475,000	\$0	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000	\$0
		ST_TIF_EXCH		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Total</b>		<b>\$1,201,994</b>	<b>\$2,927,241</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,129,236</b>	<b>\$0</b>	<b>\$4,129,236</b>	<b>\$0</b>

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



**DRAFT - 2025 – 2030 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	CD	Total	
<b>Salt Lake Urbanized Area Formula - Section 5307</b>													
FTASEC_5307	T- 008733	ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE		80/20	Total Fed + Req. Match	\$ 9,724,788	\$ 9,920,799	\$ 10,169,046	\$ 10,270,738	\$ 10,373,445	\$ 10,477,179	\$ 10,581,951	\$ 71,517,946
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 7,779,830	\$ 7,936,639	\$ 8,135,237	\$ 8,216,590	\$ 8,298,756	\$ 8,381,743	\$ 8,465,561	\$ 57,214,356
				Req. Match	\$ 1,944,958	\$ 1,984,160	\$ 2,033,809	\$ 2,054,148	\$ 2,074,689	\$ 2,095,436	\$ 2,116,390	\$ 14,303,590	
FTASEC_5307	T- 007255	5307 Related Safety/Security		80/20	Total Fed + Req. Match	\$ 486,239	\$ 496,040	\$ 508,452	\$ 513,537	\$ 518,672	\$ 523,859	\$ 529,098	\$ 3,575,897
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 388,991	\$ 396,832	\$ 406,762	\$ 410,829	\$ 414,938	\$ 419,087	\$ 423,278	\$ 2,860,718
				Req. Match	\$ 97,248	\$ 99,208	\$ 101,690	\$ 102,708	\$ 103,734	\$ 104,772	\$ 105,820	\$ 715,179	
FTASEC_5307	T- 004278	Preventive Maintenance of Bus Vehicles and Facilities		80/20	Total Fed + Req. Match	\$ 20,272,699	\$ 20,475,426	\$ 20,680,180	\$ 20,886,982	\$ 21,095,852	\$ 21,306,811	\$ 21,519,879	\$ 146,237,829
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 16,218,159	\$ 16,380,341	\$ 16,544,144	\$ 16,709,586	\$ 16,876,682	\$ 17,045,449	\$ 17,215,903	\$ 116,990,264
				Req. Match	\$ 4,054,540	\$ 4,095,085	\$ 4,136,036	\$ 4,177,396	\$ 4,219,170	\$ 4,261,362	\$ 4,303,976	\$ 29,247,565	
FTASEC_5307	T- 017584	FROM UTA 5 YR CAP. PLAN AT END OF www.rideuta.com/2024BUDGET		80/20	Total Fed + Req. Match	\$ 18,140,211	\$ 18,711,729	\$ 19,487,553	\$ 19,682,427	\$ 19,879,250	\$ 20,078,044	\$ 20,278,824	\$ 136,258,038
		SALT LAKE URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 14,512,169	\$ 14,969,383	\$ 15,590,042	\$ 15,745,942	\$ 15,903,400	\$ 16,062,435	\$ 16,223,059	\$ 109,006,429
				Req. Match	\$ 3,628,042	\$ 3,742,346	\$ 3,897,511	\$ 3,936,485	\$ 3,975,850	\$ 4,015,609	\$ 4,055,765	\$ 27,251,609	
<b>Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Federal"</b>						\$ 38,899,149	\$ 39,683,195	\$ 40,676,185	\$ 41,082,947	\$ 41,493,776	\$ 41,908,714	\$ 42,327,801	\$ 286,071,767
<b>Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Req. Match"</b>						\$ 9,724,788	\$ 9,920,799	\$ 10,169,046	\$ 10,270,737	\$ 10,373,443	\$ 10,477,179	\$ 10,581,951	\$ 71,517,943
<b>Grand Total of Salt Lake/West Valley UZA Formula - Section 5307 "Total Fed + Req. Match"</b>						\$ 48,623,937	\$ 49,603,994	\$ 50,845,231	\$ 51,353,684	\$ 51,867,219	\$ 52,385,893	\$ 52,909,752	\$ 357,589,710

**DRAFT - 2025 – 2030 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	CD	Total	
<b>Ogden/ Layton Urbanized Area Formula - Section 5307</b>													
FTASEC_5307	T- 004279	ADA OPERATING ASSISTANCE FOR PARATRANSIT SERVICE		80/20	Total Fed + Req. Match	\$ 4,573,028	\$ 4,665,201	\$ 4,781,938	\$ 4,829,758	\$ 4,878,055	\$ 4,926,835	\$ 4,976,104	\$ 33,630,919
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 3,658,422	\$ 3,732,161	\$ 3,825,550	\$ 3,863,806	\$ 3,902,444	\$ 3,941,468	\$ 3,980,883	\$ 26,904,734
				Req. Match	\$ 914,606	\$ 933,040	\$ 956,388	\$ 965,952	\$ 975,611	\$ 985,367	\$ 995,221	\$ 6,726,185	
FTASEC_5307	T- 005163	5307 Related Safety/Security		80/20	Total Fed + Req. Match	\$ 228,651	\$ 233,260	\$ 239,097	\$ 241,488	\$ 243,903	\$ 246,342	\$ 248,805	\$ 1,681,546
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 182,921	\$ 186,608	\$ 191,278	\$ 193,190	\$ 195,122	\$ 197,073	\$ 199,044	\$ 1,345,237
				Req. Match	\$ 45,730	\$ 46,652	\$ 47,820	\$ 48,298	\$ 48,781	\$ 49,269	\$ 49,761	\$ 336,309	
FTASEC_5307	T- 007023	Preventive Maintenance of Bus Vehcles and Facilities		80/20	Total Fed + Req. Match	\$ 9,533,124	\$ 9,628,455	\$ 9,724,740	\$ 9,821,987	\$ 9,920,207	\$ 10,019,409	\$ 10,119,603	\$ 68,767,525
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 7,626,499	\$ 7,702,764	\$ 7,779,792	\$ 7,857,590	\$ 7,936,166	\$ 8,015,527	\$ 8,095,682	\$ 55,014,020
				Req. Match	\$ 1,906,625	\$ 1,925,691	\$ 1,944,948	\$ 1,964,397	\$ 1,984,041	\$ 2,003,882	\$ 2,023,921	\$ 13,753,505	
FTASEC_5307	T- 017585	FROM UTA 5 YR CAP. PLAN AT END OF www.rideuta.com/2024BUDGET		80/20	Total Fed + Req. Match	\$ 8,530,334	\$ 8,799,086	\$ 9,163,913	\$ 9,255,551	\$ 9,348,106	\$ 9,441,588	\$ 9,536,004	\$ 64,074,582
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC PROJECT		Federal	\$ 6,824,267	\$ 7,039,269	\$ 7,331,131	\$ 7,404,441	\$ 7,478,485	\$ 7,553,271	\$ 7,628,803	\$ 51,259,665
				Req. Match	\$ 1,706,067	\$ 1,759,817	\$ 1,832,783	\$ 1,851,110	\$ 1,869,621	\$ 1,888,317	\$ 1,907,201	\$ 12,814,917	
<b>Grand Total of Ogden/Layton UZA Formula - Section 5307 "Federal"</b>						\$ 18,292,109	\$ 18,660,802	\$ 19,127,750	\$ 19,319,027	\$ 19,512,217	\$ 19,707,339	\$ 19,904,412	\$ 134,523,656
<b>Grand Total of Ogden/Layton UZA Formula - Section 5307 "Req. Match"</b>						\$ 4,573,028	\$ 4,665,200	\$ 4,781,938	\$ 4,829,757	\$ 4,878,054	\$ 4,926,835	\$ 4,976,104	\$ 33,630,916
<b>Grand Total of Ogden/Layton UZA Formula - Section 5307 "Total Fed + Req. Match"</b>						\$ 22,865,137	\$ 23,326,002	\$ 23,909,688	\$ 24,148,784	\$ 24,390,271	\$ 24,634,174	\$ 24,880,516	\$ 168,154,572



**DRAFT - 2025 – 2030 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	CD	Total	#NAME?
<b>SALT LAKE - 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 - 2025 – 2030 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	CD	Total
FTASEC_5309	17842	Mid-Valley BRT	UTA		5309 Small Starts					\$ 64,550,000			\$ 64,550,000
CMAQ_PM2.5	17842				CMAQ_PM2.5			\$ 2,000,000					\$ 2,000,000
ST_TTIF	17842				ST_TTIF		\$ 22,800,000						\$ 22,800,000
LOCAL_INKIND	17842				Donated ROW					\$ 4,650,000			\$ 4,650,000
LOCAL_GOVT	17842				UT Legisl. Funds					\$ 11,000,000			\$ 11,000,000
<b>Total: Mid-Valley BRT - Section 5309</b>							\$ 22,800,000	\$ 2,000,000		\$ 80,200,000			\$ 105,000,000

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

**DRAFT - 2025 – 2030 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	CD	Total	
<b>SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(a)</b>													
FTA_5339_80A	T-007030	BUS PURCHASE/OVERHAUL, BUS STOPS, AND BUS RELATED FACILITIES	UTA WFRC PROJECT	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		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	UTA WFRC PROJECT	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		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	
<b>SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(b)</b>													
FTA_5339_80B		FY19 Bus Stop Improvement and Operator Facilities	UTA WFRC PROJECT	80/20	Total Fed + Req. Match		\$ 3,797,500						
				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							
<b>Grand Total of Salt Lake /Layton UZA Competitive - Section 5339(b) "Federal"</b>						\$ 3,220,250							
<b>Grand Total of Salt Lake/Ogden/Layton UZA Competitive - Section 5339(b) "Req. Match"</b>						\$ 779,750							
<b>Grand Total of Salt Lake/Ogden/Layton UZA Competitive - Section 5339(b) "Total Fed + Req. Match"</b>						\$ 4,000,000							
<b>SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5339(c)</b>													
<b>Other UTA Capital Projects</b>													
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								



**DRAFT - 2025 – 2030 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	CD	Total
<b>SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5310</b>												
FTASEC_5310_80	T-013350	O/L Area Capital UTA 5310		80/20	Total Fed + Req. Match	\$ 565,453	\$ 577,134	\$ 591,805	\$ 597,723	\$ 603,700	\$ 609,738	\$ 615,835
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC Project		Federal	\$ 452,362	\$ 461,707	\$ 473,444	\$ 478,178	\$ 482,960	\$ 487,790	\$ 492,668
				Req. Match	\$ 113,091	\$ 115,427	\$ 118,361	\$ 119,545	\$ 120,740	\$ 121,948	\$ 123,167	
FTASEC_5310_80	T-008178	SL Area Capital UTA 5310		80/20	Total Fed + Req. Match	\$ 890,320	\$ 908,713	\$ 931,814	\$ 941,133	\$ 950,544	\$ 960,049	\$ 969,649
		SALT LAKE URBANIZED AREA	UTA WFRC Project		Federal	\$ 712,256	\$ 726,970	\$ 745,451	\$ 752,906	\$ 760,435	\$ 768,039	\$ 775,719
				Req. Match	\$ 178,064	\$ 181,743	\$ 186,363	\$ 188,227	\$ 190,109	\$ 192,010	\$ 193,930	
FTASEC_5310	T-007898	O/L Area Operations UTA 5310		50/50	Total Fed + Req. Match	\$ 395,900	\$ 404,078	\$ 414,350	\$ 418,494	\$ 422,678	\$ 426,904	\$ 431,174
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC Project		Federal	\$ 197,950	\$ 202,039	\$ 207,175	\$ 209,247	\$ 211,339	\$ 213,452	\$ 215,587
				Req. Match	\$ 197,950	\$ 202,039	\$ 207,175	\$ 209,247	\$ 211,339	\$ 213,452	\$ 215,587	
FTASEC_5310	T-006232	SL Area Operations UTA 5310		50/50	Total Fed + Req. Match	\$ 750,170	\$ 765,666	\$ 785,130	\$ 792,982	\$ 800,912	\$ 808,922	\$ 817,012
		SALT LAKE URBANIZED AREA	UTA WFRC Project		Federal	\$ 375,085	\$ 382,833	\$ 392,565	\$ 396,491	\$ 400,456	\$ 404,461	\$ 408,506
				Req. Match	\$ 375,085	\$ 382,833	\$ 392,565	\$ 396,491	\$ 400,456	\$ 404,461	\$ 408,506	
FTASEC_5310_100	T-010589	O/L Area Admin UTA 5310		100/0	Total Fed + Req. Match	\$ 62,205	\$ 63,490	\$ 65,104	\$ 65,755	\$ 66,413	\$ 67,077	\$ 67,748
		OGDEN/LAYTON URBANIZED AREA	UTA WFRC Project		Federal	\$ 62,205	\$ 63,490	\$ 65,104	\$ 65,755	\$ 66,413	\$ 67,077	\$ 67,748
				Req. Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FTASEC_5310_100	T-010588	SL Area Admin UTA 5310		100/0	Total Fed + Req. Match	\$ 120,816	\$ 123,312	\$ 126,447	\$ 127,711	\$ 128,988	\$ 130,278	\$ 131,581
		SALT LAKE URBANIZED AREA	UTA WFRC Project		Federal	\$ 120,816	\$ 123,312	\$ 126,447	\$ 127,711	\$ 128,988	\$ 130,278	\$ 131,581
				Req. Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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**DRAFT** - 2025 – 2030 Transportation Improvement Program (TIP)

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# Air Quality Memorandum

**REPORT NO.** 42a

**DATE** June 20, 2024

**SUBJECT** *DRAFT* - CONFORMITY ANALYSIS FOR THE WFRC 2025-2030 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 2025-2030 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2025-2030 TIP are found to conform.

## Wasatch Front Regional Council

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

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

- X The 2025-2030 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 2025-2030 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 2025-2030 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 2025-2030 TIP conforms to the interim emission budgets from the 1997 Ozone Maintenance Plan for Salt Lake and Davis Counties. All projects in the Northern Wasatch Front ozone non-attainment area including eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

### **TIP Timeframe**

All projects which must be started no later than 2030 in order to achieve the transportation system envisioned by the amended 2023-2050 RTP are included in the 2025-2030 TIP. Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

### **Regionally Significant**

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis of the Plan. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 42. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

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



### **Concept and Scope**

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

### **Previous Plan Conformity**

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

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

### **Public Comment**

The 2025-2030 TIP will be made available for public inspection and comment for a 30-day period as required in the EPA conformity regulations. Air Quality Memorandum 42a (this document) is available to the public upon request and has been posted to the WFRC website ([www.wfrc.org](http://www.wfrc.org)).

## PUBLIC COMMENT SUMMARY

### WFRC 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan (RTP). These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life. The draft 2025-2030 TIP was available for public review and comment from June 29, 2024 through August 3, 2024. The following summarizes the [comments](#) received.

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

Comment	Response
Support was expressed for additional safe bicycle infrastructure, as well as requests made to safely accommodate bicyclists and pedestrians in several specific roadway projects.	Progress is occurring in addressing the need for safe and connected transportation for cyclists and pedestrians in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions.
A number of comments were made in favor of FrontRunner strategic double tracking.	WFRC appreciates the work of Utah's congressional delegation, Governor, State Legislature, the State Transportation Commission, UTA, and UDOT to advance strategic double-tracking of FrontRunner, which is also included in the WFRC RTP.
Requests were made for more transit service and improvements to existing service.	WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated in terms of ridership, access, costs, available funding, and other relevant considerations.
A number of commenters asked that more funding be spent on expanding transit instead of on road widening or new construction.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of funding; a significant portion of the TIP funding is restricted for particular transportation modes. This in particular limits the degree to which transit can be expanded.
Many comments were made in support of the citizen-proposed Rio Grande Plan to take railroad lines underground in downtown Salt Lake City.	WFRC will continue working with transportation agencies and stakeholders to appropriately consider the Rio Grande Plan in the regional transportation planning process.
A number of comments were made in support of implementing enhanced bus service in Big and Little Cottonwood Canyons, and against a gondola.	The TIP includes funding toward enhanced bus service, mobility hubs, and tolling in these canyons, and does not include funding toward a gondola.

## TIP 2025-2030 Public Comment List

### Interactive Map Comments - Project Specific

ID	Comment	Project Location
1	I want to voice my opposition to any EV charging stations. We should be building transit not supporting more car based infrastructure.	Riverton City Electric Vehicle Charging Stations
2	The S Line is amazing and should be expanded all the way to Holladay. Isnt that a great slogan?? The S Line should also be duplicated around the valley.	S-Line Extension
3	Yes, let's keep extending the SLine on the East side!	S-Line Extension
4	I love the S-Line! Use it often, should be extended as far as possible into sugarhouse. With the proposed changes to 2100 S in this area, public transit is more important than ever!	S-Line Extension
5	Extend the S-Line South toward Millcreek and North toward Westminster.	S-Line Extension
6	Please extend the streetcar south into mill creeks new center and north along 1100E/900E. I lived along 1100E for many years and now live along 900E and it would be life changing	S-Line Extension
7	Extending the S-Line would be so great! Building up the ability for it to continue along Highland drive would open up the transit network to so many people! It would also be a great way way to interconnect any future transit plans in the area!	S-Line Extension
8	Adding another frontrunner station down here will just slow down the frontrunner times unless we convert to overhead electrification.	FrontRunner Station at Point of the Mountain
9	Decide if and when FrontRunner will go electric to determine how much refurbishment will be needed.	UTA Locomotive Rebuild
19	The forecasted start year should be earlier. There are plans to use this in providing bus access to Hogle Zoo.	Sunnyside Ave at Crestview Drive Roundabout
11	This is great, but please consider adding better bike infrastructure to Sunnyside Avenue. This area is frequented by tons of cyclists during the warmer months. Bike paths should be separated from cars with physical barriers, especially since cars drive quite fast on Sunnyside. Additionally, the intersection at Foothill is a joke if you're a cyclist heading west on Sunnyside. If you don't believe me, go ride it. The bike traffic is directed to merge into the right car lane after the intersection, which is a horrible idea (it's basically asking for road rage and near passes). Green paint and signs don't make roads safer for cyclists - physical barriers do. There's more than enough cycling traffic in this whole area to justify substantial improvements.	Sunnyside Ave at Crestview Drive Roundabout
12	Hopefully this will be used to give the Trax trains signal priority through the city.	Salt Lake City Traffic Signal Synchronization
13	Please give Trax and BRT signal priority!!	Salt Lake City Traffic Signal Synchronization
14	It seems like there are a lot of stand-alone projects. Is there an overarching digital strategy? Smart infrastructure projects are not standalone, they are all one part of a bigger whole. And that's actually what I specialize in. Digital transformation, smart infrastructure/ smart manufacturing, and connected enterprises. The city needs a Unified Namespace for all smart devices and infrastructure to communicate to one-another.	Salt Lake City Traffic Signal Synchronization
15	89 should be reduced to one lane in each direction under the bridge, with exit only lanes on the northbound and southbound sides to reduce the probability of vehicle collisions. Further, when the bridge is rebuilt it should have priority pedestrian access so students can get to school safely on foot. The current crosswalk on Hwy 89 at 1500 South is a death trap that drivers completely ignore.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
16	The death crosswalk is at 1875 South and 500 west/Hwy 89, pardon. No one is stopping for pedestrians when the avg road speed is 45 mph.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
17	Thank you for protecting and preserving the access and amenities at this trailhead. It is my children's favorite!	Neffs Canyon Trailhead Improvements
18	Assuming this means expanding Green Bike outside of downtown, that would be amazing!	Salt Lake Green Bike Share Expansion
19	I think the implementation of this project should take the Rio Grande Plan into account.	Salt Lake Green Bike Share Expansion
20	Electric bus charging is important in the short term but long term UTA needs to look into where the buses will be going when the Rio Grande Plan is completed.	On Route Electric Bus Charging Infrastructure
21	I think the implementation of this project should take the Rio Grande Plan into account.	On Route Electric Bus Charging Infrastructure
22	Would this allow for smart infrastructure tracking? Like being able to see a realtime location of all the trains busses etc?	UTA - On-Board Technology System
23	If we are going to have a hub here for the future baseball stadium then we need more trax coming into the area and going north/south.	SLC West Intermodal Center
24	Lets enclose some of our Trax stops, its cold in the winter and transferring is hard when the train takes a while. Especially at Central Station. If we moved operations to the Rio Grande Depot with the Rio Grande Plan then we wouldnt need to worry about this.	Transit - New Service
25	electric bus good	On Route Electric Bus Charging Infrastructure
26	Unable to find any details about this besides this vague description. Is this describing the crappy bus shelter? If so, we can do better.	University of Utah Intermodal Center
27	I think the implementation of this project should take the Rio Grande Plan into account.	UTA Locomotive Over Haul
28	I would love the frontrunner double-tracked. As someone who frequently takes it to work, it would be nice	FrontRunner Strategic Double Track
29	Frontrunner should absolutely be double-tracked to allow for higher frequency. I would use it more often if it were more frequent and faster.	FrontRunner Strategic Double Track
30	FrontRunner should be doubletracked and grade separated and the only project that promises to do that through downtown is the Rio Grande Plan. The WFRC should back the Rio Grande Plan as a way to improve the experience of all who are going to use this critical transit link. Additionally, the improved station will make people coming for NRL, NBA, and MLB games more likely to take transit over their car. Make it a reality.	FrontRunner Strategic Double Track
31	Do the Rio Grande Plan	FrontRunner Strategic Double Track
32	Double tracking and electrification of FrontRunner should be a much higher priority than UDOT blowing \$4 Billion on more congestion and degrading air quality north of SLC by widening I15.	FrontRunner Strategic Double Track
33	In addition to the double track projects already planned, FrontRunner should receive some track alignment improvements to increase average speed. Trains must become an adequate replacement for cars especially for snow days.	FrontRunner Strategic Double Track
34	I support this and more investment in frontrunner. It should be double tracked, electrified, and grade separated to ensure its full potential. The only plan that aims to achieve this and much more is the Rio Grande Plan.	FrontRunner Strategic Double Track
35	Double track. With more traffic, the Rio Grande Plan would be ideal for integration of public rail into the city. Please consider this option	FrontRunner Strategic Double Track
36	We need the Pleasant View Front Runner Station reopened. The population is growing here and there is a huge need for transportation for all of those with disabilities. To have it built there and not be able to use it - is a huge disappointment. Hopefully it can be rectified with this project.	FrontRunner Strategic Double Track

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

52	This is a great idea! But I also want to see the Rio Grande plan enacted so we have a real central hub like other world class cities I've been to. Trains should run under the city center so people living there don't have to hear them	FrontRunner Strategic Double Track
53	The Rio Grande plan would significantly improve the transit experience to Salt Lake City. In addition, some alignment improvements to increase the speed North of South Jordan station would be nice, as trains seem to slow to a crawl over that elevated section.	FrontRunner Strategic Double Track
54	We need the Rio Grande plan!	FrontRunner Strategic Double Track
55	This would be fantastic! The Rio Grande Plan should also be heavily considered alongside double tracking fronrunner! Improved frequency and ride times would significantly increase ridership and usefulness and with the Rio Grande Plan, having the station even closer downtown and with the train box would help with preventing accidents and easing availability of ridership!	FrontRunner Strategic Double Track
56	This project has my full support. Utah needs more train transit!	FrontRunner Strategic Double Track
57	If this was combined with the Rio Grande Plan then it would create a transit hub for the Salt Lake City that has a thriving entertainment district, a green Main Street, and most importantly be a main contributor to cutting down on emissions and cleaning our air. Doubling Front Runner is already a main priority for the 2034 Olympic Games along with multiple Trax updates that all are covered within the Rio Grande Plan. Through the implementation of the Rio Grande Plan Salt Lake City could be the city that revives the rails of the United States!	FrontRunner Strategic Double Track
58	RIO GRANDE. #bridgefest turned #tunnelfest @UDOT	FrontRunner Strategic Double Track
59	A wider road would be great for the morning commute into the Salt Lake Valley	I-80; EB Auxiliary Lane and SR-36 NB Lane
60	Seems almost criminal to widen the road again when railroad tracks exist for a fronrunner like train to give direct connections to tooe the airport and other small cities that can become bedroom communities to SLC. Plus with the expansion of trackage through downtown with the Rio Grande Plan it would be a no brainer.	I-80; EB Auxiliary Lane and SR-36 NB Lane
61	This expansion is important to improve travel to Salt Lake and will increase safety at this on-ramp by significantly increasing how much distance cars have to merge onto the interstate when joining from SR-36.	I-80; EB Auxiliary Lane and SR-36 NB Lane
62	Thank you for recognizing the congestion we face on our commute!	I-80; EB Auxiliary Lane and SR-36 NB Lane
63	Expanding I15 is a massive mistake that would result in a huge waste of taxpayer dollars and no tangible improvement in congestion in the medium and long run. Induced demand is real. We can't build our way out of congestion. Investing in transit provides a much higher economic return and can improve public health too.	I-15 Reconstruction; Farmington to Salt Lake City
64	This is such an incredible waste of resources and moves the Wasatch front in the wrong direction. Not to mention the cost listed is half of the recent estimates and even the new estimate is likely low. There are diminishing returns for adding lanes and at the outlandish cost to both the taxpayer and the people and businesses that will be replaced make this project indefensible.	I-15 Reconstruction; Farmington to Salt Lake City
65	No! Do not widen I-15.	I-15 Reconstruction; Farmington to Salt Lake City
66	This project is now estimated to be about 4 billion dollars, I firmly oppose this and request we invest it in better projects. Saving three minutes in the next ten years when we will have a better faster alternative (fronrunner) proves that this 4 billion should be put into the rails. So lets invest it in expanding branch lines on front runner or even doing the Rio Grande Plan. Dont waste the money on just one more lane.	I-15 Reconstruction; Farmington to Salt Lake City
67	This wasteful project doesn't do the public any good. That money would be better spent on regional transit options, we don't need to needlessly widen freeways that contribute to pollution and further congestion. No where has freeway widening actually improved congestion, it just gets worse	I-15 Reconstruction; Farmington to Salt Lake City
68	Having seen the "improvements" to further congestion and air pollution to I15 through Utah County after it's widening, this is a waste of \$4B that would be better spent double tracking and electrifying the FrontRunner, as well as further extending Trax, bus, and protected bike lanes.	I-15 Reconstruction; Farmington to Salt Lake City
69	This project seems ill-conceived as proposed. There is no meaningful transit component, dramatic impacts on the surrounding neighborhoods (at least in Salt Lake), no analysis of non-vehicular ways to address the congestion issue. The SLC public has weighed in heavily with no responses (that I'm aware of) from UDOT. Put this off and focus on other projects first.	I-15 Reconstruction; Farmington to Salt Lake City
70	I-15 does not need reconstruction/widening. We need to fund better transit in the SLC area. Starting with fronrunner service.	I-15 Reconstruction; Farmington to Salt Lake City
71	Please no more widening of I-15! It's not going to help in the long term. It's a waste of money. The highway should be maintained, and the long-term solution is to implement more public transit alternatives, like expanding TRAX and Fronrunner, maybe even BRT.	I-15 Reconstruction; Farmington to Salt Lake City
72	Not a fan of the expansion. The money could be used other places like the Rio Grande plan, expanding transit (buses or trains) in each town, which would be better for air quality, traffic, and getting around. No city has ever fixed traffic by adding one more lane, only by buses and trains.	I-15 Reconstruction; Farmington to Salt Lake City
73	I do not agree with or support this plan at all. We should be exploring more reasonable and logical (active transport and transit based) solutions. The cost of this insane for marginal improvement and could much better spent. Ill-conceived waste of resources.	I-15 Reconstruction; Farmington to Salt Lake City
74	The comments here say that this is a waste of resources and taxpayer money, but if this was to be constructed, many residents that reside right next to the highway will lose their homes, and not only that but traffic would get worse during construction and even after construction. More people are going to be moving to the city and the valley and having to expand the highway just for it to need more expansion is just very wasteful long term. Invest in alternate way to travel!	I-15 Reconstruction; Farmington to Salt Lake City
75	Piling on the rest of the comments - this is an incredibly short-sighted waste of taxpayer dollars. Use this money to create a more diverse and accessible array of transportation options for Utah residents from light rail to more frequent bus service. Transfer some of this money to bus driver pay raises so that UTA can staff their routes. Anything but continuously widening the freeway! To call it Sisyphean is an understatement.	I-15 Reconstruction; Farmington to Salt Lake City
76	This would be a fantastic trail that could help increase access to the Bonneville Shoreline Trail and to the foothills. It is also aligned with one of the goals of SLC's Reimagine Nature, which is to rethink golf courses so that more people can benefit from those spaces.	SLC Emigration Creek Trail; Connor St - Wasatch Dr
77	Yes please - more trail connections in public spaces	SLC Emigration Creek Trail; Connor St - Wasatch Dr
78	Please do this. Would love to have more trails in this area.	SLC Emigration Creek Trail; Connor St - Wasatch Dr
79	Believe it or not, this pathway makes an important, safer connection for bicycle commuting to and from the University Main campus, Research Park and the U Hospital and Clinics. It serves commuters along the east bench and in the east Millcreek and Olympus Cove area that use the Parley's Canyon bikeway bridges.	SLC Emigration Creek Trail; Connor St - Wasatch Dr
80	Please reduce lane count. This road is terrible to cross while walking, even with the HAWK signal. Cars go too fast. Needs protected bike lanes as well to connect to Brickyard Plaza.	1300 East; 2100 South to Southern City Boundary
81	This street needs much better pedestrian and bike infrastructure. It is very dangerous and unpleasant to reach the Brickyard while biking or walking. Creating a bike/pedestrian connection between downtown Sugar House and Brick Yard would be very important	1300 East; 2100 South to Southern City Boundary

82	The pedestrian connection between Sugar House park and the retail, residential and office area to the west should be improved. There is one under road crossing, but another surface crossing should be added with tree lined street median to make the area more humane and more people focused than dominated by auto traffic.	1300 East; 2100 South to Southern City Boundary
83	Even though it's not within the scope of phase 1, I would like to explicitly state my opposition to the terrible gondola idea. Please make sure nothing in phase 1 is prepping for that terrible idea that we will never allow to happen.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
84	It is not mentioned here, but I want to say that I am against the Gondola and would prefer a trax comparable cog rail like the private company Stadler already proposed to UDOT. We should do this project because it would allow one seat rides from downtown SLC to the slopes, therefore reducing emissions and pain. Then we can do it in BCC too.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
85	As a frequent rider, thank you for ensuring the future success of the ski bus. I am saddened by the continued unmet demand for buses and believe we can do better to reduce the long lines at the stops by going back to 15-minute intervals. More buses=less car congestion, parking problems and increased safety during winter conditions. Please do not make the citizens (who are carpooling, queuing, and riding the bus as we have asked them to) to wait for an hour plus because there aren't enough buses. The 30-minute interval leaves riders in line because the buses are already full even before the last stop. Imagine the frustration of waiting in line as you are asked to and then the bus never even able to take a single rider from your line. That isn't a line - it is a trick we are playing on our citizens that are doing exactly what we asked them to do. If we can't afford 15-min rotations and the fair wages to attract and pay the additional drivers then we certainly can't afford a gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
86	I am against the Gondola and would prefer a cog rail like the private company Stadler already proposed to UDOT. This could seamlessly integrate into Murray Central Station creating a link between the airport and the slopes. No need for cars.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
87	I am all for a cog railway as a long-term solution for LCC instead of a gondola as some of the other comments noted. It is the smarter solution. In the short term, buses and tolling are a great option. Please consider how to better integrate this into the existing SLC transit network, especially TRAX. In other words, don't just make a parking lot; we can't call it a "mobility pit" if it doesn't provide great access for all transit modes. This will help access to the lovely outdoors become more equitable. Please also consider adding some quality bike parking at the mobility hub and at other places along the route.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
88	The busses are fantastic, and allow for public transit while a rail system could be worked out. All of these would really help to reduce congestion and emissions in the area.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
89	The last 2 years have shown arguments for a gondola contain misinformation. Gondola proponents claim it would provide canyon access during avalanche road closures, but during a 10-day closure 2 years ago, when interlodge conditions were in place 80% of the time, the gondola would have operated only during non interlodge time, per UDOT's EIS. This year, a 1-day road closure also coincided with interlodge, meaning over the last two years the gondola would have offered little benefit for its \$1.4B cost. There are more deserving projects for tax payer dollars. Other UDOT performance claims are being challenged in court. Additionally, 70% of the primary election candidates polled, from both parties, opposed the gondola. One candidate engaged transportation experts outside UDOT's circle who concluded that UDOT's performance & benefit claims are unachievable. The WFRC should abandon this poorly conceived gondola proposal in favor of common sense, less expensive and less intrusive solutions.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
90	It is ridiculous that UDOT is using the lawsuit challenging the gondola ROD EIS as a reason NOT to move forward with the congestion alleviation solutions that were funded by \$150 million before the lawsuits happened. There is not a connection between these 2 things. The decision to improve busses, tolling, mobility hubs, etc was made regardless of the gondola or the EIS. Everyone is screaming for WFRC and UDOT to FIX the ski bus issue in LCC by putting in more busses and expanding the connections throughout the valley. This is tax payer money sitting unused. Tax payers use LCC year round. Do your job. Spend the money this year and fix the problem. Stop stalling.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
91	I find it inconsistent for WFRC to indicate Wasatch Blvd will be widened to 5 lanes in the phase 1 (2023-2032) when the UDOT ROD identified widening to be 4 -lanes during that period, and the 5th lane in 2050, once demand dictated. I support WFRC's approach of phasing the projects, specifically related to the UDOT ROD for LCC. However, I support establishing metrics for determining whether it is even warranted to move off phase 1, or, rather, that phase 1 satisfies the need for safety, reliability, and mobility desired. Despite looking at the "details," I could not identify what is meant by "LCC Road Operations." It that were to include stationing a snowplow up canyon, with an operator, that makes sense and would facilitate snow removal. If it were to include enforcing traction laws, that would be a good thing. Similarly, should UDOT encourage the legislature to adopt a new season-long traction control. Adopt low cost, simple solutions, first, then evaluate their effectiveness- now.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
92	Please keep LCC as majestic as it is. It is its natural beauty that currently predominates, not infrastructure. Deseret News just highlighted 45% people 16 and older, want wildlife, not infrastructure. Encourage UDOT to work on Phase 1 of the LCC ROD, enhancing bus service, tolling at the mouth, a mobility hub. Alta does not need nor would it be benefited by a bus stop on SR210, leave bus drop off & pick up in the Wildcat and Albion lots, where they are remote and safer, from vehicles traveling on the highway. Evaluate SR210 after the remote avalanche control systems are installed and consider installing others in areas of danger, if consistent with wilderness considerations. Restore bus service from Midvale and Sandy, whether public or private. Encourage carpooling with priority access for HOV 8+ people and buses. Thanks to UDOT for all their efforts to improve the roadway now; ice boxes, gutters, RACS. Help them by enforcing traction laws and eliminating unsafe roadside parking.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
93	Thank you to UDOT for keeping LCC as beautiful and free flowing as it is, summer, fall, winter and spring. WFRC, please support those efforts by encouraging implementation now of short-term, low cost solutions for traffic congestion rather than supporting the expensive, special-interest supported Gondola at tax-payer expenses. Prioritize peak period priority to HOV's, enact seasonal traction device laws, enable merge metering, encourage carpooling and variable-rate tolling with permit parking to facilitate mass transit ridership, including schedules for workers. Work with entities to implement low-cost, near-term improvements, and evaluate their effectiveness prior to investing in large, expensive permanent infrastructure.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
94	I hope that UDOT will use the funds from the legislature to build a mobility hub at the gravel pit, and increase bus service in BCC and LCC, plus provide tolling equipment. Due to safety concerns, a bus stop on the highway, particularly in Alta, is unwise and unsafe due to potential avalanche paths above the proposed site. The bus stop in Alta, needs to remain in the parking areas, away from the avalanches. We believe the legislature also provided funding to facilitate traction enforcement for the Cottonwood Canyons, which would improve safety, mobility and reliability. Variable tolling at the mouth of the two canyons can spread traffic away from peak days/periods, as can encouraging carpooling and HOV priority period access. Please encourage low-cost, proven solutions now, particularly those not needing approval in an environmental analysis prior to being implemented. Gondola B is a costly piece of infrastructure, not a good solution.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub



95	Wasatch Choice Vision, which guides the WFRC, emphasizes 'fiscally-responsible communities & infrastructure.' This project, with its cost to \$1.4B—nearly \$1K per UT household—contradicts that goal. Allocating such a large sum, almost equivalent to UDOT's \$1.8B annual budget, for a project benefiting only 1 canyon & 2 ski resorts, is not fiscally responsible. As more Utahns learn about it, they question if this project is driven by something other than congestion and closures. Public reaction to recent proposed tax increases should cause officials to reconsider questionable projects. This should especially be relevant where public funding appears to venture into private sector businesses. As the WFRC learned for itself: Few projects have fielded as much opposition as this one. That opposition grows. Pick a random group of 100 Utahns. Tell them they have \$1B that can only be used for Utah transportation. It is doubtful that they would agree to use it on a gondola in LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
96	Lack of progress on this project questions the commitment & competency of key players. UTA reduced ski bus service for the past 2 years, increasing canyon congestion with more vehicles. UTA's excuse of not finding drivers for 3 years is unacceptable. In 1/2023, UT Legislature allocated \$150M to improve bus svc, tolling, a mobility hub, & LCC/BCC resort stops. UDOT proposed their LCC ROD in 7/2023, months after the Legislature's action, which did not mention the LCC Project, its EIS, or the yet-to-be-released RoD. When the LCC EIS was challenged in Court, UDOT halted its LCC Project, including any improved busing. However, the lawsuit does not prevent restoring bus svc to pre-2021 levels or adding buses or tolling, as no EIS is required for these actions. If a mobility hub in BCC requires an EIS, UDOT's LCC EIS is inadequate, as it excludes BCC. No legal basis prevents UDOT from improving transportation in LCC/BCC as mandated by the \$150M appropriation and legislative intent.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
97	UDOT has publicly and formally stated its intention to build a gondola in Phase 3 even if Phases 1 and 2 provide adequate relief of traffic congestion in the canyons. After Phase 1 improvements, several years of traffic assessment are required to determine whether Phase 2 improvements are still justified by traffic congestion in the Canyons. Similarly, before building a \$500M-1B gondola in Phase 3, a pause of several years and an assessment of traffic conditions should be mandated after Phase 2 is completed. WFRC should lead these assessments with input from UDOT and citizen organizations. UDOT should not lead the assessments because it has already stated its intention to build the gondola in Phase 3, regardless of the need after Phases 1 and 2. Failure to reassess the need for Phase 3 after Phase 1 and 2 improvements would represent a violation of the public's trust in WFRC to responsibly spend their tax dollars only when transportation projects are truly needed.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
98	More pedestrian infrastructure and bike trails would be tremendous here. The pedestrian and bike infrastructure significantly degrades or disappears altogether once one goes from SLC to Millcreek on this street and adjacent ones.	2000 East; 3300 South to Atkin Ave
99	A BRT between the U and Davis County would be a tremendous opportunity for U of Utah students and downtown workers living in Davis County. The U is a commuter school and the more transit options to access it, the better for students, faculty, and staff	Davis-SLC Connector - Corridor Based BRT
100	Instead of making this a BRT it really should be a Trax line, more people in the suburbs prefer to use rail compared to buses. Plus it will allow for more headways and integration with the existing downtown Trax trains.	Davis-SLC Connector - Corridor Based BRT
101	Part of the problem with the current 455 is the frequency and lack of late busses. BRT or a potential light rail option has to fix those problems. Space is not a concern, there is plenty of road width to use for BRT on Orchard drive from NSL to 500 S.	Davis-SLC Connector - Corridor Based BRT
102	While a worthwhile project that should be started soon, the approach seems misguided. Instead, why not look at a streetcar that connects South Davis County through the north end of downtown to the U, connecting at the Medical Center and TRAX line. I know this was evaluated years ago, but times have changed, the growth has been dramatic, and this would be a friendlier, stronger life-cycle alternative that would better strengthen the regional transit system. I know that some of the S. Davis County had concerns, but they reflected a lack of understanding of how streetcar/rail works. We saw the same kind of reactions before the first TRAX line; the moment it opened everyone wanted it and more. Please use some foresight and wise investment.	Davis-SLC Connector - Corridor Based BRT
103	I agree with the comments below that a light rail TRAX line should be studied as a viable alternative. Light rail is just going to be better for the communities involved in the long term. Some form of BRT could be a nice, adaptable intermediate step. I agree that Davis county absolutely needs more public transit access.	Davis-SLC Connector - Corridor Based BRT
104	Make this a TRAX Line, there are enough people in Davis county, or there will be by the time such a rail line would be completed.	Davis-SLC Connector - Corridor Based BRT
105	Let's get this going. While these projects happen allocate money to bury power lines.	Davis-SLC Connector - Corridor Based BRT
106	This should be some kind of rail transit	Davis-SLC Connector - Corridor Based BRT
107	The Parleys Trail is a major east-west bike commuting corridor and the gap should be closed. It also serves the Sugar House businesses	Parleys Trail Gap In Sugar House (Salt Lake City)
108	This should be a Trax line not a BRT line. If you make it Trax it will expand the network and give reliable transit connections to Davis county. There is a stigma against buses so build light rail instead.	Davis/ Salt Lake Connector Design
109	State Street and 1st Ave needs a pedestrian crossing for the high density residential to the east and a major city religious and employment destination to the west.	Davis/ Salt Lake Connector Design
110	Agree with both previous comments. Light rail offers a lot of benefits in the long term over BRT, even though the price up front is larger.	Davis/ Salt Lake Connector Design
111	I would like to third the previous comments. There is a major need for accessible light rail north of downtown. I would be more than happy to see public funding going towards projects that create new infrastructure and reinvest in our communities.	Davis/ Salt Lake Connector Design
112	The airport link to the U of U is a critical connection that is long overdue. I am glad to see this on here as a planned project. I think that it should go down the 400 W alignment as it would allow for less turns, faster headways, and it would eventually allow connections to the new central station at the Rio Grande Depot. Additionally, the current central station is simply not used by anyone over North Temple so bypassing it is better since it will pass north temple anyway if the Rio Grande plan doesnt get done. Therefore it will still have a frontrunner connection at the better station of the two downtown stations.	TechLink TRAX; SL International Airport - U of U
113	This project should be expedited (before 2030) to coordinate with new Entertainment District improvements and serve a longtime need.	TechLink TRAX; SL International Airport - U of U
114	Active transportation improvements and a street car line on 700 East would provide much better ridership counts than tech link.	TechLink TRAX; SL International Airport - U of U
115	The tech link corridor is long overdue and should be expedited. Future consideration should be made to allow for the possible expansion of the service beyond the university and south along foothill blvd toward parleys and the cottonwoods. Downtown, the 4th west alignment is the only logical option, utilizing the Rio grande depot as the new central train station for the city. Bypass the existing SL central station as a connection with frontrunner already exists at the north temple bridge station. Stop treating SL central station like it has a future. Rio grande is better for the city and better for all people who use transit. It is also far more likely to encourage additional transit users. Perception is everything and if people feel like they're taking the train to a grande downtown station, they'll be more likely to use transit. Give them that and give the city something to be proud of	TechLink TRAX; SL International Airport - U of U
116	As stations are going to be reworked, please improve access for pedestrians and bikes. When it comes to any part of the project addressing Research Park, this needs to be carefully considered, since that area is woefully car dependent. It could likely benefit from TRAX access, but I guess I'm skeptical about how much benefit it could have in such a spread-out area with a bunch of simply commuter-style riders (really hard peaks in ridership during the commute in and out, with relatively little other activity). Perhaps other TRAX expansions with better ridership projections should be given priority instead.	TechLink TRAX; SL International Airport - U of U

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



137	I'm elated to see that Salt Lake City is finally taking the East-West divide seriously by studying ways to reconnect the city. As a resident of Glendale, I'm aware of the drastic impact that highway construction, public transportation deserts, and historic redlining have played on my community, and I welcome bold initiatives that will bridge that divide and repair long-lasting harms that have disadvantaged and disenfranchised west side residents. In particular, I want to express my strong support for the Rio Grande Plan, which would seek to expand public transportation access and eliminate dangerous and inconvenient railroad crossings by burying the tracks and reestablishing the Rio Grande station as a central transportation hub. I attended the TIP info session yesterday at Salt Lake Central, and there were probably 20 people there, all in support of the Rio Grande Plan. I would urge you to strongly consider making the Rio Grande Plan top priority for further investigation/funding	Salt Lake City's Reconnecting Communities Study
138	TL/DR - I support the Rio grande plan. It connects the city, and I OPENS valuable land downtown instead of taking it away. It would create a beautiful wonderful transportation hub. It's affordable. It's good for the Olympics and our city's future.	Salt Lake City's Reconnecting Communities Study
139	The only project with the potential to ease the East-West divide is the Rio Grande Plan. Utah is willing to make generational investments, this is a great opportunity for one that would make other states envy Utah. SLC's engineering analysis identifies increased land value outpacing any comparable freeway project, without demolishing a single residential unit.	Salt Lake City's Reconnecting Communities Study
140	Please consider the Rio Grande Plan, it would go a long way towards reconnecting and strengthening our community here!	Salt Lake City's Reconnecting Communities Study
141	Burying the train tracks through downtown would vastly improve the east-west connection, provide safer crossings, and open up additional land for usage. The Rio Grande plan provides a opportunity to do all of this and make downtown more accessible and more vibrant!	Salt Lake City's Reconnecting Communities Study
142	Burying the rail downtown would do wonders for city safety and ease of connectivity downtown! The Rio Grande Plan would significantly help with the east-west divide and free up a ton of at the moment unused land in the heart of the city. Getting rid of dangerous at grade rail crossings would prevent terrible accidents, aid in connecting disenfranchised communities, and help with traffic. Placing the central rail hub closer to many downtown attractions would be a great bonus, too (especially for the Olympics)! Please consider the Rio Grande Plan for this, the recent screening analysis gives even more details and it takes care of so many of the issues this study is trying to solve!	Salt Lake City's Reconnecting Communities Study
143	A streetcar from the airport to the capital along this right of way would be a game changer. Plus direct connections from the trax/frontrunner to the LDS Conference center into the avenues.	North Temple Active Transportation Project
144	This BRT really should be streetcar or full trax, once again suburbanites dont like buses so making it a train is more appealing to them. Plus connecting that to frontrunner allows more people to want to use it. In addition it could run all the way out to the Olympic village for a needed connection for the Olympics in 2034.	Midvalley Connector BRT; Atherton DR to 2700 W
145	Dont let UDOT already choose a Gondola like they did for LCC. This should be a cog rail that integrates with our great trax network.	Big Cottonwood Canyon Environmental Study
146	Should be a rail system here to service all this area has to offer. More lanes does not fix traffic. Lets learn from LCC and do it right from the beginning.	Big Cottonwood Canyon Environmental Study
147	I agree with all the comments that have been posted. No gondola in BCC. Consider incorporating rail.	Big Cottonwood Canyon Environmental Study
148	There should be more protection from rockfall in a few places. Places that come to mind are by the mouth of the canyon and by Circle All peak but there may be more. Also there should be a railing by the S-curves to prevent cars sliding into the river.	Big Cottonwood Canyon Environmental Study
149	It would be great if there were a rail service here! It would significantly help with congestion and, especially connected to the rest of the transit system, allow for easier access without the need for so many people to drive up the canyon. I agree with the other commenters that a rail would be better than a gondola.	Big Cottonwood Canyon Environmental Study
150	Just like how I-15 has Frontrunner there should be another rail based transit option to run along side this freeway.	MVC; Old Bing Hwy to Porter Rockwell
151	I like the comment of having a rail based alternative along this corridor. A second multi-use path along the entirety of the corridor would also be appreciated.	MVC; Old Bing Hwy to Porter Rockwell
152	Agree with all the comments that there should be some form of rail out here. Mountain View Corridor should be much safer than it is, but before talking about any capacity needs, priority should be given to substantial public transit, not expanding MVC.	MVC; Old Bing Hwy to Porter Rockwell
153	A direct transit line from WVC to the airport not tied to downtown would give significant advantages to the area. Plus running it down to the west side of the valley will give many others access to transit.	Bangerter Highway Corridor - Environmental
154	The Freeway does not need to be widened, we need better alternatives like the frontrunner and branches off it to smaller cities and towns along its right of way. Induced demand is real. Dont add one more lane to 'fix' traffic.	I-15 NB; I-215 to 600 South
155	I absolutely reject this plan! Do NOT increase I-15. This will only increase traffic and pollution throughout the valley. It will destroy historic neighborhoods and local businesses. I say NO to I-15 expansion!	I-15 NB; I-215 to 600 South
156	These bike lanes need to be protected. 700S is too heavily used by vehicular traffic to be safe for paint which by the way, paint is not infrastructure.	700 East (SR-71); 2100 South to 1300 South
157	This expansion is important for improving evening commute times and will have minimal impact on residences and businesses along this stretch.	SR-36 SB; Sunset Ln to Stansbury Pkwy
158	Along with improving traffic flows, this should reduce idling. It is needed.	SR-36 SB; Sunset Ln to Stansbury Pkwy
159	100% behind this action!!! Honestly it should continue through downtown to the other side.	300 W; 400 S to 2100 S - Separated Bike Lanes
160	Yes, the more separated bike trails the better! Look at the success of the 9 Line! It is fabulous! Fill the city with more bike lanes!	300 W; 400 S to 2100 S - Separated Bike Lanes
161	1300 South is currently a traffic sewer for I-15 auto access. However, it is a busy pedestrian area as folks using transit walk to Walmart. This area should be improved for active transportation, more street trees, and the three creeks buried below 1300 South should be Daylit to improve the area.	300 W; 400 S to 2100 S - Separated Bike Lanes
162	The new bike path is great, but the intersections, like with 1300 S, are not safe. We need to figure out how to make path intersections with busy roads much safer! Safety is more important than one dedicated turn lane. Give more space for bikes/peds, plus intersection protection, at the intersections!	300 W; 400 S to 2100 S - Separated Bike Lanes
163	I love the protected bike infrastructure. This needs to be expanded into a whole network of protected bike paths across the entire city. When designing intersections, please take a look at how cities in Europe have successfully implemented them, especially Copenhagen, Amsterdam, etc. If we're serious about bikes in SLC, we should do it the best way we can.	300 W; 400 S to 2100 S - Separated Bike Lanes
164	If this does happen it should connect to Blue line Trax and not have another station here.	Point of the Mountain Transit Environmental Study
165	Please connect this with the rest of the SLC TRAX network.	Point of the Mountain Transit Environmental Study
166	TRAX Line or Bust.	Point of the Mountain Transit Environmental Study
167	The ROW is already there for a Blue Line extension to Lehi. Build that first! Then you can build your spur to the POM project. Building a new LRT line that only serves The Point and Utah County doesn't really make sense. I also want to say that right now I oppose the idea of a new FrontRunner station at The Point. Unless the site master plan is revised to position more density near the tracks, it does not make sense to build a new station because it will not be much more proximal to the dense uses than the current Draper station. Slowing the FrontRunner down is unnecessary if riders still have to transfer to get where they are going.	Point of the Mountain Transit Environmental Study

168	Adding a Frontrunner Station at POM is a lame idea and will significantly increase travel time.	Point of the Mountain Transit Environmental Study
169	We dont need to preserve a highway, we should however use this right of way for a new trax line from the point of the mountain station west.	BANGERTER HWY CORRIDOR PRESERVATION
170	Missed opportunity to add bike infrastructure to this project.	BANGERTER HWY CORRIDOR PRESERVATION
171	Also consider a roundabout at River Park Drive and 1050 W. It is becoming very challenging to get out of the Target parking lot.	SR-60; Round-About at Ritter Drive, Riverdale
172	Much needed.	I-84/ US-89 Interchange Reconstruction
173	Configure with proposed bus route 400 in mind. Possibly floating bus stops that can make it easier to get wheelchairs from sidewalk to bus.	Bicycle Lanes up Capitol Hill
174	Suggest making this a protected bike lane because the street up by the capital gets very very crowded.	Bicycle Lanes up Capitol Hill
175	Please implement physical barriers between the bike path and the car traffic.	Bicycle Lanes up Capitol Hill
176	Review fiber connections so things like UTOPIA could come to Mountain Green, like was done with Morgan and UDOT.	I-84; Mt Green Interchange (Env. Study)
177	I am surprised that there is not mention of a Frontrunner expansion up to Brigham City and then to Logan. I think that is a big missed opportunity for expanding a freeway again.	I-15; SR-13 to SR-240 Passing Lanes
178	This should be another rail corridor in addition to a highway.	MVC; AQ MONITOR AND FILTERS
179	Safe and convenient multi-use trails on both sides of the highways please.	MVC; AQ MONITOR AND FILTERS
180	NIH studies have linked air pollution to blood clots. These fossil fuel polluting freeways are very bad for health of those near them. <a href="https://www.nih.gov/news-events/nih-research-matters/air-pollution-may-heighten-risk-deep-vein-blood-clots">https://www.nih.gov/news-events/nih-research-matters/air-pollution-may-heighten-risk-deep-vein-blood-clots</a>	MVC; AQ MONITOR AND FILTERS
181	I agree that there should be more public transit out here, including TRAX. Mountain View Corridor should be less "stroad" and more "road" (look it up if you don't know what it means); it's not safe enough.	MVC; AQ MONITOR AND FILTERS
182	We need to have a frontrunner branch line down to Eagle Mountain and Saratoga Springs. The people there commute to the city and need reliable transportation into SLC. It could be heavy rail that goes all the way to the Rio Grande Depot or maybe just a Trax line that brings them to the Lehi FrontRunner Station.	MVC; AQ MONITOR AND FILTERS
183	MVC is extremely dangerous as it stands, and needs to quickly be converted to a controlled-access highway if that is to happen. At the same time, there needs to be some alternative transit options in this area, as it is near a transit desert besides along the Red line.	MVC; AQ MONITOR AND FILTERS
184	Just a random person with a comment but I feel like this 4 lane highway takes too much space with so much potential that could be placed in the middle of it, if the plan was to place a bigger highway in between these roads than I feel like that would be ridiculous because most of the connections to this highway is mostly suburban subdivisions and most times I don't see that much traffic compared to Bangerter and I215/I15 - I suggest what the comments say and add like alternate travel methods like the TRAX or something like that.	MVC; AQ MONITOR AND FILTERS
185	This would be better if we put back the rail line to Park City. Perfect for the Olympics.	I-80 Bridge Deck Replacements and Rehabilitation
186	Foothill Drive, as a gateway to Salt Lake City, is in need of aesthetic improvements and active transportation improvements. It has the same sad pedestrian sidewalks next to fast traffic and ugly wood light poles and harsh noise and speeds. Street trees and an improved ped environment should be prioritized and the road shoulder used for a more humane corridor.	I-80 Bridge Deck Replacements and Rehabilitation
187	I agree with the comments that have been made so far. Having a form of rail connecting Salt Lake and Park City would be incredible in the long term. Foothill Drive is in dire need of better bike and pedestrian infrastructure. The bike infrastructure should be separated from the road with a physical barrier; it's not uncommon for people to drive upwards of 55 mph on Foothill. It's insane to think that someone would want to bike next to that with nothing but a painted line for protection. There's tons of people who bike in this area who would benefit.	I-80 Bridge Deck Replacements and Rehabilitation
188	I also agree with the other comments. A rail connection between Salt Lake and Park city would be great, especially for the Olympics. Foothill Drive also needs significant improvements to pedestrian and cyclist safety. Separated bike lanes would do wonders here - it does not feel safe at all to be on the sidewalks.	I-80 Bridge Deck Replacements and Rehabilitation
189	Add protected bike lanes here.	700 North; 2200 West to Redwood Rd (1700 West)
190	Add protected bike lanes here.	600/700 N Active Transportation Improvements
191	Don't add protected bike lanes here. They are on every West to East street adjacent and will cause more accidents.	600/700 N Active Transportation Improvements
192	Do add protected bike lanes here, along with other traffic calming infrastructure to slow speeds and prevent deaths.	600/700 N Active Transportation Improvements
193	This corridor desperately needs protected bike lanes	600/700 N Active Transportation Improvements
194	No need to expand this. With Legacy and I-15 we have about 10 lanes of freeway.	Legacy Parkway Project - *ROW*
195	Agree with previous comment, please no expansion of the existing Legacy highway.	Legacy Parkway Project - *ROW*
196	This should get turned into a trax line in the long run that eventually goes up to Snow Basin as a cog rail.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
197	I assume this will be extended further to the east and west to make it a continuous bike lane rather than a 2 mile disconnected segment?	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W
198	Does this mean that 126th and 134th will be getting protected bike lanes to make this a safe biking connection between the two? As well as a safe crossing at 132nd of course	Phase I Welby Jacob Canal Ped/ Bike Trail
199	Hopefully this will have two multiuse paths and not just one that UDOT projects think they can get away with.	SR-111; Herriman Pkwy to 11800 S
200	Any chance the sidewalks will also be widened to match the width of the surrounding trail system	Riverfront Parkway; 11050 S to 11400 S, Widen
201	Even after UDOT's own study showing that most injuries and deaths happen at intersections when a bike lane is installed, it appears UDOT has no interest in making safely designed intersections for bicyclists, and continues to implement uncomfortable and unsafe intersection design	SR-209 (9000 S); Redwood Rd to State St.
202	Being a residential road adjacent to Redwood road, this should implement traffic calming measures, protected bike lanes, and multiple crossing for pedestrians.	1300 West; 9000 South to 7800 South
203	It will need traffic calming, protected bike lanes, and multiple crossings for nearby housing units	700 West; 3300 South to 3900 South
204	This street desperately needs more pedestrian and cyclist infrastructure with all the new density going in.	Center Street Sidewalk; US-89 to Orchard Drive NSL
205	A sidewalk would be nice, but the bigger issue is the parking for pickup at the school. Could the road be widened as part of this project to provide better flow during pickup?	Center Street Sidewalk; US-89 to Orchard Drive NSL
206	Wide unused shoulders along State Street is a perfect space for protected bike lanes	I-80 and State Street Interchange R/W
207	This area also needs improved bike infrastructure including better intersection design and traffic signal sensors for bicycles at Cottonwood and Vine, as well as dedicated bike lanes down Vine.	Midvalley Connector; Operations
208	Why not just extend the Green Line to Murray then it is a one ride from west valley to the frontrunner which I am sure is the goal here. It would also allow an extension into Taylorsville to the south. Dont expand BRT expand Trax and watch more people take it.	Midvalley Connector; Operations

209	This road desperately needs wide multi-use sidewalks on both sides of the street before someone gets hit walking on the shoulder from the lack of a sidewalk	Traffic Signal Priority/Preemption
210	Traffic calming, protected bike lanes, and multiple safe crosswalks are needed.	1300 W; 6400 S to 4800 S - Active Transportation
211	Strongly support this project, please move up the start year if possible. Some sections here are pretty narrow with no shoulder to ride in, so please make sure it's a consistent, safe design throughout, preferably completely separated from cars.	1300 W; 6400 S to 4800 S - Active Transportation
212	This will need safe and convenient crossings at intersections	Utah Lake Distribution Canal Trail So. Segment
213	A trail rail through here would be great	TRAX Rail Trail Design
214	A trail along the Red line here would be awesome but it should be longer heading all the way to daybreak and back into the city to connect with other trails on the east side.	TRAX Rail Trail Design
215	A pedestrian crossing needs to be seriously considered in Willard. There is an elementary school on Center St on the West side of the highway, and with new businesses opening on the East side of the highway, a crosswalk needs to be considered for the safety and protection of crossing pedestrians. This would be a perfect time to add in a HAWK light crossing.	US-89; SR-126 to Perry
216	700 East is an ideal location for a street car extension to connect to both the University and CBD. This corridor needs to be more humane and active transportation friendly. It is an ideal corridor for the large amount of folks that work at the CBD and University and it extends straight south past I-215.	TSP/ Preemption Equipment for Transit Vehicles
217	Would love to see more transit around here, especially light rail or streetcar.	TSP/ Preemption Equipment for Transit Vehicles
218	Please add some transit in this area. Additionally, some good bike infrastructure would be much appreciated. Make sure the transit line connects places intuitively, especially that someone could commute from areas other than just West Valley, like downtown, etc. TRAX would be awesome.	TSP/ Preemption Equipment for Transit Vehicles
219	More transit infrastructure in this corridor would be fantastic! Better pedestrian and bike infrastructure as well as any trax connections/lines would be great here	TSP/ Preemption Equipment for Transit Vehicles
220	Is this going to be a frequent or regular bus service? Or maybe even a tram?! If so, I highly recommend. The Magna area in particular has been struggling with one cycle with high waiting times for quite some time now.	TSP/ Preemption Equipment for Transit Vehicles
221	700 East is an ideal location for a street car extension to connect to both the University and CBD. This corridor needs to be more humane and active transportation friendly. It is an ideal corridor for the large amount of folks that work at the CBD and University and it extends straight south past I-215.	TSP/ Preemption for Transit, Freight, & Snow Plows
222	Agree with the previous comment. The wide roadway of 700 E could be well served with a TRAX/streetcar line.	TSP/ Preemption for Transit, Freight, & Snow Plows
223	Also want to endorse the comments in support of a streetcar/trax line through 700 East.	TSP/ Preemption for Transit, Freight, & Snow Plows
224	This is a popular path for kids biking or walking to school. Thanks for keeping them safe!	S Birch Drive; Upland Drive to 3900 South
225	Again there is no need to invest into this old system for 'capacity' we need solutions that will reduce the amount of cars on the road and expanding transit is the way to do this, not expanding the freeway again.	I-15 NB; Bangeter Hwy to 9000 S
226	This project will be good. Also, it is time to study a possible extension of Highland Drive over Dimple Dell Park. It could really help disperse and circulate growing traffic on 9800, Segoe Lily, Dimple Dell Road, and Wasatch Blvd, as well as 1300 East.	Cottonwood Canyon Variable Message Signs
227	Wont need to update these signs if you put in a cog rail, everyone will be on the train.	Cottonwood Canyon Variable Message Signs
228	Ideally bury the train tracks and follow the Rio Grande Plan to reconnect the city and integrate the racial divide created by the rails and freeway system.	400 S Viaduct Multi-use Trail
229	I love the bike path. This will be a good stop-gap to increase accessibility; that is until the Rio grande plan, buries the train tracks under 500w and the 400s viaduct becomes completely not needed!	400 S Viaduct Multi-use Trail
230	Great idea. I agree with what the other comments say about the Rio Grande Plan.	400 S Viaduct Multi-use Trail
231	Yes, but burying the tracks and implementing the Rio Grande plan is more ideal	400 S Viaduct Multi-use Trail
232	No need to continue to expand this extra freeway. Just expand out the front runner to the area and invest in transit not cars.	SR-177; 1800 N to 5600 S SES
233	Imagine how much better it would be if there was a greenline alternative that went up redwood road to the airport. It would probably have better ridership since it is a direct A to B ride rather than going through the city like it does now. It would also give us an alternative to 215.	Redwood Road 4100 South to 5400 South
234	Please, especially when considering safety, talk about the high volume of cyclists that use Emigration Canyon for recreation. The bike infrastructure should be safer in this canyon than it currently is. Contact between bikes & cars should be minimized with physical barriers when possible. Also consider using traffic calming tactics like narrower lanes, speed bumps (or something similar) etc.	5655 Emigration Cyn to 9698 Emigration Cyn
235	Please do what is needed to maintain the road. Some sections of I-215 can get rough. That being said, please hold off on expanding the car infrastructure. There is a lack of good public transit in this area and it should take priority.	I-215; SR-201 to North Temple
236	We love to see it.	First/ Last Mile POM Active Transportation Study
237	Please no widening! Prioritize public transit and other alternatives first.	Legay Highway ROW markers and Record of Survey
238	This road is wide enough to get a trax style cog rail down it and connect back to the main backbone of FrontRunner or trax as Stadler proposed already to UDOT. It is a failure of the state agency if they do not take advantage of this private/public partnership to build cog rails to our mountains for less money than a gondola. Do the right thing, build the cog rail!	Cottonwood Canyons Transit & Roadway Corridor
239	Please bring back the express buses that previously served this area. The commute to the U from this area has significantly worsened with the removal of these buses	Cottonwood Canyons Transit & Roadway Corridor
240	Having great public transit here would be fantastic! A rail system for the area, especially connected to the rest of the network would see so much use and help reduce congestion a ton! Other commenters have mentioned a cog rail system, I agree that this would work great!	Cottonwood Canyons Transit & Roadway Corridor
241	It makes perfect sense to create a new transit route along this collector road. I caution using the term BRT. A bus route with enhanced bus stops and 1 in 10 miles with dedicated bus lanes does not qualify as BRT. To create a legitimate BRT, follow the model of UVX: articulated busses with more doors for loading and unloading running in lanes solely dedicated to Bus along the duration of 5600 West between the TRAX Red Line in the south and the International Center in the North.	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)
242	This is a great project! The biggest remaining issue I see is getting a connection to 300 E. Biking from east to west across the Trax tracks is an issue. 1300 and 1700 are both scary. Maybe a little eminent domain and a pedestrian/bike bridge/tunnel along Harris Ave? Or better infrastructure on 1700 s to connect to this? Thanks!	Kensington East-West Neighborhood Byway
243	Can you take a look at 900 e just north of 39th south? I bike this road every day from Salt Lake to Sandy and overall it's decent aside from two spots where the bike lane disappears for a block or pinches down. The stretch just north of 3900 is always full of parked cars on both sides and is the most dangerous on the whole road.	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre
244	Review options for the future of UT-201 from 3200 W to Redwood Road to help with merging bottlenecks at I-215. Should this bridge be planned with future collector road in mind?	SR-201 over 3200 W Bridge Rehabilitation (0C 709)

245	Be sure to get assurance that Holladay City will enforce No Parking in the bike lanes or please don't fund the project. Otherwise, the bike lanes just become additional street parking. We need bike lanes, not more on street parking.	2700 East; Morningside Drive to 4500 South
246	A safe biking trail from Canal Street to the JRT is a much-needed connection. I would probably ride to Murray Central if this connection was good. Either side of the road is fine with me, but I'd personally like it on the south side.	5400 South; 1300 West to Millrace Park
247	The bike lane drops off here, so if we're adding lanes to the intersection, please ensure that the bike lane is included in the design. (I ride this on my regular commute, so it would make a big difference to me, thank you!)	Winchester and 700 West
248	Due to high traffic speeds, please consider separated bike infrastructure (e.g., grade separated bike path) for this area. This is a prime area to connect to businesses and recreation opportunities near the mouth of BCC. Please prioritize the safety of those walking and rolling.	Fort Union Blvd; Phippen Drive to 3160 East
249	I am looking forward to more separated, safe bike and walk infrastructure in Cottonwood Heights. I love to get around on my bike to access businesses, but it often simply is not safe to do so. Please ensure this separated trail allows for access to businesses and is not only a recreation trail.	Highland Drive Protected Trail
250	Please do not add any lanes in this area. More lanes induce more traffic and will make the area worse.	Bengal Blvd; Highland Drive to 2160 East
251	The bike lane here heads to nowhere. The two (?) foot wide bike lane crossing under the freeway is insanely scary and obviously dangerous. Improving bike connectivity from the Draper Frontrunner station to the rest of Draper would improve transit usage in this area, especially because the high-floor trains running on the Blue line make it somewhat more difficult to bring a bike.	Fort Street; Pioneer Road to 13200 South
252	The bike lane here heads to nowhere. The two (?) foot wide bike lane crossing under the freeway is insanely scary and obviously dangerous. Improving bike connectivity from the Draper Frontrunner station to the rest of Draper would improve transit usage in this area, especially because the high-floor trains running on the Blue line make it somewhat more difficult to bring a bike.	Lone Peak Parkway; 12650 South to 12300 South
253	Please implement the 2A/2B bus routing soon, most of the work is done and it would benefit many people's commute to the U.	East Downtown 200 So Transit Hub (400 E to 300 E)

## TIP 2025-2030 Public Comment List

### Interactive Map Comments - General Form

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

24	Please consider the Rio grande plan as a part of the change and innovations coming to downtown. A thoughtful and inclusive approach to integrating spaces in our city that create natural cultural and financial barriers. Rather please think about how to shift the separation into opportunities for the community to expand together, to shift pollutants and traffic congestion into a more healthy path, and potentially show preference to the helpful outcome of city residents rather than fat cat investors and their friends on the legislature
25	Please support the Rio Grande Plan. Without it, the Salt Lake County, Utah County, and Davis County cannot sustain long-term infrastructure. Thank you.
26	The Rio Grande Plan should be the number 1 priority with the massive growth of the region and the continual tourism traffic. Salt Lake will continue to be the engine of the region and people need and want better access to downtown. A nice train station at the revamped Rio Grande is a great entrance and experience into the city for people throughout the region and beyond. The additional capacity for more trains and fewer surface crossings will save more people more time. The wheels need to get moving for this to happen by the Olympics. 2nd, Better and more cycling lanes, our wide streets should a safe place for multiple forms of transportation, not just emphasis vehicle speed and car throughput. They're are plenty of ways to implement low-cost protected cycling lanes. 3rd, Increase quality of service to the canyons during the winter season, low relative cost and potential high reward. The traffic up the canyons is ridiculous during the ski season. I would be more inclined to take the bus if it wasn't already full 10 stops before the park-n-ride. More frequency of buses, especially canyon buses during ski season.
27	Rio grand plan!
28	I would love to see something akin to the Rio Grande Plan, and not a widening of I-15. Connecting people through public transport is always a win.
29	RIO GRANDE PLAN
30	Please support the Rio Grande Plan. It is the only plan that is a multi-pronged solution for freight and passenger rail without disrupting roadways that also creates a mixed-use urban landscape. This will alleviate housing costs, accessibility to goods and services in the immediate area, and accessibility to goods and services throughout the Wasatch front by making transit options other than cars available to residents.
31	The Rio Grande Plan is nothing short of inspired. It would be good for business, good for residents, and good for Utah's image when the Olympics come to town and beyond. It is rare when a true win/win/win comes along, and I hope that we have the courage to act now and make it happen. Bridging the east/west divide, opening up tons of space for retail, commercial, housing, and recreation, and restoring a beautiful landmark might be the single greatest investment in Salt Lake's present and future.
32	Please prioritize improving transit in the Wasatch front such as adding shelters to bus stops for protection from heat and prioritize improving rail transportation in downtown Salt Lake City. The Salt Lake Central station was supposed to be temporary but it's been there for a long time, it is not a comfortable or completely accessible experience riding Amtrak or FrontRunner from there.
33	I like the Rio Grande plan and leaning into public transportation.
34	Make the Rio grande plan happen. Scrap I-15 scrap the gondola. Pay ur drivers a liveable wage.
35	It's ridiculous that trains can block traffic in Salt Lake City! We need the Rio Grande Plan and better transit for people!
36	I would love to see the Rio Grande Plan, restore service to the Rio Grande Depot and eliminate dangerous and divisive rail road crossings driving the east from west. And opening up more than 50 acres for new development in the Depot District!
37	I believed that the Rio Grande Plan is one of the best investments Utah can make for its public transportation in the next 5 years. This plan allows for growth, accessibility to downtown, and will bring new vitality to that area.
38	Please prioritize the rio grande plan as it encompasses many of the transportation goals of our city
39	I think the city and state need to think ahead to train transit growth. I strongly support the Rio Grande Plan. If we show we care about mass transit by upgrading our entry to the capital city through the historic Rio Grande Station, people will use it more and have pride in the state and city. Plus reconnecting the east and west sides by burying the train tracks can only help. And free up land for development. Please support the Rio Grande Plan.
40	Focus on the Rio Grande Plan
41	Please move forward with the Rio Grande Plan!!!
42	The top priority should be implementing the Rio Grande plan in conjunction with grade separating, dual tracking, and electrifying frontrunner.
43	Make the Rio Grande Plan happen!!!
44	Rio Grande Plan!
45	I'm in support of the Rio grand plan!
46	How can we make the Rio Grand project a reality since our city so desperately needs it?! I would love for it to become a reality for Utah as it provides so many benefits.
47	I'd love to see improvements made to public transportation around the densely populated areas of Utah. Specifically making public transportation more reliable and accessible to those who live outside of downtown Salt Lake City, such as expanding the trax system to Woods Cross or Farmington.
48	The Rio Grande Plan is super important to improving the east west divide, as well as improving our downtowns access to passenger trains! I took the amtrak in 2023 and the current station feels sketchy and unsafe. please give it some thought and let's make it happen!
49	Look at the Rio Grande Plan
50	I'm all for the Plan
51	RIO GRANDE PLAN
52	You guys should really include the Rio Grande Plan in your regional transportation plan. Start out with the studying of it obviously, but include it! It'll be a great project for the entire region and make both transit and car travel better, by separating frontrunner downtown from cars, reducing delays for both parties, as well as ensuring safety for everyone, and opening up land to make downtown SLC a better place to be, with a more central station that gives everyone a better experience, increasing ridership, and therefore decreasing car traffic. Just because it's a citizen proposal and have been studied sparsely by the city, doesn't mean it's not a project worthy of attention from the WFRC or the state and federal governments.
53	I am a somewhat recent rider of the front runner. I took it once to the airport and found it works quite well. I then started to ride it into work and downtown for events. I am writing to say that the Rio Grande plan is something I believe could benefit Salt Lake for decades. It will help to connect the city and provide space for much needed development. Thank you.

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



84	There is a need to get FrontRunner train service from Ogden up to Brigham City. The current bus option is inadequate and inconvenient. Train service would greatly improve the situation and there are many people who would use it.
85	I would like to pass along my support for the Rio Grande Plan. It would significantly improve public transit within the region, create significantly more housing, and bring economic prosperity to Utah.
86	Dear WFRC, You have a project that goes by the code T-S-26. Right now it's not included as high priority within the next 20 years. I'd like you to put this project in priority above other projects that just connect single family neighbourhoods to the transit network. This project is to build a transit connection between the South Jordan Frontrunner station and the Sandy Civic Center station. The reason why this project should be higher priority is because the Utah NHL hockey team is planning on using land at the current south town mall for their practice facility. All of this zone is at what is known as "the Cairns region". If we prioritize T-S-26 we can better facilitate transit oriented development and use this opportunity to build out the Cairns region without the use of a car. This project is more urgent than initially thought because SEG is likely to start redeveloping in the next few years. The Cairns region is an opportunity to build affordable housing. I'd like you to prioritize other projects like the Rio Grande plan, the point development, and other transit projects that will enable residents to live car-free or car-light. Although I'm not against single family homes, Single Family homes are all far too expensive and should now be considered "luxury units". The rest of us in Utah that aren't doctors need a place to live. We should still keep single family neighbourhoods as desired for those that are already living in Single Family homes and those the high earners that want to live in one, but we need to make transit oriented developments for nurses, engineers, teachers, computer programmers, social workers, and smaller business owners to live in. T-S-26 will enable the Cairns region to be an affordable housing zone when most Single Family homes are only affordable by those who make more than \$150k a year. Please also support the Rio Grande plan as it will reduce delays in the entire train network.
87	I love the focus on transit, especially in preparation for the 2034 Olympics! Personally, I'd love to see the Rio Grande plan implemented. It would give the wasatch front such a stronger foundation to connect communities and have a climate-prepared future. Thanks!
88	Please Adopt the full plan of Rio Grande to benefit Salt Lake City & Utah. We need better transit and the Rio Grande Plan is essential. I fully support the plan & have spoken to many others who agree.
89	Any plans on extending the UTA On Demand service? I think it would be well utilized in the Magna area where transit routes are currently lacking.
90	I'd like to voice my support for the Rio Grande Plan. Revitalizing the RG station will benefit all Utahns and residents along the Wasatch Front. Having a rail transit hub will allow for more train routes across the Wasatch front and across the state. Giving more opportunities for people to ride trains instead of driving which will reduce highway traffic demand. request the WFRC include the RGP in their 5 year master plan.
91	I want the rio grande plan! Fund all the transit!
92	We desperately need the Rio Grande Plan. It's an excellent solution to Salt Lake City's needs.
93	If there's anything that happens, I'd really like to see the Rio Grande Plan citizen proposal be implemented. This would really help the Salt Lake community, and it would help daily commuters like me feel more safe. There are so many benefits to the Rio Grande Plan, and I would love to see more action to implement it!
94	Please enact the Rio Grande Plan. Salt Lake City should have a robust public transit system and should not be divided east/west by the tracks. With the poor air quality and increasing traffic, we should prioritize other forms of transit rather than highway expansion and other car centric ideas. People want walkable neighborhoods that are served by frequent public transit & protected bike lanes.
95	Dear Wasatch Front Regional Council Short-Range Planning Team, Thank you for the opportunity to comment on the Draft 2025-2030 Transportation Improvement Program (TIP). Save Our Canyons is a local 501(c)3 nonprofit dedicated to protecting the beauty and wildness of the Wasatch Mountains, and has been invested in finding solutions to the transportation issues confronting our canyons for over 50 years. We greatly appreciate the work you do and share many of the same visions you have for the future of the Wasatch Front, especially as it pertains to fostering accessibility to natural spaces and providing convenient and affordable transportation options. The following comments discuss two specific projects identified in the TIP, as well as process-based recommendations to improve outcomes and communication with stakeholders and the public. As the Utah Department of Transportation (UDOT) undertakes multiple transportation improvements in two of the most heavily trafficked canyons in the Wasatch Front, Little and Big Cottonwood Canyons (LCC and BCC, respectively), Save Our Canyons remains focused on ensuring equitable access and implementation of the "Cottonwood Canyons Enhanced Bus, Tolling, and Hub" project, valued at \$176,800,000, and the "Big Cottonwood Canyon Environmental Study" project valued at \$2,000,000 dollars. We support all implementation of funding for enhanced bus service and the necessary accompanying infrastructure in both Big and Little Cottonwood Canyons. We also support the implementation of congestion-based tolling, as long as any tolling is accompanied by more frequent bus service at low or no cost precedes tolling in order to avoid pricing visitors out of the canyons. In addition, as congestion-based tolling is implemented in one canyon, it is critical that short-range planning accommodates for the interconnected relationship between transportation and visitorship in either canyon. For example, if tolling is introduced in one canyon before the other, it is logical to assume that visitorship will increase for nearby canyons without a toll, toward a cheaper option. Staggered implementation of tolling in one canyon could lead to overuse, and short range planning should accommodate for this reality by implementing any congestion-based tolling in both BCC and LCC simultaneously. Since the Legislature has allocated \$100 million from one-time General Funding and \$50 million from the Cottonwood Canyons Transportation Investment Fund for enhanced bussing and tolling, it's crucial that this funding is used solely for projects already ID'd in the TIP. The \$150 million, along with an additional \$42 million from the previously approved Recreational Hot Spots Program, must be used only for implementation of projects ID'd in phases 1 and 2 of the LCC EIS process, such as enhanced bussing, tolling and the mobility hub. We encourage WFRC to support implementation of these projects, with metrics for successful implementation stated prior to their construction, so that data and goals can be established and achieved prior to inclusion or implementation of more costly, irreversible transportation projects in the same project area ID'd in the RTP. During its May 2023 meeting, the Wasatch Front Regional Council adopted the 2023-2050 Regional Transportation Plan with the following statement of intent: "WFRC supports prioritizing of Phases 1 and 2 and implementation and evaluation of Phases 1 and 2 before advancing to Phase 3." Although well-intentioned, the statement fails to identify any metrics that might demonstrate what a successful Phase 1 and 2 look like. As we build out Phase 1 implementation in the TIP, it is critical to define these metrics so we can set the projects up for success, whether it be through design elements or the necessary capital. For example, metrics for success related to bussing could include a reduction in the total number of cars which travel on SR-210 during peak travel periods in the winter, compared to averages from previous years. Metrics for success related to tolling could include a measurement of the average number of people in a given car traveling on SR-210, compared to the average occupancy of a car in previous years. The community also deserves to know those metrics for the sake of accountability and transparency. <i>(comment continued on next page)</i>



95 cont.	<p>Throughout implementation of transportation improvement projects along the Wasatch Front, it is imperative that planning authorities take the following steps to ensure accountability and transparency for the best environmental outcomes of any project: 1. Collaborative, Stakeholder-Driven Environmental Review Processes Conduct Thorough National Environmental Policy Act (NEPA) Analysis: Before starting any project, conduct detailed environmental impact assessments to identify sensitive areas, native plant species, and wildlife habitats. In UDOT's EIS of proposed transportation solutions in LCC, state agencies did not, to the degree the public expects, include a thorough analysis of reasonably foreseeable direct and indirect environmental impacts of selected alternatives. In UDOT's upcoming environmental review of proposed transportation solutions in BCC, the following suggestions should be incorporated to allow for thorough analysis and best practices to minimize environmental impacts and improve accountability and transparency. Prior to including any projects currently on WFRC's RTP in future Transportation Improvement Plans, we recommend that each project should undergo a more rigorous environmental review process with multiple opportunities for the public to review and comment on individual projects. Involve Experts: Collaborate with ecologists, botanists, and wildlife experts to understand the specific environmental context and potential impacts of any project. Cumulative Impact Analysis: Evaluate not only the direct impacts but also the cumulative effects of multiple projects on the ecosystem over time. Collaborative Planning: Work with recreational groups, conservationists, and public land agencies to develop plans that balance transportation needs with conservation and recreation. 2. Wildlife Protection and Habitat Connectivity Wildlife Corridors: Design and incorporate wildlife corridors and crossing structures such as overpasses and underpasses to maintain habitat connectivity and reduce wildlife-vehicle collisions. Avoid Critical Habitats: Route transportation projects away from critical habitats and breeding grounds for sensitive species whenever possible. Monitoring and Mitigation: Establish monitoring programs to track wildlife movements and the effectiveness of mitigation measures, adjusting strategies as needed. 3. Access to Public Lands and Recreation throughout construction Trailhead Access: Ensure that transportation improvements include access points to trailheads and recreational areas, with sufficient parking and facilities. Integrated Trail Networks: Integrate transportation planning with existing trail networks to provide safe, equitable and convenient access for hikers, cyclists, and backcountry users. Seasonal Considerations: Consider seasonal variations in recreational use and wildlife activity to minimize conflicts and disruptions. 4. Monitoring and Adaptive Management Long-term Monitoring: Establish long-term monitoring programs to assess the environmental and social impacts of transportation projects over time. Create metrics for success related to projects funded by the CCTIF, such as the suggested metrics to measure efficacy of Phase 1 of UDOT's LCC phased implementation plan. Adaptive Management: Use monitoring data to inform adaptive management strategies, allowing for adjustments in project design and implementation to better meet conservation and access goals. By implementing these best practices, transportation improvement projects along the Wasatch Front can achieve a balance between infrastructure development, environmental stewardship, and recreational access. Engaging with local stakeholders, leveraging innovative technologies, and prioritizing ecological preservation of wildlife habitats are essential steps in creating sustainable and resilient transportation systems that can accommodate the increasing population along the Wasatch Front. Collaboration with organizations like Save Our Canyons and adherence to these principles can help ensure that future projects not only meet transportation needs but also protect and enhance the natural beauty and ecological integrity of the Wasatch Mountains. Thank you again for the thoughtful work you put into drafting the 2024-2029 TIP and for the opportunity to comment. We would enjoy the occasion to meet with WFRC staff to collaborate and further explore any of the concepts we discussed in our comments.</p>
96	<p>Rio Grande Plan is a MUST build for our transportation needs as a city and along the Wasatch front. The people want it because we need it!</p>
97	<p>One of the messages given to both UDOT and WFRC during their respective public comment periods was that less expensive, less invasive solutions should be tried prior to committing to a gondola. BCC ski areas voluntarily implemented reserved parking and this action greatly decreased congestion without massive infrastructure construction. Traction enforcement should be implemented /funded by the existing Canyon Transportation Fund. A reliable ski bus service provider should be found to operate the pre 2022 canyon routes at 10-15 minute intervals to replace UTA. These efforts should be tried BEFORE massive infrastructure installation is attempted. WFRC passed a resolution to review progress/improvements made at the end of Phases 1 &amp; 2 before proceeding to the next Phase. Separately UDOT has refused to provide success metrics that, if achieved, would negate need for gondola construction. WFRC should stiffen its Resolution by adding realistic metrics that, if met, would make the gondola unnecessary . Further more WFRC should be an active participant in accessing the effectiveness of Phase 1 &amp; 2 and determining if phase 3 is necessary .</p>
98	<p>The proposed TIP plan is a great step towards a more sustainable Wasatch and better public transit in the area. This plan is nice to see as a low-impact alternative to the high-impact Gondola.</p>
99	<p>I urge the WFRC to consider the Rio Grande Plan as a part of the long-term transit and land-use strategy for Salt Lake City and the greater Wasatch Front. Even if you ignore that 1) the Plan would increase efficiency across the entire Fronrunner system by eliminating delay-causing conflicts, 2) the Plan would bring the central node of the Wasatch Front's passenger rail network to walking distance of the most desirable downtown destinations, and 3) the Plan would reactive a historic and beautiful state property as Salt Lake's jewel rail depot, it CANNOT be ignored that the Plan is the only serious proposal to reunite the east-west divide of the city. PERIOD. It is not a west-side art project, or a new bus line that will be delayed by stopped freight trains, or a city council initiative to talk about our feelings. The Rio Grande Plan is the ONLY proposal of any substance or weight that help heal the physical divide between the east and west halves of the city that goes on to create a cultural, social, and economic divide as well. The rails HAVE to be grade-separated to stop people from being locked inside halves of their own city. Stop being so shy. Stop pretending that this project doesn't exist. Stop dancing around the necessity that this has to happen. Rip off the bandaid and let's get to work, so that we can tap into federal and Olympic funding sources and finish this amazing project before 2034. Ogden and Provo are both gearing up to be significant participants in the upcoming Winter Olympics, and there will be hundreds of thousands of visitors that WILL be taking Fronrunner to and from these cities from Salt Lake. Are you really, actually going to have tourists from countries with real transit infrastructure make the trek out to a semi-deserted rail yard and stand on a concrete island waiting for a commuter train that's been delayed an hour because it hit a pedestrian at an at-grade crossing? This situation has the potential to be extremely embarrassing. The entire world will have its eyes on Salt Lake and the Wasatch Front in ten years. Let's present something that will impress them, both technically and aesthetically. Let's not be embarrassing, let's be ECSTATIC. Build the Rio Grande Plan!</p>
100	<p>We encourage low-cost, common sense, proven solutions to traffic congestion, followed by evaluations of effectiveness. While the population in Utah, and particularly in the Salt Lake Valley continues to grow, funneling people and vehicles, whether, cars, buses, trains, or gondolas, only works to the extent that movement is to a location that can safely and sustainably accommodate the people and vehicles. Some roads and tracks are one-way, box-end. To the extent the transportation service is to those areas, planning merely for mobility, without taking into consideration whether the "box" can accommodate those people and vehicles is unwise. While there are many roadways in the Wasatch Front which lead to public lands, even those lands are finite and can not efficiently or effectively have an unlimited number of people nor vehicles. Each stadium, parking lot, movie theater, restaurant, and church, has an occupancy limit. The same is true of our roads, rails, canyons, and lakes. Let's move away from "build-it and they will come." Utah has much natural beauty. It is that beauty that draws us outdoors, and draws more and more visitors to the state. While the mandate of UDOT and WFRC may be no more than simply moving people, it is vitally important to consider the destination, what the effects might be "there" of whatever transportation plan is envisioned. The authority of that resource, has to be given central weight, as well as the finances to achieve the desired movement, particularly when the funds come at the expense of every Utah taxpayer.</p>
101	<p>Building the gondola is too drastic a move for LCC. We ought to try all low-cost low-impact methods before resorting to the gondola. Also, there is no reason for Utah taxpayer to pay for such a feature that benefits special interest. It is unfair. The ski resorts and La Caille owners should pay for it. As for a bus depot, I don't understand why it is at Highland or Gravel Pit. Why not set one up at La Caille so it take less time for the bus to arrive at Alta/Snowbird?</p>

## TIP 2025-2030 Public Comment List

### Open House Comments - July 9, 2024 in Salt Lake City & July 16, 2024 in Ogden

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

**DATE:** August 8, 2024  
**AGENDA ITEM:** 5  
**SUBJECT:** WFRC Funding Opportunities for Local Governments  
**PREPARED BY:** Wayne Bennion, Director of Short Range Planning and Programming

**BACKGROUND:**

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

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

At the August 15 Trans Com meeting, WFRC staff will provide a brief overview of these programs, to increase awareness of funding and resource opportunities, as well as to encourage efficiency and coordination among the programs for applicants.

**RECOMMENDATION:**

This is an information item only.

**CONTACT PERSON:**

Ben Wuthrich, 801-647-3228 or [bwuthrich@wfrc.org](mailto:bwuthrich@wfrc.org)  
Megan Townsend, 801-404-8925 or [mtownsend@wfrc.org](mailto:mtownsend@wfrc.org)

**DATE:** August 8, 2024  
**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 staff of WFRC, UDOT, and UTA have worked together to confirm that the federal requirements are being met. Based on this effort, a resolution has been prepared certifying the planning process for the region.

**RECOMMENDATION:**

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

**CONTACT PERSON:**

Wayne Bennion, WFRC | 801-363-4250 x1112 | [wbennion@wfr.org](mailto:wbennion@wfr.org)

**EXHIBITS:**

Joint resolution certifying the transportation planning process

**RESOLUTION**  
**Urban Transportation Planning Process Certification – 2024**

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

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

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; with regard to transportation planning requirements.
- (2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) - (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and 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 – 2024*

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

August 2024

1. Metropolitan Planning Organization Designation / Coordination

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

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

c. The WFRC is composed of 21 voting members who include locally elected officials from Davis, Morgan, Salt Lake, Tooele, and Weber counties, one elected official from the 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

## *Urban Transportation Planning Process Certification – 2024*

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.



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

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

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

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

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

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

WFRC continues to work with state and local transportation partners to better account for 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 2023 in cooperation with UDOT, UTA, and the three other MPOs in the State. WFRC uses household travel survey data to update, refine, and calibrate the auto ownership, trip generation, distribution, mode choice, and highway assignment modules of the travel model. UTA conducts an On-Board Survey of transit ridership including origin and destination data every four years, and provides this information to WFRC and the other regional transportation agencies. The most recent survey was conducted in 2023. WFRC and its partners expect to begin incorporating the most recent household and on-board survey results into its travel models in the coming year.

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

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

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

The WFRC’s travel modeling process incorporates results from an UrbanSim-based Real Estate Market Model (REMM) to assist in forecasting land use and socio-economic conditions. REMM is an advanced land-use modeling system that simulates how a region is likely to grow into the future. It distributes future growth based on local land conditions and policy assumptions, household and workplace estimates and projections, and future transportation improvements. This model is available in an open source, web-based code repository and is actively used to determine the regional distribution of important existing and future socioeconomic conditions that, in turn, inform travel modeling, project need and prioritization for the RTP. All input layers to REMM have been updated to a 2019 base year to reflect existing conditions, trends, and future land use plans and an extensive re-estimation of model variables is expected to be completed in Summer of 2024.

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

### c. Elements -

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

- the Regional Transportation Plan (RTP);

## *Urban Transportation Planning Process Certification – 2024*

- the land use elements of the Vision; and
- the Comprehensive Economic Development Strategy.

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

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

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

In partnership with Salt Lake County, UDOT, and UTA, WFRC has continued the TLC. This program supports local governments in their planning efforts, implementing the Wasatch Choice Vision. Through this program, communities are able to integrate land use and regional transportation plans that in turn reduce demands on the roadway system and increase utilization of the transit and active transportation system. The goals of the program are to maximize the value of investment in public infrastructure, enhance access to opportunity, increase travel options to optimize mobility, and to create communities with opportunities to live, work and play. TLC offers assistance in the form of staff time, consulting, or training to eligible applicants. Since the program's inception ten years ago, over 150 projects have been funded.

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

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

The conformity analysis for the 2023 - 2050 RTP addressing particulate matter (PM10, and PM2.5), and ozone is contained in Air Quality Memorandum 41, which received a public review and comment period. Air Quality Memorandum 41 was approved by the Wasatch Front Regional Council on May 25, 2023, and subsequently received concurrence from FHWA and FTA in a letter dated May 31, 2023.

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

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

The WFRC and UDOT worked closely with the State Division of Air Quality (DAQ) in updating and revising the PM10 and PM2.5 State Implementation Plans, including mobile source emission budgets and transportation control measures, as necessary. They have also worked closely with the DAQ in developing the Ozone State Implementation Plan.

In October 2008, EPA approved the Transportation Conformity SIP submitted by DAQ. The Conformity SIP defines the interagency consultation procedures for DAQ, WFRC, UDOT, and other agencies involved in air quality planning and transportation planning. The interagency consultation procedures defined in the Conformity SIP have been employed throughout the PM10, PM2.5 and ozone SIP development process. The Interagency Consultation Team met by video conference six times during FY 2024 in addition to numerous communications by email.

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

(3) Energy - Energy-related benefits were considered in the development of the 2023 - 2050 Regional Transportation Plan. The Department of Energy (DOE) has identified several program measures dealing with energy conservation in transportation. The programs include: rideshare, driver training, alternative fuels, and right-turn-on-red. In addition to the DOE programs, congestion management strategies can be applied to reduce energy use. Congestion management strategies implemented within the Wasatch Front Area include: signal coordination, mass transit expansion, a regional vanpool program, high-occupancy vehicle facilities, reversible lanes on

5400 South, variable message signs, ramp metering, park and ride lots, incident management, and others. Projects implementing these strategies will continue to be programmed in the TIP. Congestion reducing strategies are identified and promoted as part of each Urban Surface Transportation Program project orientation meeting.

(4) Public Involvement - A formal public involvement process was adopted by the Wasatch Front Regional Council in 1993, and updated in 1997, 2006, 2014, 2019, and 2023. This process is for all transportation plans and programs developed by the Regional Council. The process requires notification of interested persons and groups concerning plans and programs, advertised open houses to which the public is invited, and an annual public meeting of the Regional Council to discuss the TIP. The process is consistently implemented.

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

### **Communications Audit**

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

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

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

### **Formal Public Comment Periods**

A formal public review and comment period was held for the draft of Amendment #1 to the 2023-2050 RTP in March and April, 2024, prior to its adoption in May 2024. A similar comment period was held for the Draft 2024-2029 Transportation Improvement Program (TIP) in June and July 2023. WFRC placed public notices in local newspapers, in English and Spanish formats, as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated social media posts to notify the public of the opportunity to comment.

**Partner Events, Conferences, and Conventions**

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA) Utah, Association of Metropolitan Planning Organizations (AMPO), Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), Bike Utah, UDOT, the National Association of Regional Councils (NARC), and others. The Wasatch Choice Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

**Presentations to Stakeholder Groups**

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

**Online Engagement Tools**

WFRC staff continues to successfully leverage online engagement tools, such as public comment layers on interactive maps, to educate the public and solicit public comment. For example, working with UDOT and UTA, WFRC staff obtained GIS data for the Draft 2024-2029 TIP projects and created an online interactive map showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool.

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

**Environmental Justice**

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

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

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

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



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

Work completed in FY23 included the re-evaluation of 1) the definition of Equity Focus Areas, 2) outreach during RTP and TIP development, and 3) how equity might be more holistically addressed in WFRC's transportation planning efforts. FY23 built off of the previous year's equity work by incorporating Equity Focus Areas into the 2023-2050 RTP update. This was done by looking at the impacts that the identified external forces and potential policies had on equity focus areas in the Region. Topic areas that will carry into FY25 include: continuation of the Wasatch Choice Community Advisory Committee, outreach and information sharing of transportation-related equity issues to different community partners, and service planning of transit.

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

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

In accordance with adopted WFRC goals and priorities, the 2023-2050 RTP attempts to collaboratively develop and implement the Wasatch Choice Vision for transportation, land use, and economic development. The 2023-2050 RTP was developed under the guidelines of the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA).

The WFRC works closely with all partner agencies to develop and implement priority active transportation networks identified via local community plans and in WFRC's Regional Transportation Plan. Funding appropriated from the State Legislature in 2023 includes \$45 million in one-time funds and approximately \$45 million in ongoing funds for the development of the Utah Trail Network, a paved network focused on transporting people through their communities. This new resource requires additional collaboration between WFRC and UDOT to plan and build the active transportation network, collaboration which has already begun. Additionally, the state administered TTIF FLM and TIF Active funds provide an opportunity for WFRC to act as a convener between local communities and UDOT in identifying appropriate projects for those funds.

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

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

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

In addition to identifying planning factors to guide MPO planning work, MAP-21, the FAST Act, and the IJIA, 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.

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

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

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

(11) Participation by Private Transit Providers - During the 1986 program year, Trans Com approved a policy statement concerning the participation of private enterprises in the transportation planning process. Among the issues addressed in the policy statement are the notification of private enterprises of their opportunities to participate in plans and programs

being considered, how private enterprises will be consulted in preparing plans and programs, and what efforts will be made to analyze opportunities for private enterprises to provide service or participate in capital investments. Since 1986, private transportation providers have been notified annually of the opportunity to participate in the transportation planning process and of the Transportation Improvement Program. Private providers were given an opportunity to comment on the draft 2024-2029 Transportation Improvement Program during the 30-day comment period. Private companies currently provide a number of services for UTA, and UTA continues to evaluate various other aspects of their operation where private enterprise may participate. Private providers are also participating in Local Coordinating Councils.

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

The 2024-2029 Transportation Improvement Program (TIP) includes a Financial Plan, which identifies revenues and programmed funding for each highway and transit program. Specifically, the Financial Plan shows that all of the projects used in the air quality conformity analysis can be expected to be funded. Agency sponsors of federal-aid highway projects are responsible for providing the matching funds for their projects.

(13) Transportation Enhancements – With the approval of the Moving Ahead for Progress in the 21st Century Act (MAP-21) the Transportation Enhancement program along with the Recreational Trails Program and the Safe Routes to School program were combined into a new program entitled Transportation Alternatives Program (TAP). Not only were the funding levels reduced but the distribution of the funding and the project selection process was changed. Unlike the Transportation Enhancement program where the MPOs and other interested parties played advisory roles in the project selection, MAP-21 required that 50 percent of the TAP funding be sub-allocated to areas based on their relative share of the total State population with the remaining 50 percent available for use in any area of the State. With the approval of the FAST Act, the MAP-21 Transportation Alternatives Program (TAP) was eliminated and replaced with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). Eligible project types have remained largely intact through the Infrastructure Investment and Jobs Act.

The WFRC staff has worked with the other MPOs and UDOT to coordinate program responsibilities and support Safe Routes to School type projects and the Recreational Trails program. WFRC has also worked with its appropriate advisory committees to develop and

implement a competitive process for programming the TAP funds sub-allocated to WFRC. The process was developed to program the TAP funds in the Salt Lake City and the Ogden-Layton Urbanized Areas to fund primarily both larger and smaller bicycle and pedestrian capital improvement projects, including Safe Routes to School projects, with community plans for bicycle and pedestrian systems also being eligible for funding.

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

### 3. Products

a. Regional Transportation Plan - The Wasatch Front 2023-2050 Regional Transportation Plan (2023-2050 RTP) reflects a continuous effort by the Wasatch Front Regional Council to identify, plan, finance, and implement a coordinated system of transportation improvements to serve existing and expected growth in travel demand throughout the Region. A 28-year planning horizon was selected for the 2023-2050 RTP effort and covers the planning period from the year 2023 to 2050. The planning policies and recommendations of the 2023-2050 RTP were prepared under the guidelines of the FAST Act and IJIA 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.



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Another role of the CMP is to determine if additional capacity is warranted by demonstrating whether anticipated congestion can be relieved by transportation demand management (TDM) and transportation system management (TSM) strategies alone. In the event additional capacity is needed, the CMP recommends TSM and TDM strategies to be incorporated into the new capacity projects. Corridors where TDM and TSM strategies can postpone or eliminate the need to add capacity are also identified.

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

c. Transportation Improvement Program (TIP) - The WFRC has been preparing Transportation Improvement Programs since 1975. In addition to identifying new projects, WFRC staff models proposed congestion mitigation strategies and encourages implementation of TSM and TDM concepts for projects in the TIP. The WFRC approved the 2024-2029 TIP at its August 2023 meeting and found the TIP to conform with the State Implementation Plan for Air Quality (SIP). The Division of Air Quality (DAQ) was involved in the air quality conformity analysis and was given an opportunity to review the TIP. WFRC has prepared reports to document the TIP and the air quality conformity analysis and findings. The WFRC staff has also continued to prepare annual reports on the obligation of federal highway and transit funds in the region for Trans Com, the Regional Council, and the public.

d. Unified Planning Work Program (UPWP) - The WFRC prepared a Unified Planning Work Program (UPWP) annually from 1974 through 2008. From 2009 through 2016 work programs each covered a two-year time frame. Due to various budget and work program reporting requirements, the WFRC is again preparing annual work programs. The Council approved the UPWP for fiscal year 2025 in May 2024. Extensive transportation planning work, including the principal products of the MPO and numerous collaborative efforts and studies in the area, is identified in the UPWP, and the work program is prepared in cooperation with UDOT and UTA.

#### 4. Consistency with Other Requirements

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

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

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

*Urban Transportation Planning Process Certification – 2024*

a.       Modification of Urbanized Area Boundaries – In the spring of 2012, the U.S. Census Bureau re-defined the boundaries of the Ogden-Layton Urbanized Area to include portions of Box Elder County, Brigham City, Perry City, and Willard City. The WFRC has updated its governing documents to include the local units of government in Box Elder County that are in the Ogden-Layton Urbanized Area. This action officially incorporates these new areas in the transportation planning process and ensures they are eligible and can compete for STP, CMAQ, and TAP funds. Updated urban boundaries released by the Census Bureau in December, 2022 are currently being evaluated.

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