

2025

TRANSPORTATION UPDATE

building on previous investment



WASATCH FRONT REGIONAL COUNCIL

Looking Back: Multimodal Transp. Investments

2021

\$1.1B

2022

\$1.2B

2023

\$1.5B

2024

\$1.2B

Looking Back: Key Policy Changes

- First Home Investment Zones
- Station Area Planning
- Housing and Transit Reinvestment Zones
- “5th 5th” Local Option Sales Taxes
- Active Transportation Investment Fund
- Transportation Reinvestment Zones

Notable Legislation

- **SB174 - Transit Governance (Harper):** Clarifies governance roles of UTA ED, Trustees, and LAC. Requires UDOT oversight and supervision for all large public transit fixed guideway capital development projects, including those without state funding
- **HB229, Corridor Preservation Amendments (Christofferson):** Clarifies that corridor preservation funds can be used for transit
- **HB454, Local Government Fees Amendments (K. Peterson):** Puts parameters around municipalities ability to impose a Transportation Utility Fee (TUF)
- **SB195, Transportation Amendments (Harper):** Would require updates to general plan transportation elements to identify priority connectivity projects (canals, etc.). Also clarifies station area planning reporting.

Notable Legislation (Continued)

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

Helpful Resources



- Home
- About
- Committees
- Vision & Plans
- Programs
- Maps & Data
- Studies
- Public Involvement**
- Contact
- Q

The Wasatch Front Regional Council (WFRC) works closely with local, regional, state, and federal governments to promote legislative priorities and implement policies. WFRC works with its members and partners to support sound policies that are centered around or tied to transportation, such as land use, economic development, and air quality.

For additional information regarding government affairs, please contact [Miranda Jones Cox](#).

2024 Legislative Session Information and Resources

In preparation for the 2024 General Legislative Session which is slated to begin on Tuesday, January 16th, the Utah Legislature, Unified Economic Opportunity Commission, and other partners spent the interim studying various policy topics and providing recommendations. As a reminder, WFRC will track and engage on issues impacting transportation and land use planning in preparation for and during the session. In addition to receiving our weekly government affairs updates, please rely on this section to reference interim recommendations, and our bill and appropriations trackers.

2024 Bill Tracker

Appropriation Tracker

Interim Policy Proposals

Govt. Affairs Email List



Bill Tracker

WFRC tracks bills that especially impact transportation and communities along the Wasatch Front during the legislative session.

- [2024 WFRC Bill Tracker](#)
- Previous Years: [2023](#), [2022](#), [2021](#), [2020](#), [2019](#), [2018](#)



Appropriations Tracker

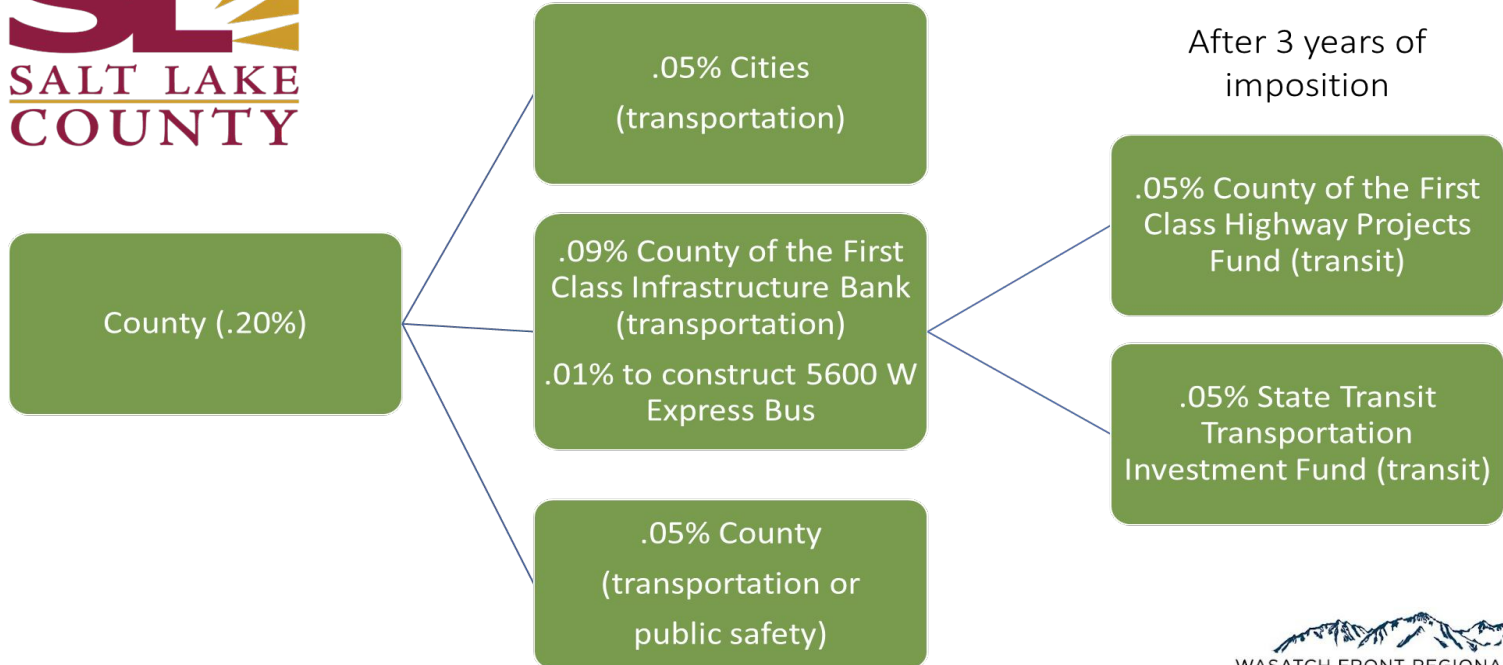
WFRC tracks relevant funding item information as appropriations make their way

State Legislation and Policy

Recently Passed Growth Legislation

5th 5th Imposition - SLCo (2/18/25)

- Projected to generate \$76M / year
 - .05% Cities (\$19M)
 - .05% County (transportation or public safety \$19M)
 - .10% Transit and transportation (\$38M)



Trans Com Roles, Responsibilities, Schedule

February 20, 2025



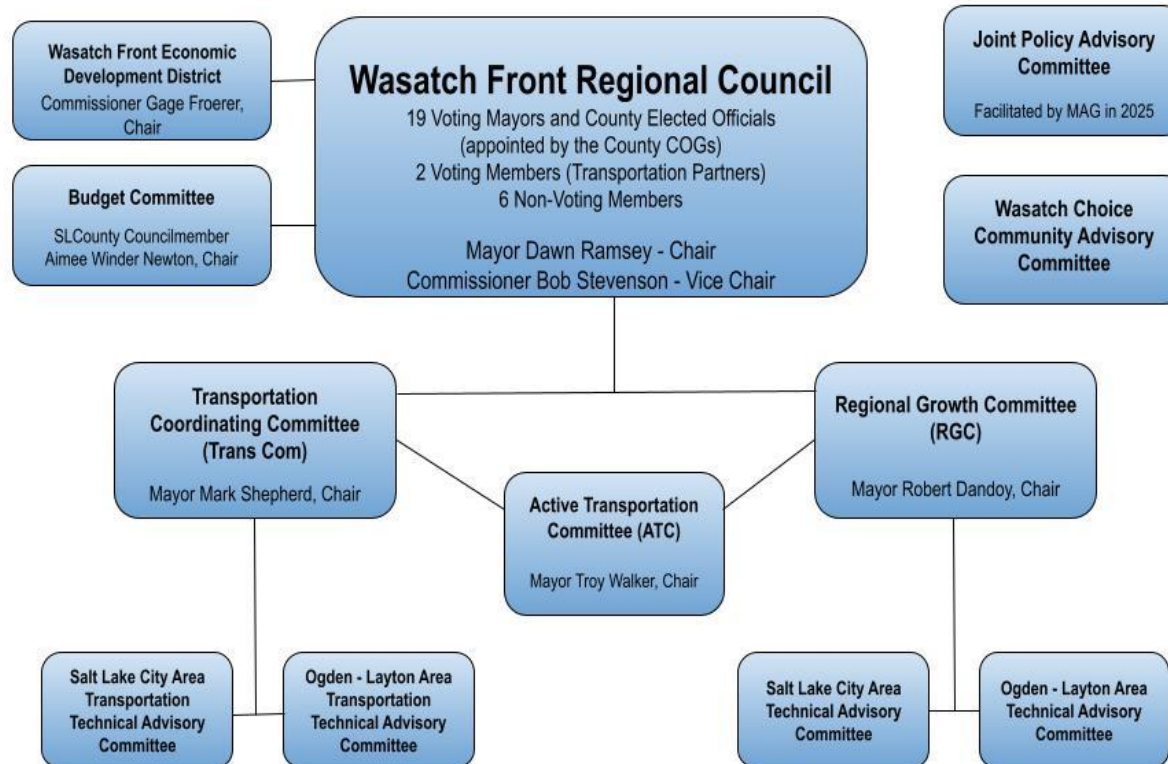
WASATCH FRONT REGIONAL COUNCIL

Wasatch Front Regional Council

- Metropolitan Planning Organization (MPO)
- Responsible, in collaboration with UDOT, UTA, and local governments for developing and approving long- and short-range transportation plans and programs
- Association of Governments (AOG)
- Provides opportunities and resources to address transportation and growth needs

Organization and Membership

2025 WFRC Committee Structure



Origin and Role of Trans Com

- Established by Memorandum of Agreement among WFRC, UDOT, and UTA
- Continuous, comprehensive, and cooperative planning process
- Advise Regional Council on short-range planning and programming
- Take action on programs and projects
- Discuss short-range efforts

Transportation Improvement Program

- Six-year program of highway, transit, and active transportation projects to which funding has been committed
- Last two years are projects in concept development
- Includes federal, state, and locally funded projects
- Updated annually

Trans Com Responsibilities

- Approve draft Transportation Improvement Program (TIP) for public comment
- Recommend TIP for approval
- Recommend or approve amendments to TIP
- Recommend projects for Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Program, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP)



Trans Com Schedule

TIP

- June – Release TIP for public comment
- August - Recommend TIP approval
- Each meeting – TIP Amendments

STP, CMAQ, TAP, CRP

- October – Review letters of intent (via email)
- April – Recommend STP, CMAQ, TAP, and CRP

Trans Com Schedule

Potential Additional Discussion Topics

- Utah Transportation Commission Prioritization Process updates
- Federal Transportation Programs
- Transportation funding and financial options
- Coordinated Mobility Update
- Intelligent Transportation System Update
- Project Updates
- TravelWise & UTA Rideshare Update



TIP

Transportation

Improvement Program

Transportation Improvement Program will . . .

1. Implement the Long Range Plans
 - Highway/ Transit & Active Transportation Projects for the Region
2. Help Meet the Short Range Needs
 - Of the Wasatch Front Area
3. Provide for the Maintenance
 - Of the Existing Transportation System



Transportation Improvement Program - Today . . .

- 1 - Item 5a - Report on an Approved Board Modification
 - Regional Council – January 23, 2025
- 2 - Item 5b - Approve a New Board Modification
 - To the 2025-2031 TIP
- 3 - Item 5c - Review the Federal Funds Obligated during this past Federal Fiscal Year 2024
- 4 - Item 5d - Adjustments to TIP Amendment Process



5a - Report on 2025-2030 TIP Board Modification #3

Reviewed and Approved at the
Regional Council
January 23, 2025

**2025-2030 Transportation Improvement Program (TIP) (Amendment Three)
Board Modification**

Scope Change & Additional Funding

Salt Lake

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

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

Scope Change & Additional Funding

Ogden / Layton

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

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

Scope Change & Additional Funding

Ogden / Layton

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

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

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

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

Board Modification

New Project

Statewide

County	Sponsor	Facility	FC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Various	22416	Statewide Highway Lighting Repair	Diagnose Faulty Lighting Systems, Repair and Restore	ST_Trans_Sol (State Transportation Solutions Program)	\$1,800,000	\$0	<i>New Project</i>	\$1,800,000	2025

The scope of the Statewide Highway Lighting Repair project is to diagnose faulty lighting systems, and to repair and restore those systems to full functionality. The state operates around 415 highway lighting systems which include over 6700 highway lights. A recent study found approximately 40% of these lights were not working correctly.



5b – 2025-2030 TIP Board Modification #4

Trans Com
February 20, 2025

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

Board Modification

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

Project Type – Transit

5600 West Old Bingham Highway Station to the International Center and the Salt Lake International Airport— (29 miles)

Project Benefits

The proposed scope change is to support the CNG Fueling

- Provide a CNG Fueling Facility. This Facility will support the CNG vehicles that will be used on the 5600 West Core Route Project.

Center and Salt Lake City
International Airport:

- Via the TRAX system from SLC, and other stations.

- Passenger stations with shelters, benches, and lighting. Six stations will include park and ride lots,

Includes

- lane enhancements,
- shoulder operation,

The request supports the efforts of the 5600 W project to adjust where sources of funding will be most effectively used. The original 5600 West Construction request will be covered with other funding.

tools to
improve
time,
safety, and
efficiency.

Tooele – Tooele County – Soundwall Trail – New Construction
Proposed Limits - Village Blvd to Mill Pond Park

**Scope
Change**

During design, preliminary estimates are showing the project is underfunded. Project Limits reduced to enable Project Construction

Funding Levels
\$ 534,400 *Federal Funds*
\$ 133,600 *Local Funds*

**Total Project Cost
Estimate \$ 668,000**

**No Additional Funding –
Project Limits Reduced to
Construct the Trail with Current
Funding**

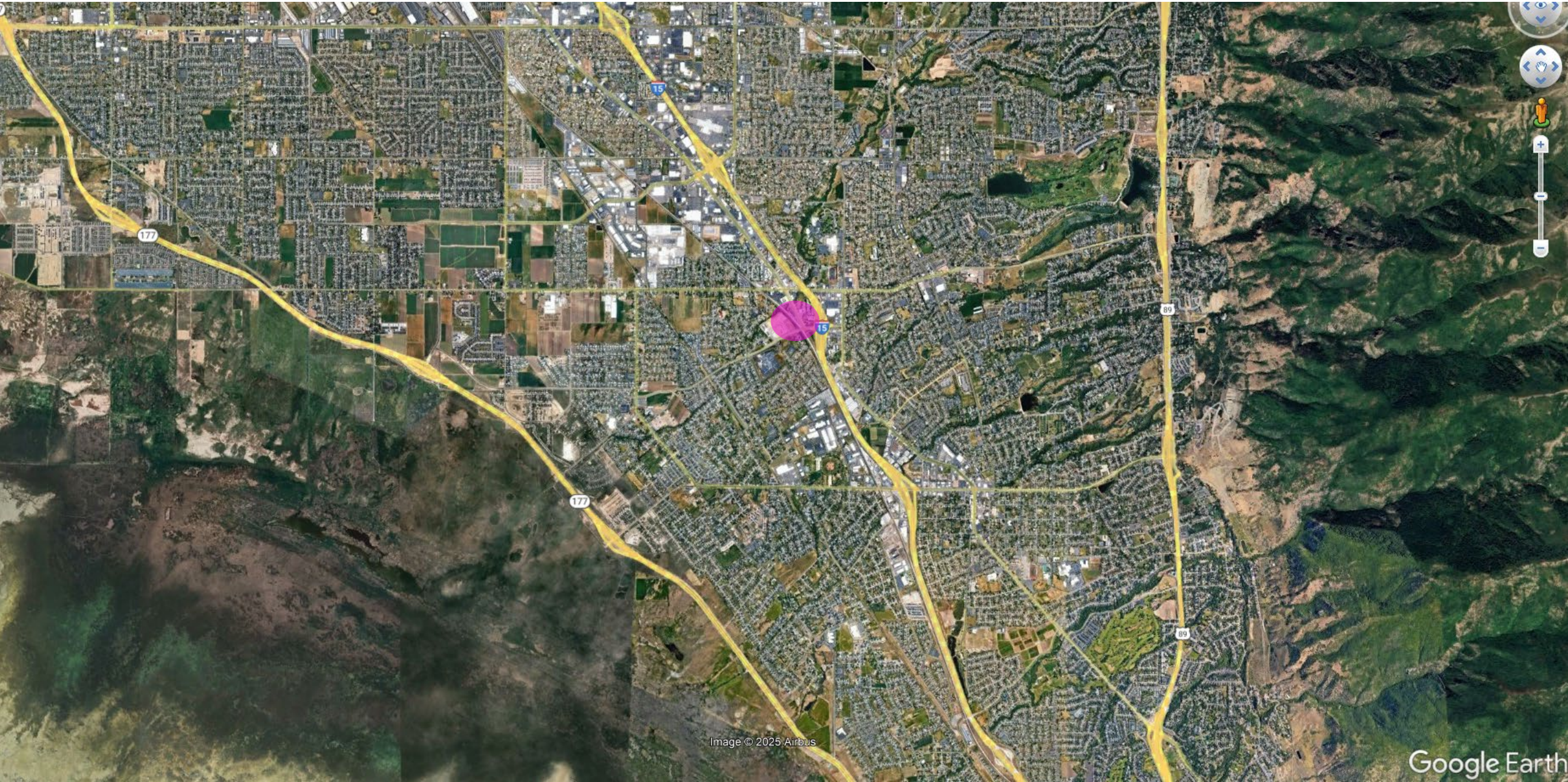
2025-2030 Transportation Improvement Program (TIP) (Amendment Four)

Board Modification

Level of Conformity Analysis	Additional Funding													
	Ogden / Layton													
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Davis	Layton	Ped/ Bike Overpass	NA	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Station	New Construction of Ped/ Bike Railroad Overpass	CARBON_O/L - (Federal Funds) (Carbon Reduction Program - Ogden/ Layton - WFRC))	\$12,568,100	Additional Funding			2025	
								CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - Ogden/ Layton - WFRC))				\$800,000		\$510,000
								LOCAL_GOVT (Local Government Funds)				\$1,254,160		\$1,000,000
								ST_TIF_ACT (State Transportation Investment Funds - Active Transportation)				\$2,505,000		\$900,000
Original	Project will construct a Pedestrian Overpass Bridge to Span the Width of the Union Pacific/ FrontRunner railway corridor and touch down immediately next to the FrontRunner Station. Elements of the pedestrian overpass proposed include an elevator as well as a stairway for accessing the bridge on each side.													
Proposed	During the process of preparing the permitting and construction documents for bidding it was determined that the estimated cost of the overpass had increased. To date, the City has been able to secure an additional \$900,000 of external funding through the State, is requesting \$510,000 in additional funding from WFRC, has committed to bring an additional \$1M in City funds, and is in the process of working with other resources to secure the remaining \$2M.													

Level of Conformity Analysis	Additional Funding													
	Ogden / Layton													
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Weber	UDOT	I-84	Freeway	14264	I-84; Over Weber River and UPRR Bridge Replacement	Replace Two Structures Carrying I-84 Eastbound and Westbound over the Weber River and UPRR	NHPP_BR - (Federal Funds) (National Highway Performance Program - Bridge))	\$55,500,000	Additional Funding			2025	
								STP_BRIDGE - (Federal Funds) (Surface Transportation Program - Bridge)				\$20,463,000		
								STP_FLX_ST - (Federal Funds) (Surface Transportation Program - Flexible (Anyarea) Statewide)				\$9,037,000		
								ST_BRIDGE (State Construction - Bridge Program)				\$13,000,000		\$3,500,000
Original	This project will replace two structures carrying I-84 eastbound and westbound over the Weber River and UPRR in Weber Canyon. These bridges were constructed in 1965, have had multiple prior rehabilitations, and have reached the end of their service life, necessitating replacement.													
Proposed	Bids were opened on January 14, and the low bid received was 107% of the Engineer's Estimate. In order to maintain an appropriate construction contingency and proceed with the necessary replacement, the additional funds would be required. .													

Davis – Layton – Kay's Creek Trail - Ped/ Bike Overpass Located at the Layton FrontRunner Station



Engineer's Estimated Project Cost = \$ 12,568,100

Project Shortfall of \$ 3,508,940

Funding Request Strategy;

WFRC = \$ 510,000

Layton City = \$ 1,000,000

**Other Resources
\$ 2,000,000**



Weber – UDOT – I-84; Over Weber River and UPPR – Bridge Replacement Replace Both (Eastbound & Westbound) I-84 Structures

**Additional
Funding**

Project will replace both the Eastbound and the Westbound on I-84 over the Weber River and the Union Pacific Railroad

Additional Funding
\$ 3,500,000

Total Project Cost
Estimate \$ 55,500,000

Additional Funding available
through State Construction –
Bridge Program

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

Board Modification

Additional Funding													
Salt Lake Area													
Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Salt Lake	South Jordan	Riverfront Parkway	Minor Collector	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$4,852,600	\$1,632,271	<i>Additional Funding</i>	\$1,400,000	2025
								LOCAL_GOVT (Local Government Funds)		\$208,629		\$1,611,700	
Original	This section is heavily traveled and needs widening to accommodate the additional traffic and reduce queue lengths. Project will widen Riverfront Parkway from a 3 lane to a 5 lane facility including improvements of the curb, gutter, sidewalk, park strip, street lighting, and intersection geometry.												
Proposed	South Jordan is requesting additional federal funding and significantly increasing local funding because of the following: During the project design phase and the finalization of the construction estimate South Jordan identified a significant funding gap due to the increased cost of the Right of Way, impacts to the intersection at 11400 South, and overall project cost escalation from inflation and market conditions.												

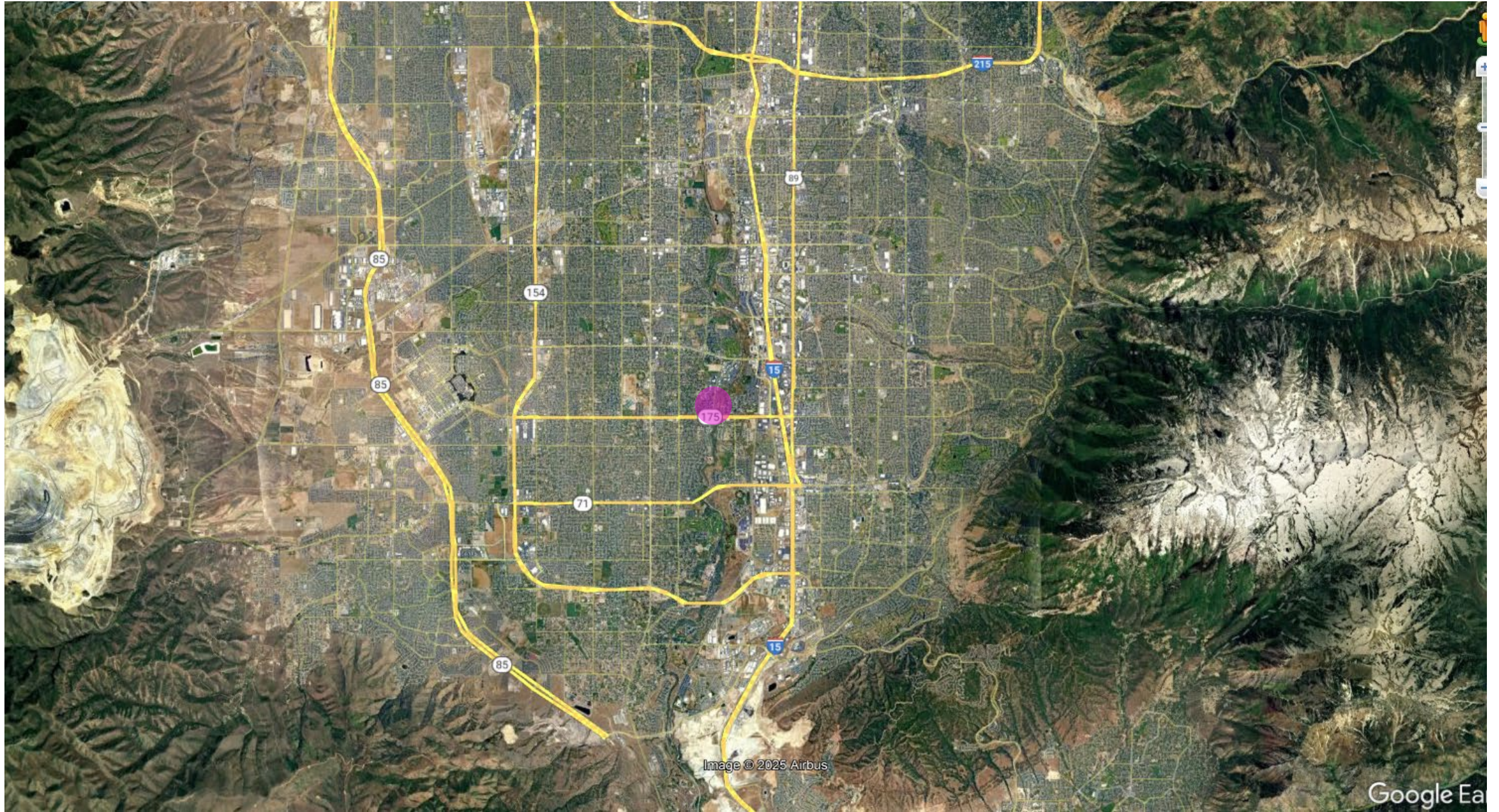
Additional Funding													
Salt Lake Area													
Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Salt Lake	UDOT	Various	Freeway	15914	I-15 SB from I-80 to Point of the Mountain	To Build a Coordinated Adaptive Ramp Metering System	Federal Highway Administration - Congestion Relief Grant	\$49,500,000	\$39,600,000	<i>Additional Funding</i>	\$9,900,000	2025
								ST_TIF Statewide Construction - Transportation		\$0			
Original	The coordinated adaptive ramp metering system will implement an upgrade in UDOT capacity to maximize the capacity of freeway ramp metering when it is congested. Key components to the coordinated adaptive ramp metering system are: <ul style="list-style-type: none"> ● Highly accurate freeway ramp sensor (at least every 100 feet), ● Freeway ramp metering system with 15 in the project ● I-15 E to I-15 SB, I-15 SB to I-15 NB, I-15 NB to I-15 EB to I-15 WB to I-15 SB ● Software system to process sensor information and make changes every 20 seconds with ramp metering network working as a whole 												
Proposed	FHWA has awarded UDOT \$39.6 Million as part of the Congestion Relief Grant to build a coordinated adaptive ramp metering system on I-15 SB from I-80 to Point of the Mountain. The \$39.6M represents 80% of the project costs leaving a UDOT match of \$9.9 million or 20% of the project total.												

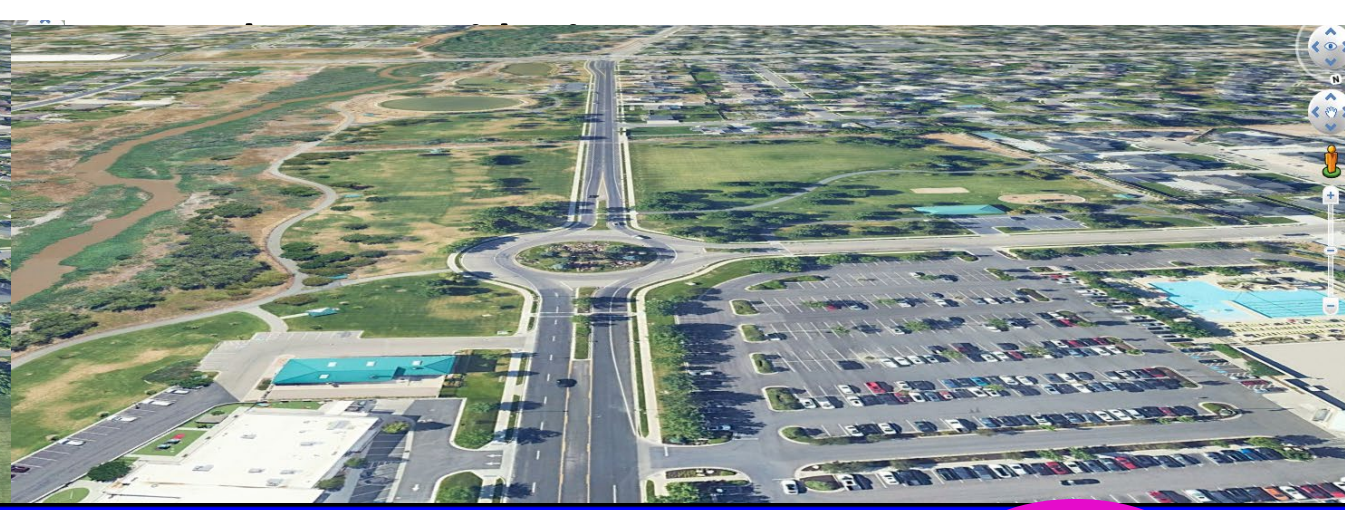
On Hold

Level of Conformity Analysis:

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

**Salt Lake - South Jordan – Riverfront Parkway; 11050 South to 11400 South –Widen from 2-3 to 5 lanes
Including curb, gutter, sidewalk, park strip, intersection improvements, and necessary streetlights.**

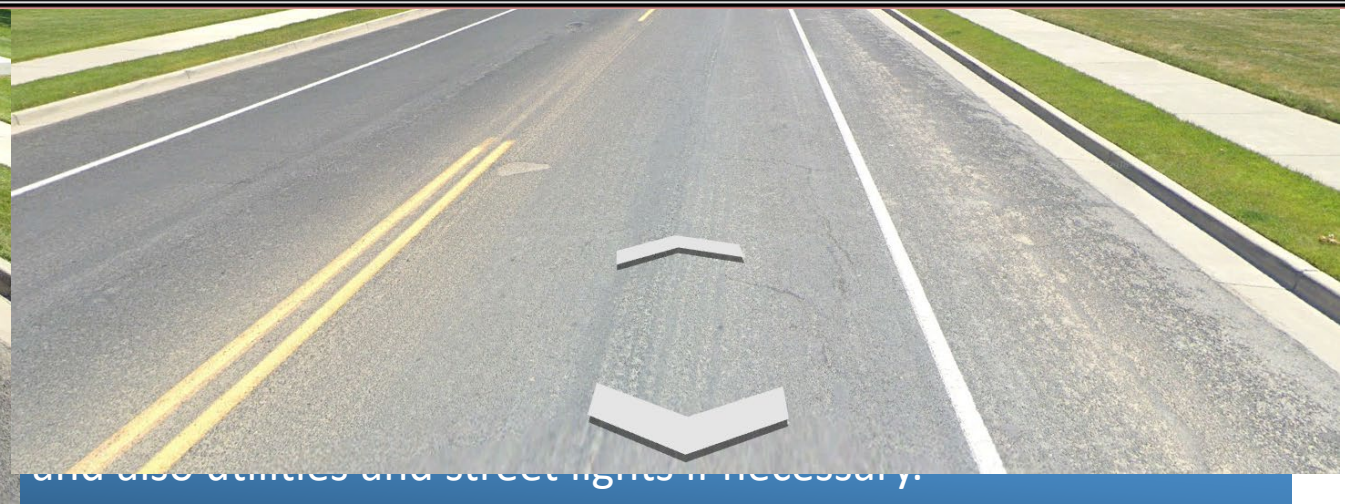




South Jordan	Riverfront Parkway	Minor Collector	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$4,852,600	\$1,632,271	Additional Funding	\$1,400,000	2025
						LOCAL_GOVT (Local Government Funds)		\$208,629		\$1,611,700	

This section is heavily traveled and needs widening to accommodate the additional traffic and reduce queue lengths. Project will widen Riverfront Parkway from a 3 lane to a 5 lane facility including improvements of the curb, gutter, sidewalk, park strip, street lighting, and intersection geometry.

South Jordan is requesting additional funding because of the following. During the project design phase and the finalization of the construction estimate South Jordan identified a significant funding gap due to the increase cost of the Right of Way, impacts to the intersection at 11400 South, and overall project cost escalation from inflation and market conditions.



and also utilities and street lights if necessary.

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

Board Modification

New Project													
Tooele													
Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Tooele	UDOT	I-80	Freeway	22316	I-80; MP 53 to MP 55	Pavement Repairs	TSP_R2 (Transportation Solutions Program - Region Two)	\$4,000,000	\$0	<i>New Project</i>	\$4,000,000	2025
Original	N/A												
Proposed	The scope of the I-80; milepoint 53 to milepoint 55 pavement repairs project is to remove and replace 4” of pavement. This section of roadway has seen early lifecycle deterioration between the asphalt layers causing rutting issues.												

Level of Conformity Analysis:

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

Salt Lake – UDOT – I-80 Pavement Repairs

4 miles east of exit 49 (Clive Exit) and 1.5 miles west of the Aragonite Exit (Exit 56)

**New
Project**

Project will remove and replace 4” of pavement that is experiencing early lifecycle deterioration.

Additional Funding available through the Region Two Transportation Solutions Program (R2_TSP)

Funding
\$ 4,000,000

Total Project Cost
Estimate \$ 4,000,000



Federal Fiscal Year 2024 Obligation Report

Trans Com

February 20, 2025

Obligation

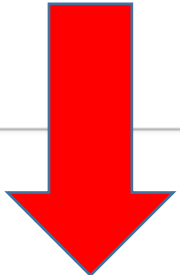
Is the federal government's legal commitment to reimburse the State or other entities for the Federal share of a project's eligible costs.

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



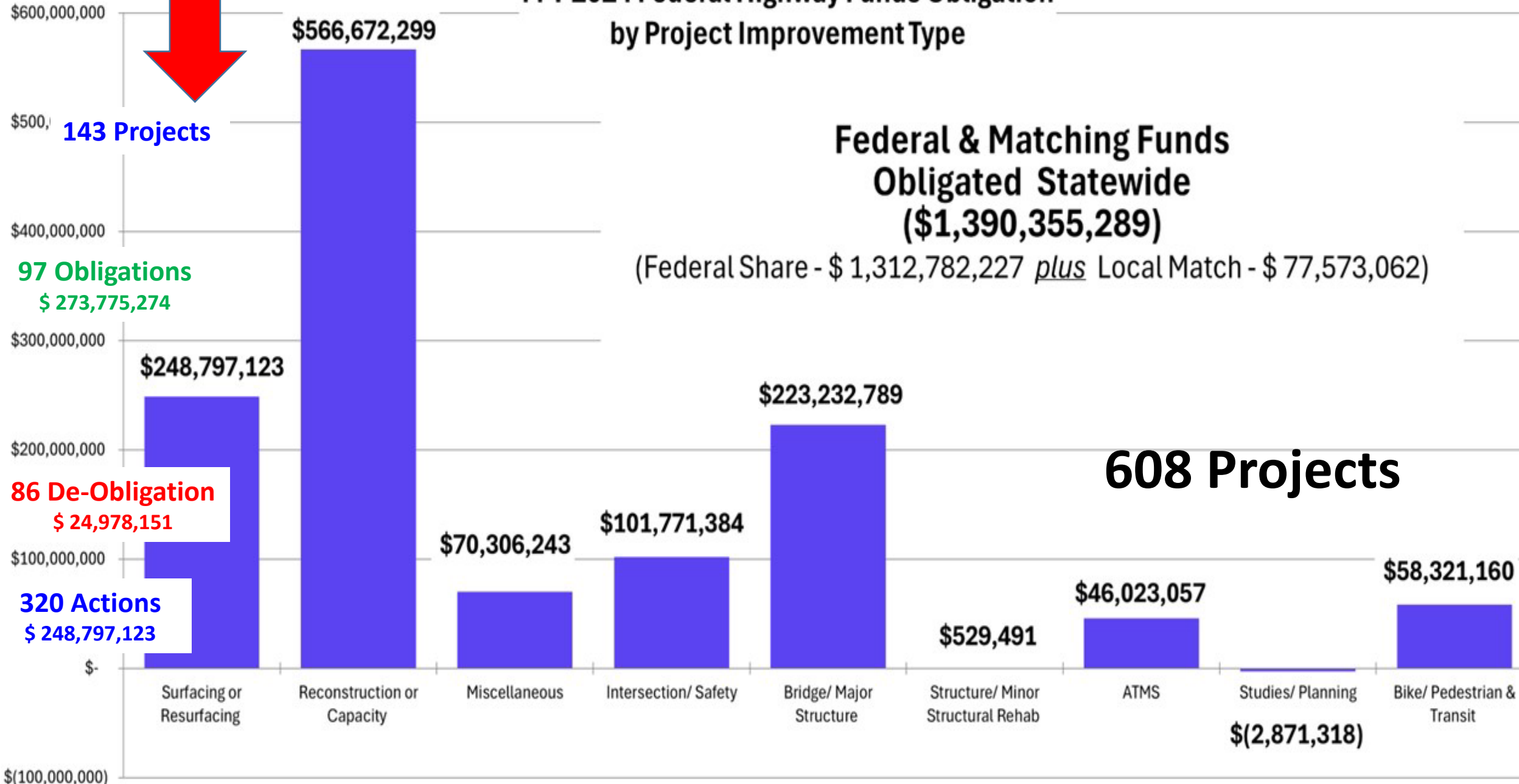
Statewide

FFY 2024 Federal Highway Funds Obligation by Project Improvement Type



**Federal & Matching Funds
Obligated Statewide
(\$1,390,355,289)**

(Federal Share - \$ 1,312,782,227 *plus* Local Match - \$ 77,573,062)



143 Projects

97 Obligations
\$ 273,775,274

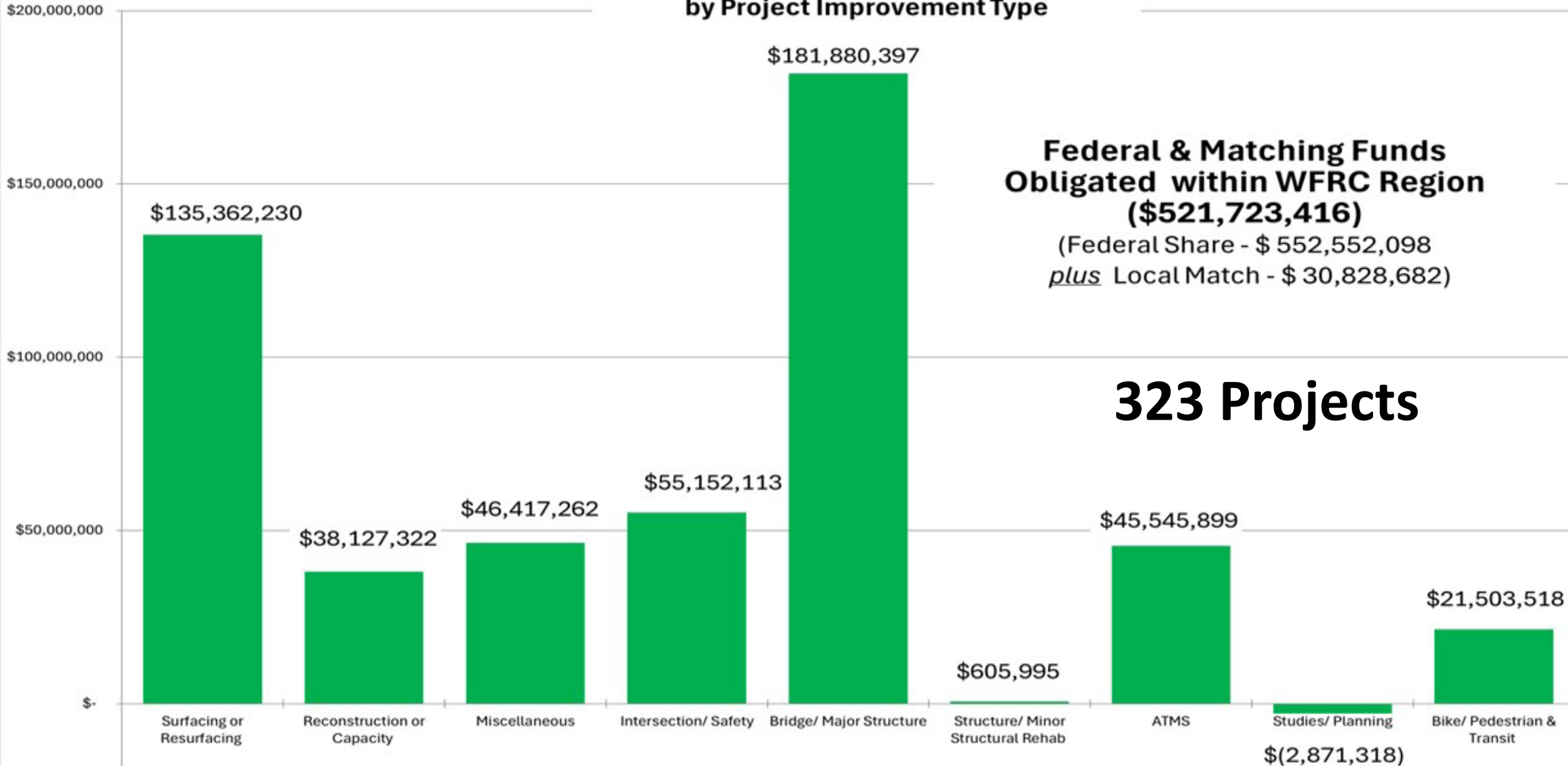
86 De-Obligation
\$ 24,978,151

320 Actions
\$ 248,797,123

608 Projects

WFRC Region

FFY 2024 Federal Highway Funds Obligation by Project Improvement Type



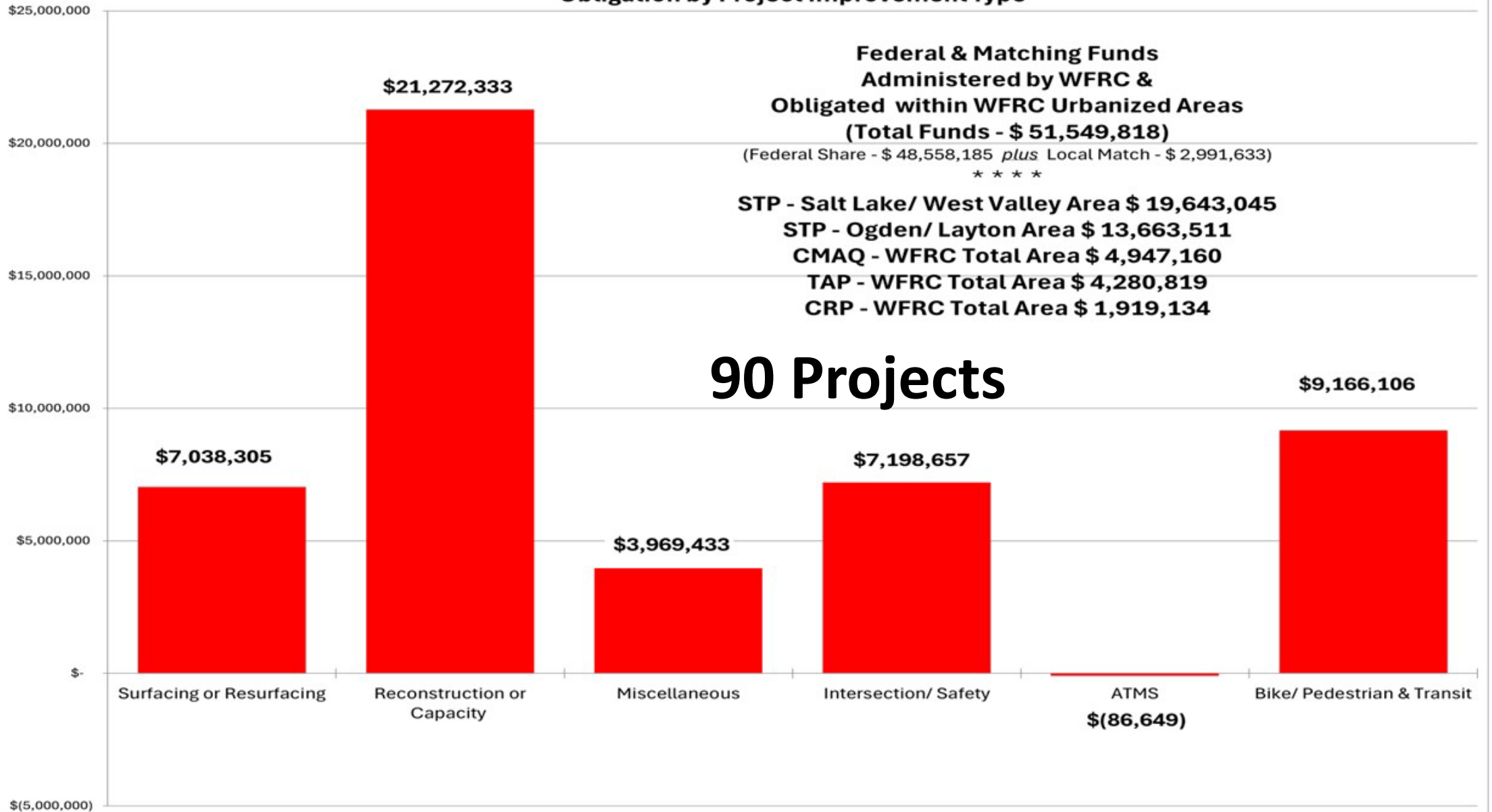
WERC Area

Federal Fiscal Year 2024 Projects

Obligated/ (De_Obligated)

Plan Fund Desc.	PIN	Index	Project Description	PIN Status	County	FMIS No.	Total Obligation	Federal Aid	State Match	Local Match	Total
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21148	Structures Bridge Rehabilitation	BFP: Salt Lake City Bridge Replacements (2)	Scoping	SALT LAKE	F018184	\$ 1,342,512	\$ 1,342,512	\$ 97,488	\$ 0	\$ 1,440,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21148	Structures Bridge Rehabilitation	BFP: Salt Lake City Bridge Replacements (2)	Scoping	SALT LAKE	F018184	\$ 149,168	\$ 149,168	\$ 10,832	\$ 0	\$ 160,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21292	Structures Bridge Replacement	BFP: Draper/Sandy City Bridge Repl. 035057F	Scoping	SALT LAKE	F018347	\$ 261,044	\$ 261,044	\$ 18,956	\$ 0	\$ 280,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21292	Structures Bridge Replacement	BFP: Draper/Sandy City Bridge Repl. 035057F	Scoping	SALT LAKE	F018347	\$ 158,491	\$ 158,491	\$ 11,509	\$ 0	\$ 170,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21293	Structures Bridge Replacement	BFP: Midvale City Bridge Replacement 035035F	Scoping	SALT LAKE	F018348	\$ 652,610	\$ 652,610	\$ 47,390	\$ 0	\$ 700,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21295	Structures Bridge Replacement	BFP: Riverton City Bridge Replacement 035003D	Scoping	SALT LAKE	F018350	\$ 233,075	\$ 233,075	\$ 16,925	\$ 0	\$ 250,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21295	Structures Bridge Replacement	BFP: Riverton City Bridge Replacement 035003D	Scoping	SALT LAKE	F018350	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21296	Structures Bridge Replacement	BFP: Sandy City Bridge Replacements (4)	Scoping	SALT LAKE	F018351	\$ 876,362	\$ 876,362	\$ 63,638	\$ 0	\$ 940,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	21296	Structures Bridge Replacement	BFP: Sandy City Bridge Replacements (4)	Scoping	SALT LAKE	F018351	\$ 326,305	\$ 326,305	\$ 23,695	\$ 0	\$ 350,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	17371	Structures Bridge Replacement	BFP: Weber County (2) Bridge Replacements	Region Review	WEBER	F014537	\$ 3,669,229	\$ 3,669,229	\$ 266,445	\$ 0	\$ 3,935,674
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	17371	Structures Bridge Replacement	BFP: Weber County (2) Bridge Replacements	Region Review	WEBER	F014537	\$ 531,411	\$ 531,411	\$ 38,589	\$ 0	\$ 570,000
BRIDGE FORMULA PROG MAIN W LOCAL MATCH	17371	Structures Bridge Replacement	BFP: Weber County (2) Bridge Replacements	Region Review	WEBER	F014537	\$ 62,464	\$ 62,464	\$ 4,536	\$ 0	\$ 67,000
BRIDGE FORMULA PROG.- MAIN/OFF SYS.	15688	Roadway Minor Rehab - Purple Book	I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S	Physically Complete	SALT LAKE	F013049	\$ 17,052,556	\$ 17,052,556	\$ 0	\$ 0	\$ 17,052,556

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



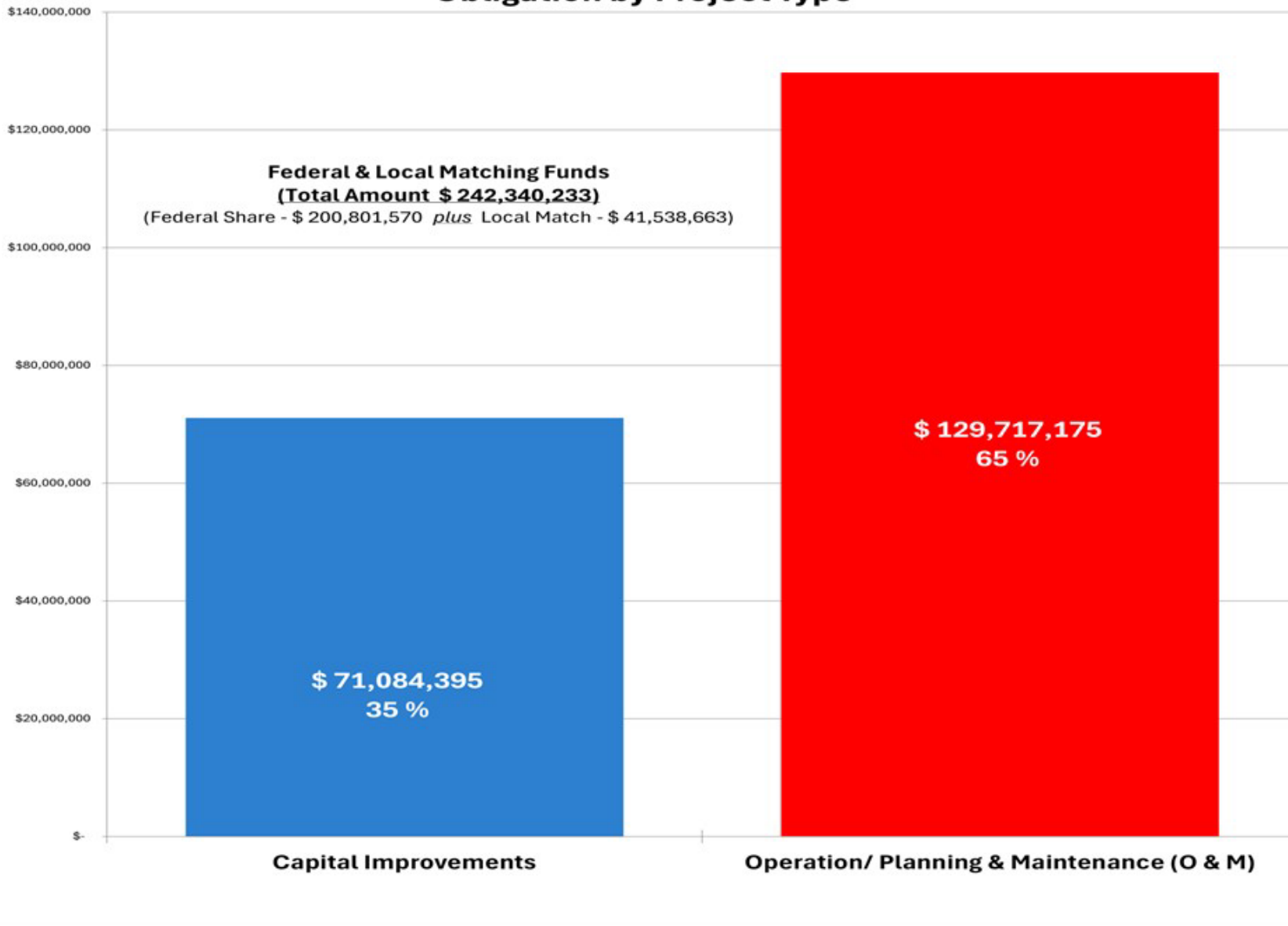
Salt Lake Urban Area Surface Transportation Program (STP) Funds

Federal Fiscal Year 2024 Projects

Obligated/ (De_Obligated)

Plan Fund Desc.	PIN	Index	Project Description	PIN Status	County	FMIS No.	Total Obligation	Federal Aid	State Match	Local Match	Total
CRRSAA BILL - 2021 SALT LAKE	14923	Roadway Reconstruct - With Widening	Vine Str; 1300 E to Van Winke - Recon & Widen	Closed	SALT LAKE	F012312	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CRRSAA BILL - 2021 SALT LAKE	15911	Roadway Reconstruct - Without	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre	Contract Closed Out	SALT LAKE	F013209	\$ 302,651	\$ 302,651	\$ 0	\$ 0	\$ 302,651
CRRSAA BILL - 2021 SALT LAKE	15911	Roadway Reconstruct - Without	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre	Contract Closed Out	SALT LAKE	F013209	(\$302,651)	(\$302,651)	\$ 0	\$ 0	(\$302,651)
HIGHWAY INFRASTRUCTURE - SALT LAKE	15908	Roadway Reconstruct - Without	1300 East; 2100 South to Southern City Boundary	Advertised	SALT LAKE	F013206	\$ 512,248	\$ 512,248	\$ 0	\$ 37,197	\$ 549,446
HIGHWAY INFRASTRUCTURE - SALT LAKE	15911	Roadway Reconstruct - Without	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre	Contract Closed Out	SALT LAKE	F013209	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HIGHWAY INFRASTRUCTURE - SALT LAKE	17807	Roadway Reconstruct - With Widening	Lone Peak Parkway; 12650 South to 12300 South	Scoping	SALT LAKE	F014932	\$ 250,000	\$ 250,000	\$ 18,154	\$ 0	\$ 268,154
HIGHWAY INFRASTRUCTURE - SALT LAKE	15914	Intersection Improvements	Riverfront Parkway; 11050 S to 11400 S, Widen	Active	SALT LAKE	F013212	\$ 378,514	\$ 378,514	\$ 27,486	\$ 0	\$ 406,000
STP - URBAN AREA SALT LAKE (WFRC)	11082	Roadway Reconstruct - With Widening	Redwood Road 4100 South to 5400 South	Physically Complete	SALT LAKE	F008698	\$ 1,060,920	\$ 1,060,920	\$ 0	\$ 77,040	\$ 1,137,960
STP - URBAN AREA SALT LAKE (WFRC)	11082	Roadway Reconstruct - With Widening	Redwood Road 4100 South to 5400 South	Physically Complete	SALT LAKE	F008698	\$ 138,553	\$ 138,553	\$ 0	\$ 10,061	\$ 148,614
STP - URBAN AREA SALT LAKE (WFRC)	11082	Roadway Reconstruct - With Widening	Redwood Road 4100 South to 5400 South	Physically Complete	SALT LAKE	F008698	\$ 4,661	\$ 4,661	\$ 0	\$ 339	\$ 5,000

FFY 2024 Federal Transit Administration Funds Obligation by Project Type



UTA FY 2024 ACTIVE GRANTS OVERVIEW

Federal Funds Allocated (awarded and executed) in FFY 2024 (10/01/23 - 09/30/2024)

	Fed. Amt	Local Amt.	Tot. Amt.				
Totals	\$ 200,801,570	\$ 41,538,663	\$ 242,340,233	Improvement Type	Federal Amount	Local Amount	Total Amount
Totals / Project Type	\$ 71,084,395	\$ 25,064,755	\$ 121,929,039	Capital Improvements	35%	60%	50.3%
	\$ 129,717,175	\$ 16,473,909	\$ 120,411,194	Operation/ Planning & Maintenance (O & M)	65%	40%	49.7%

Program Details Listed Below

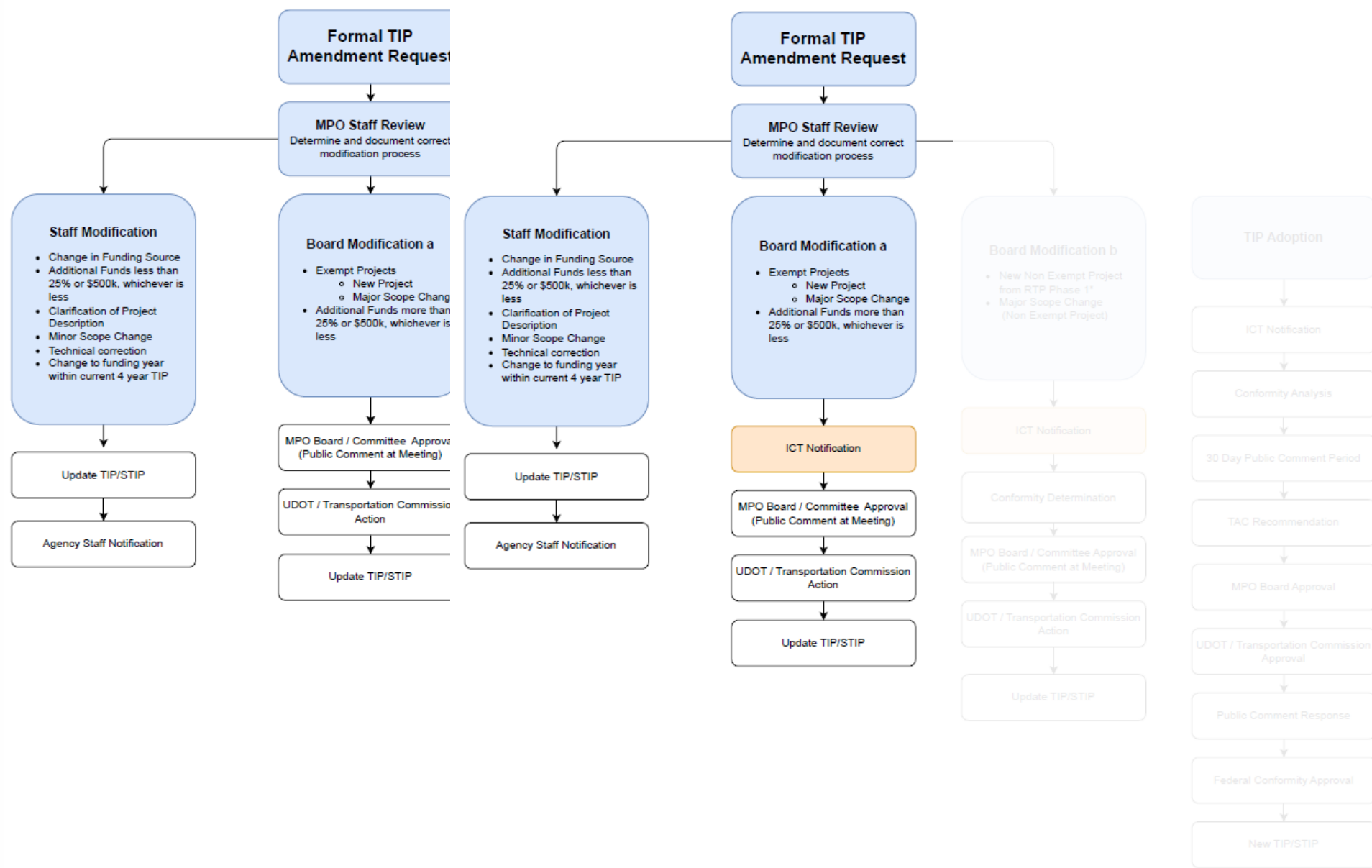
Grant Number	Fed. Amount	Local Amt.	Tot. Amt.	Brief Description	Award/Executed Date	Grant Status	Approx % Complete
Department of Environmental Quality							
VW Settlement	\$ 2,409,196	\$ 1,297,259	\$ 3,706,455	VW - 20 Electric Vehicles and Charging Infrastructure	5/22/2020	Active	113.42%
Federal Transit Administration							
UT-2020-010-00	\$ 2,741,438	\$ 199,073	\$ 2,940,510	FY 2019 CMAQ for Locomotive Overhaul	7/21/2020	Active	214.16%
UT-2021-001	\$ 2,767,780	\$ 200,985	\$ 2,968,766	FFY 2019 CMAQ - Capital - Replacement Buses	1/14/2021	Closed	99.71%
UT-2021-004-00	\$ (25,289.60)	\$ (327.41)	\$ (25,617.01)	FY 2020 5312 Suicide Prevention Research and Demonstration Project	5/5/2021	Active	73.71%
UT-2021-007-01	\$ (26,755.07)	\$ -	\$ (26,755.07)	FY20 5310 Ogden-Layton Large Urbanized Area-Operating and Mobility Management	5/12/2021	Closed	88.81%
UT-2021-020-00	\$ 133,233.07	\$ 38,721.14	\$ 171,954.21	FY 2020 5312 Research Innovation Program - Transit Infrastructure Condition Assessment	9/13/2021	Active	100.40%



5d - Adjustments to TIP Amendment Process

Trans Com

February 20, 2025



Current
TIP Amendment Process

Adjusted
TIP Amendment Process

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

**2025-2030 Transportation Improvement Program (TIP) (Amendment Three)
Board Modification**

Scope Change & Additional Funding

Salt Lake

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

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

Scope Change & Additional Funding

Ogden / Layton

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

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

Scope Change & Additional Funding

Ogden / Layton

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

This project is a preservation project where the paving has deteriorated more than anticipated. The deck rehabilitation to protect structures over I-15 needed more extensive work than was scoped. In addition, preservation work for the I-15 asphalt ramps and asphalt/concrete transition is needed at the interchange of I-15 and SR-126. The cost increases are in the following categories: • Structures \$238,000, • Asphalt \$1,625,000



Code of Federal Regulations

A point in time eCFR system



Title 40

Level of Conformity Analysis				
Scope Change				
Salt Lake				
County	Sponsor	Facility	FUNC	
1	Salt Lake	UTA	5600 West	Bus Route

Displaying title 40, updated 8/2025. view historical versions

Original	The original scope - 5
Proposed	After carefully analyzing the project, the UTA has determined that the \$2M originally approved for the right of way and construction of the 5600 West Core Route project is still valid and effective. They request that the UTA be authorized to use the funding available and a portion of Park's Master Trail Plan.

Action	Funding Amount	Year
Scope Change	\$0	2025

Level of Conformity Analysis				
Scope Change				
Tooele				
County	Sponsor	Facility	FUNC	
1	Tooele	Tooele County	Soundwall Trail	Trail

Original	The original scope - The project was to construct a soundwall along the proposed future alignment of the Soundwall Trail. Shortening the distance between the Soundwall Trail and the Soundwall Trail.
Proposed	During design, the project was to construct a soundwall along the proposed future alignment of the Soundwall Trail. Shortening the distance between the Soundwall Trail and the Soundwall Trail.

Action	Funding Amount	Year
Scope Change	\$0	2025

40 CFR 93.126 (Feb. 18, 2025)

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

Title 40 – Protection of Environment
Chapter 1 – Environmental Protection Agency
Subchapter C – Air Programs
Part 93 – Determining Conformity of Federal Actions to State or Federal Implementation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws
§ 93.126 Exempt projects.

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

Table 2—Exempt Projects

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

40 CFR 93.126 (enhanced display)

page 1 of 3

page 2 of 3

page 3 of 3

Level of Conformity Analysis:				
Published Edition				

Action is Still Valid		
36		

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

Board Modification

Level of Conformity Analysis	Additional Funding													
	Ogden / Layton													
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Davis	Layton	Ped/ Bike Overpass	NA	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Station	New Construction of Ped/ Bike Railroad Overpass	CARBON_O/L - (Federal Funds) (Carbon Reduction Program - Ogden/ Layton - WFRC))	\$12,568,100	Additional Funding			2025	
								CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - Ogden/ Layton - WFRC))				\$800,000		\$510,000
								LOCAL_GOVT (Local Government Funds)				\$1,254,160		\$1,000,000
								ST_TIF_ACT (State Transportation Investment Funds - Active Transportation)				\$2,505,000		\$900,000
Original	Project will construct a Pedestrian Overpass Bridge to Span the Width of the Union Pacific/ FrontRunner railway corridor and touch down immediately next to the FrontRunner Station. Elements of the pedestrian overpass proposed include an elevator as well as a stairway for accessing the bridge on each side.													
Proposed	During the process of preparing the permitting and construction documents for bidding it was determined that the estimated cost of the overpass had increased. To date, the City has been able to secure an additional \$900,000 of external funding through the State, is requesting \$510,000 in additional funding from WFRC, has committed to bring an additional \$1M in City funds, and is in the process of working with other resources to secure the remaining \$2M.													

Level of Conformity Analysis	Additional Funding													
	Ogden / Layton													
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Weber	UDOT	I-84	Freeway	14264	I-84; Over Weber River and UPRR Bridge Replacement	Replace Two Structures Carrying I-84 Eastbound and Westbound over the Weber River and UPRR	NHPP_BR - (Federal Funds) (National Highway Performance Program - Bridge))	\$55,500,000	Additional Funding			2025	
								STP_BRIDGE - (Federal Funds) (Surface Transportation Program - Bridge)				\$20,463,000		
								STP_FLX_ST - (Federal Funds) (Surface Transportation Program - Flexible (Anyarea) Statewide)				\$9,037,000		
								ST_BRIDGE (State Construction - Bridge Program)				\$13,000,000		\$3,500,000
Original	This project will replace two structures carrying I-84 eastbound and westbound over the Weber River and UPRR in Weber Canyon. These bridges were constructed in 1965, have had multiple prior rehabilitations, and have reached the end of their service life, necessitating replacement.													
Proposed	Bids were opened on January 14, and the low bid received was 107% of the Engineer's Estimate. In order to maintain an appropriate construction contingency and proceed with the necessary replacement, the additional funds would be required. .													



“Life is sweeter on the bikeways.”



The Beehive
Bikeways will enable
more people to travel
by bike for more
reasons, more often.



Separated Bike Lanes



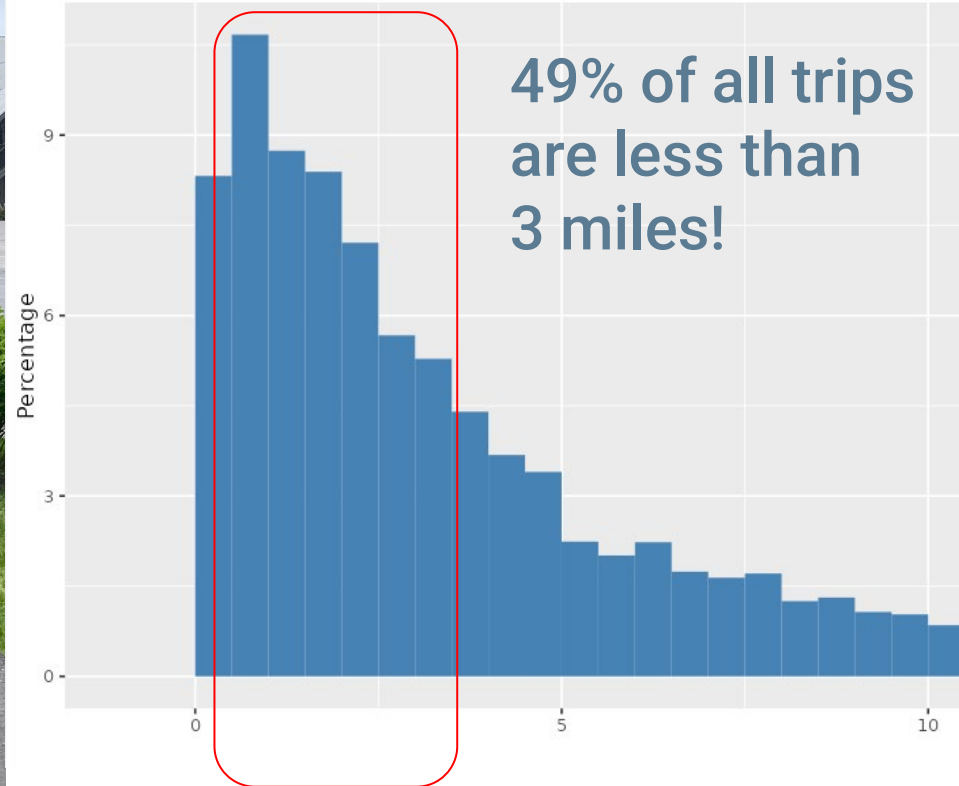
Sidepaths

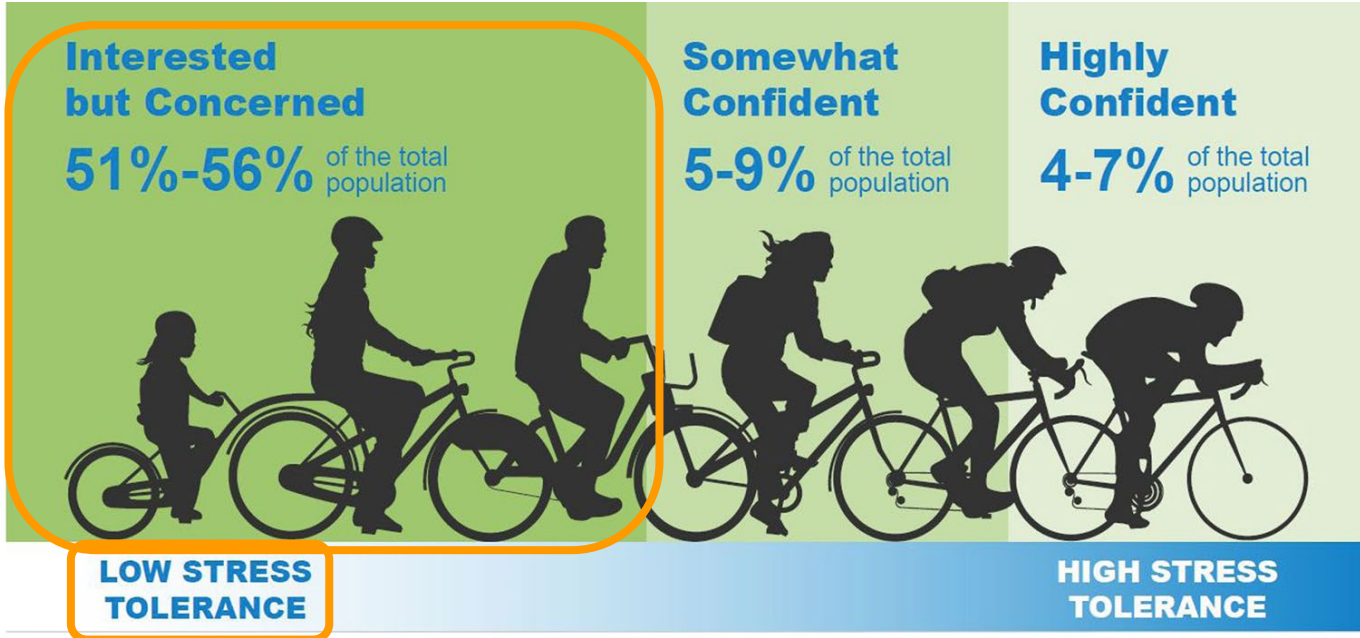


Urban Trails

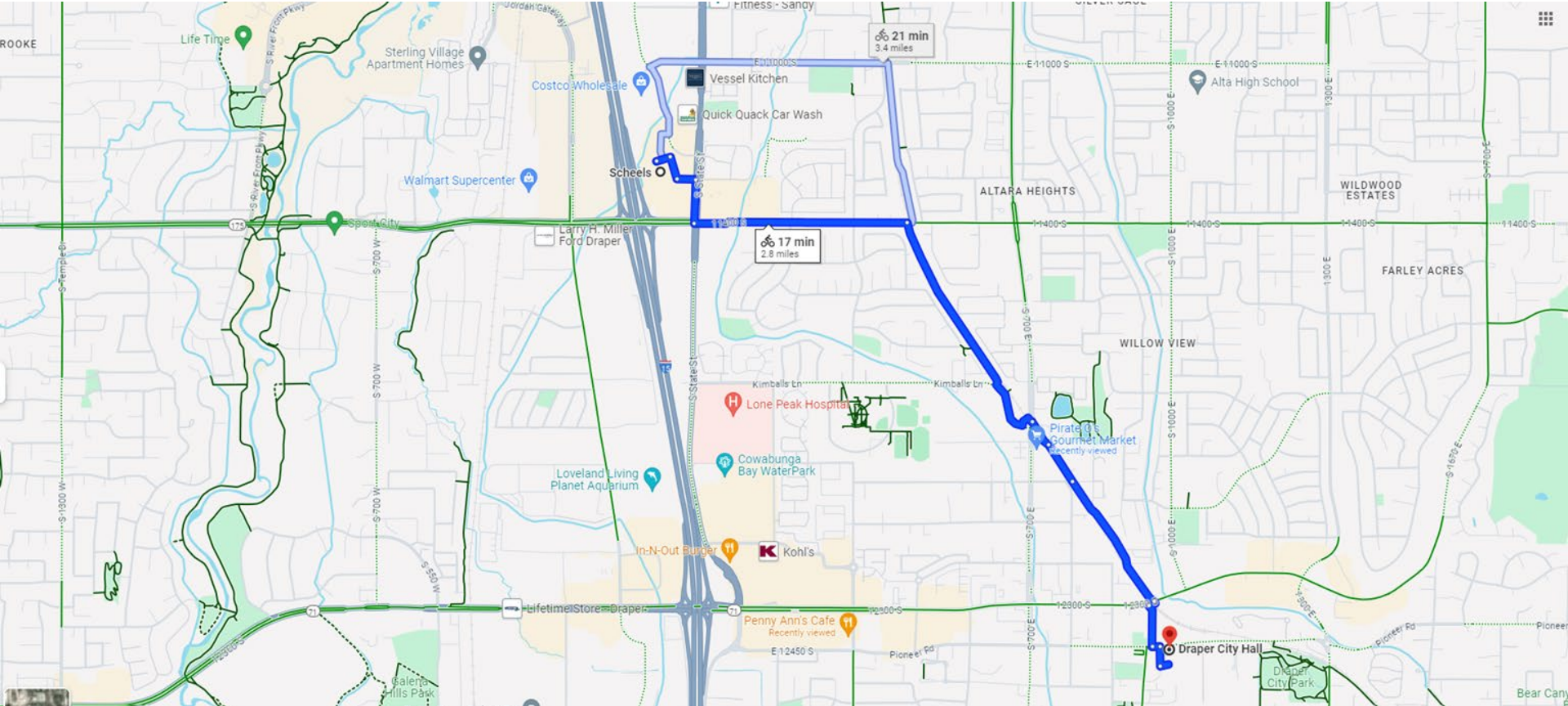


Trip Length Histogram

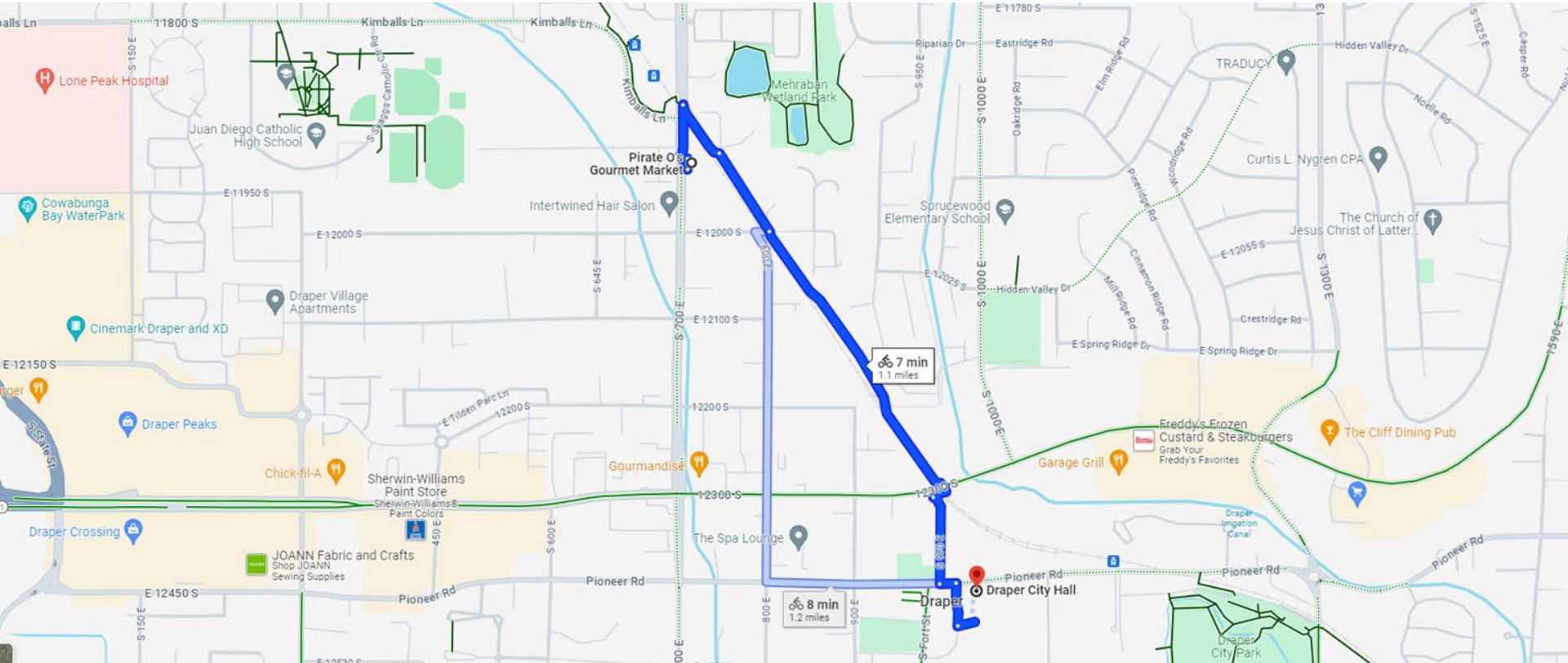




Draper City Center to Sandy Cairns Center



Draper City Center to Pirate O's Gourmet Market

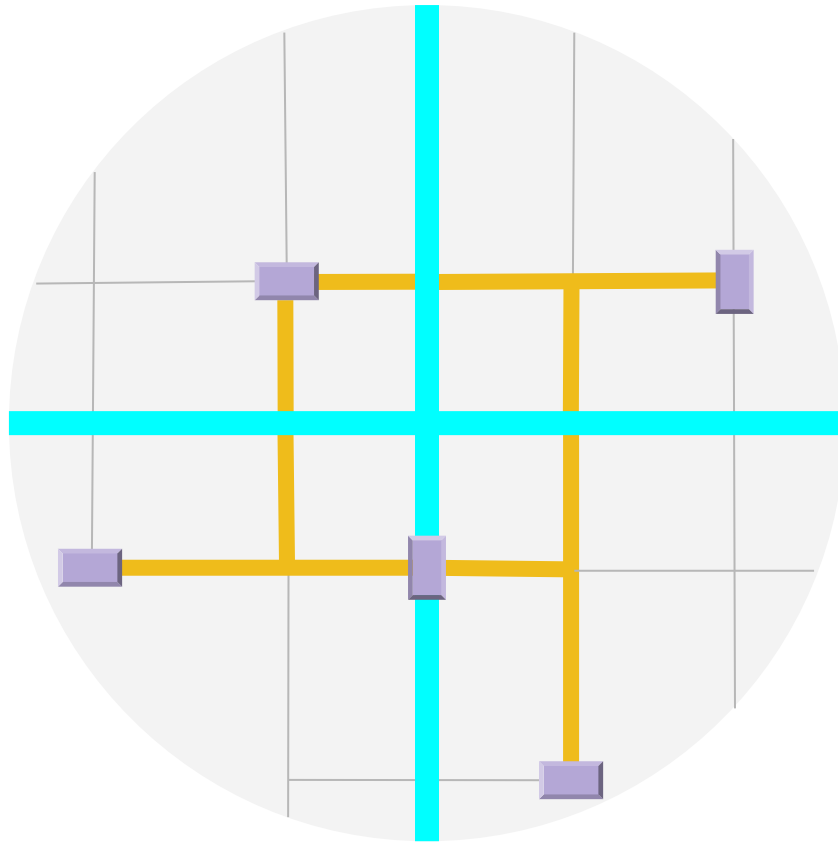








UTAH TRAIL NETWORK



UTAH TRAIL NETWORK



-  Centers
-  Utah Trail Network
-  Beehive Bikeways
-  Other



WASATCH CHOICE

VISION



METROPOLITAN CENTERS



URBAN CENTERS

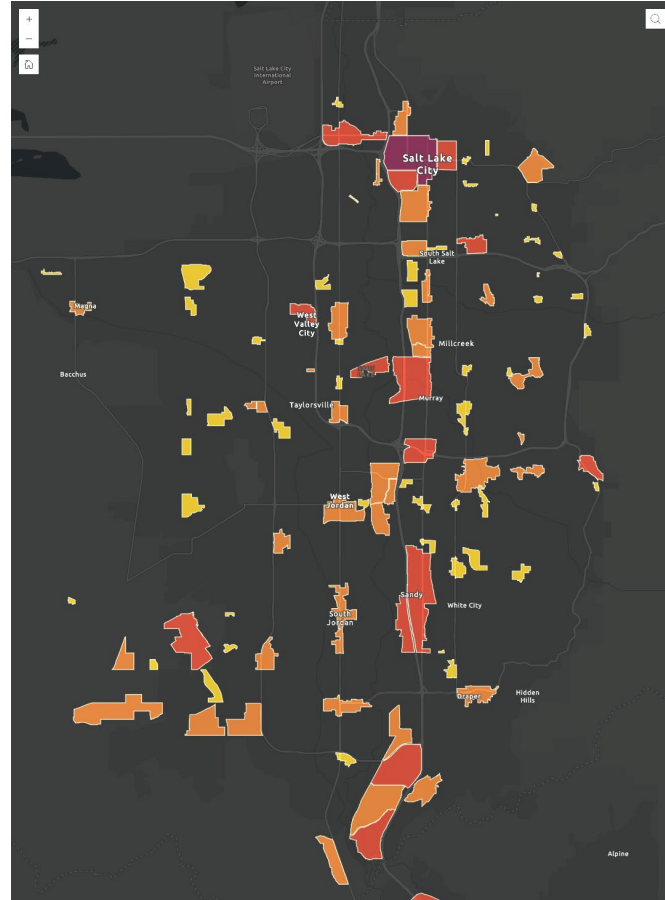


CITY CENTERS

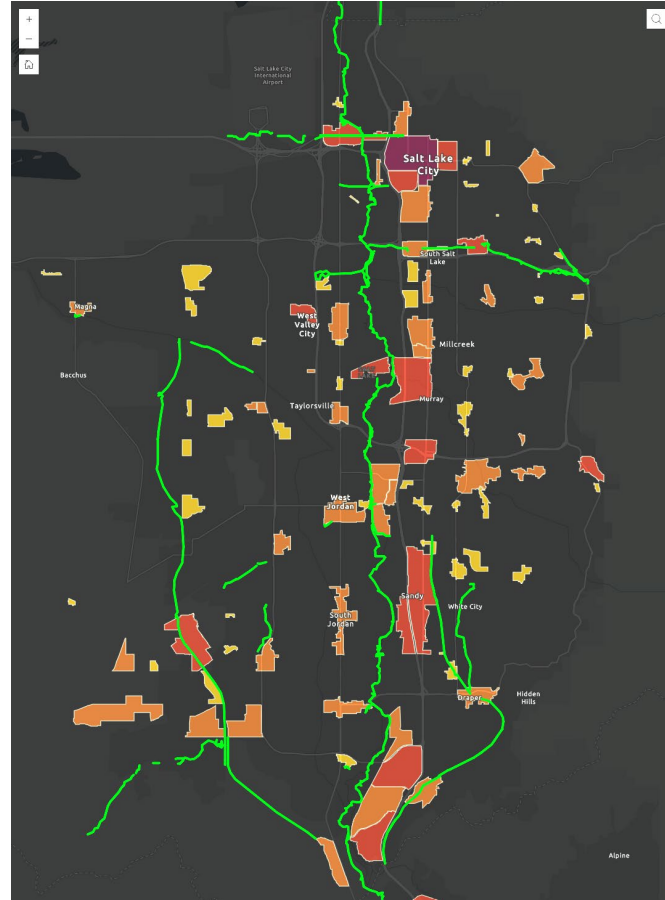


NEIGHBORHOOD CENTERS

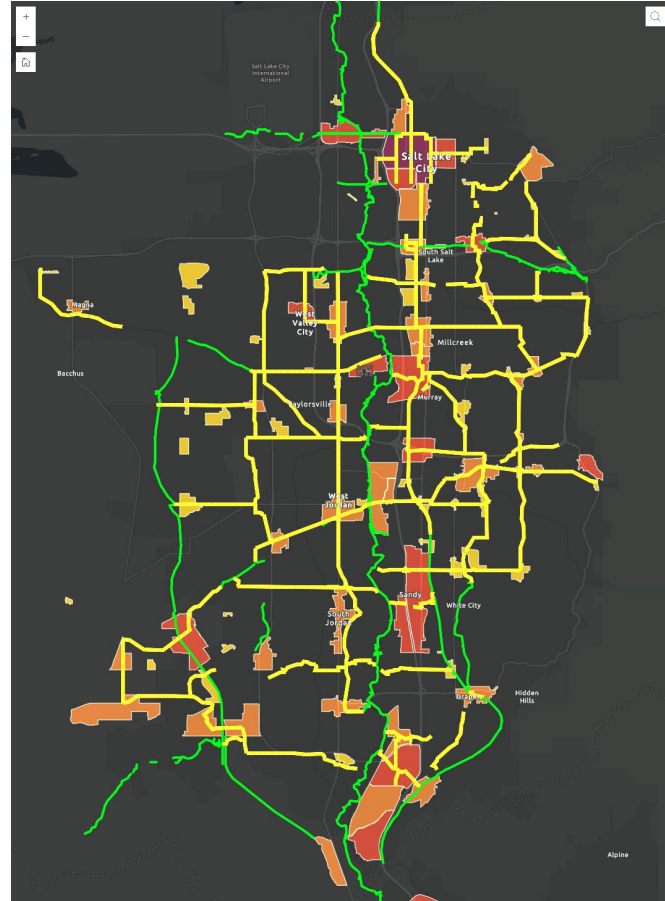
Centers

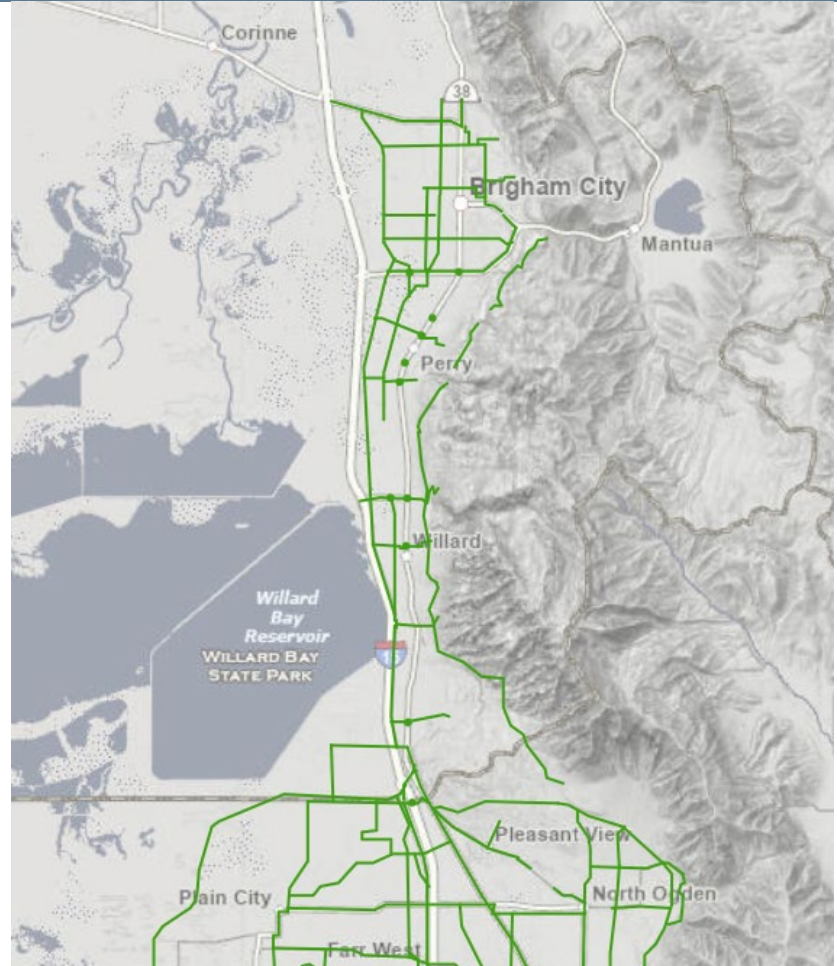


Centers + Existing Regional Trails

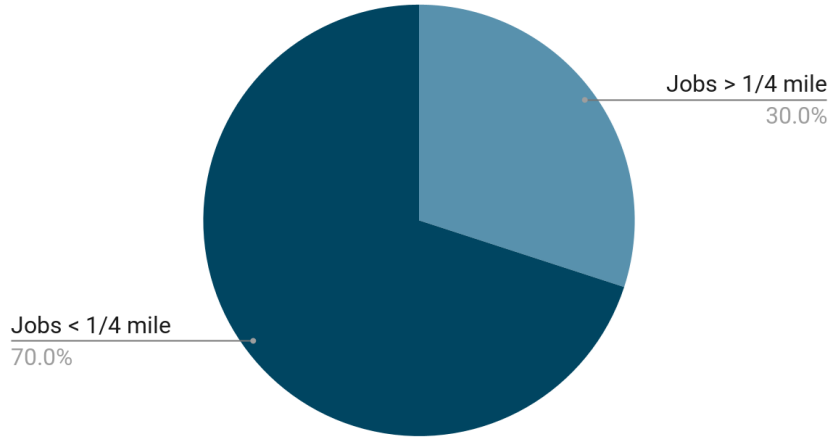


Centers + Existing Regional Trails + Beehive Bikeways

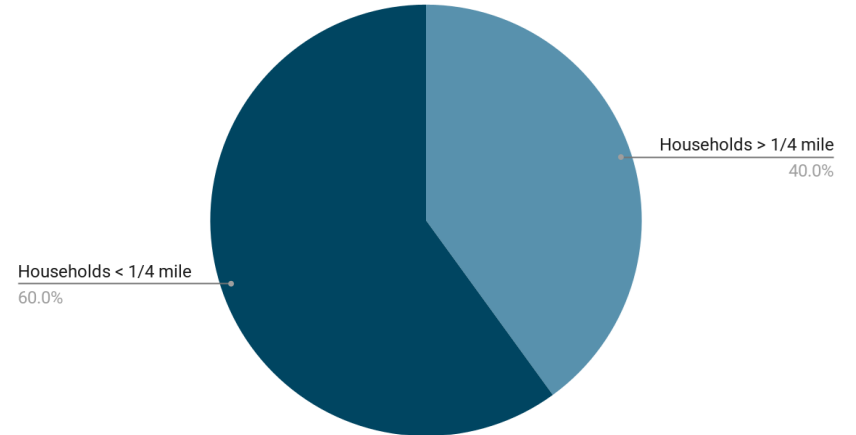




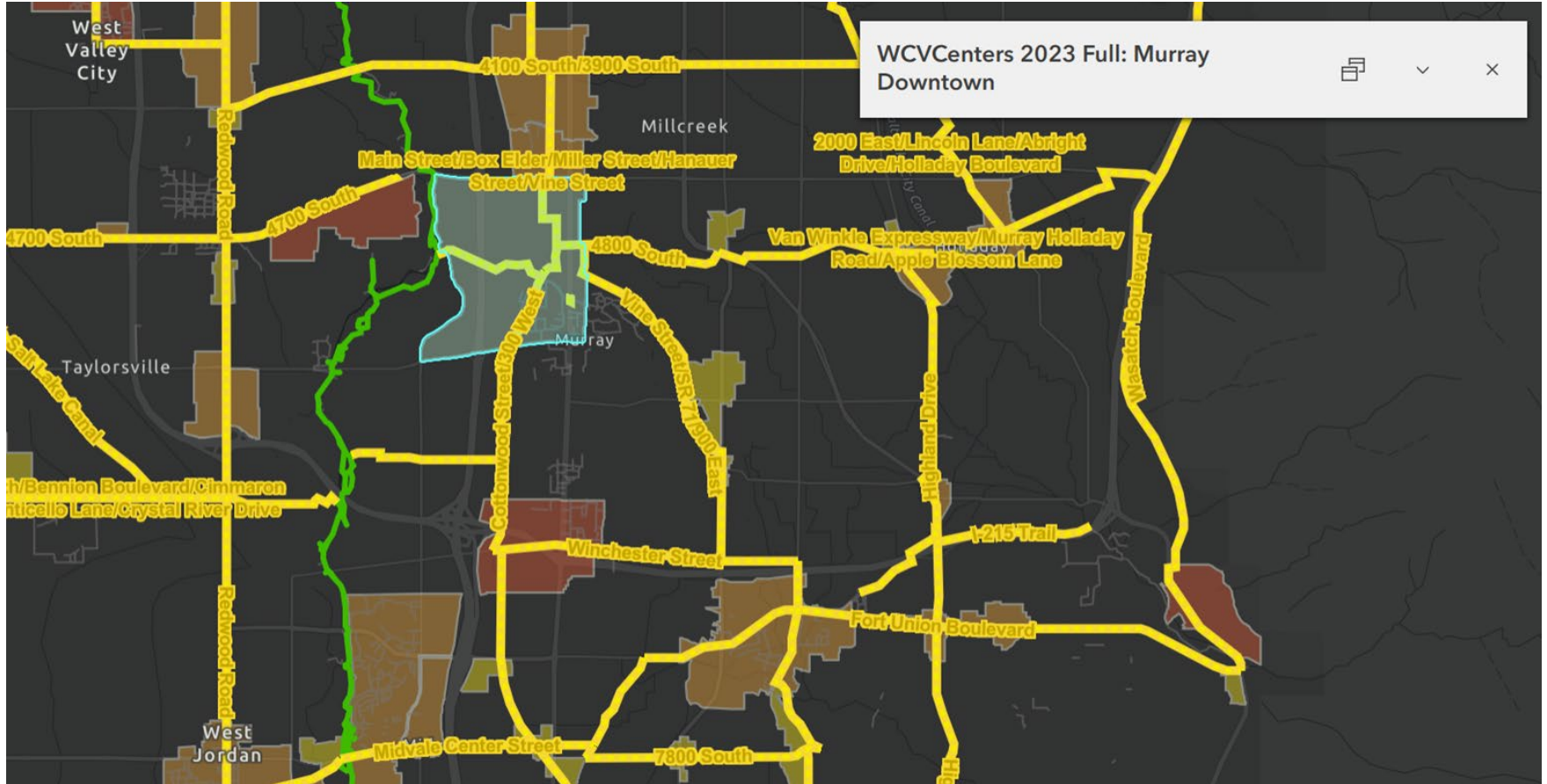
Beehive Bikeways and Jobs

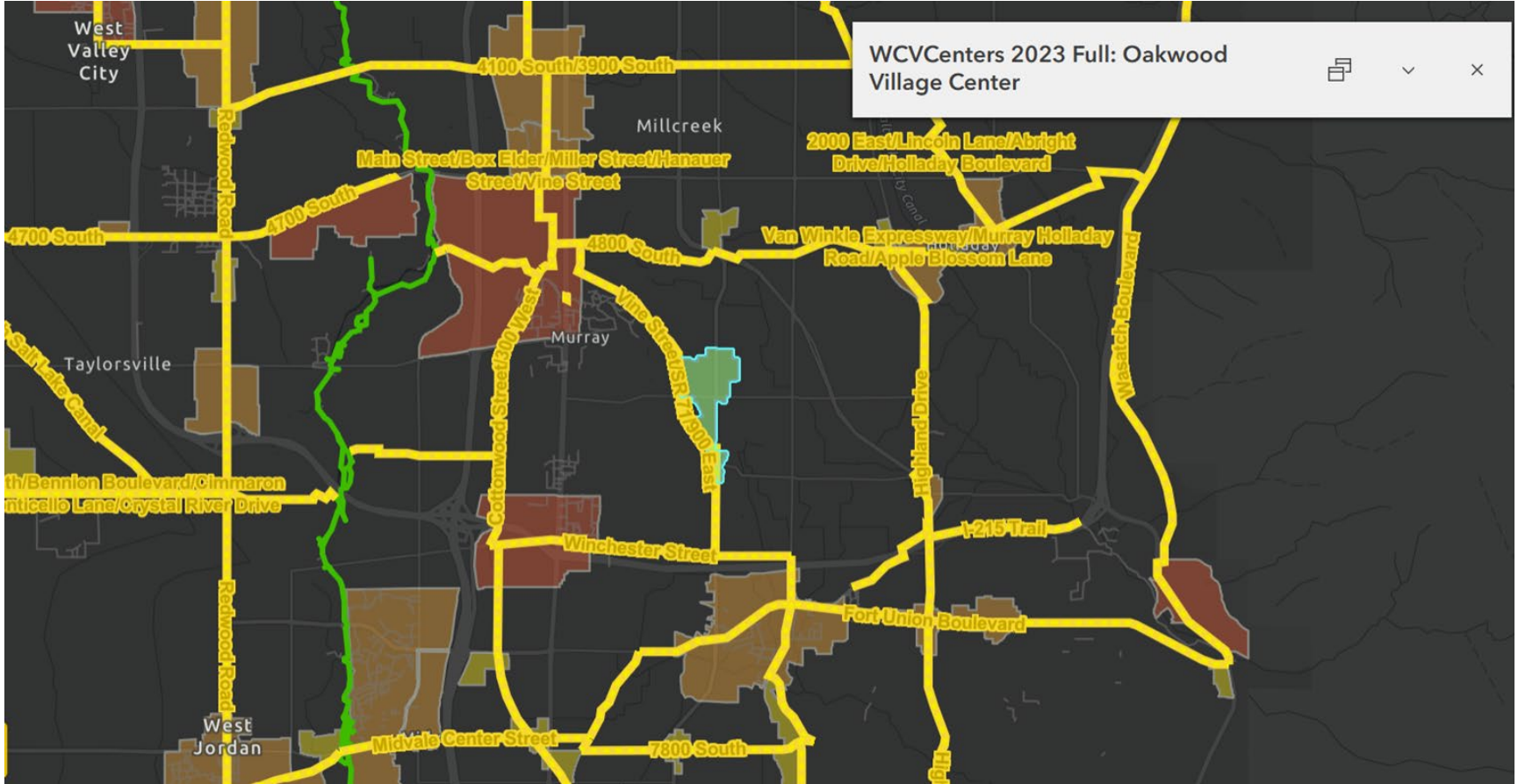


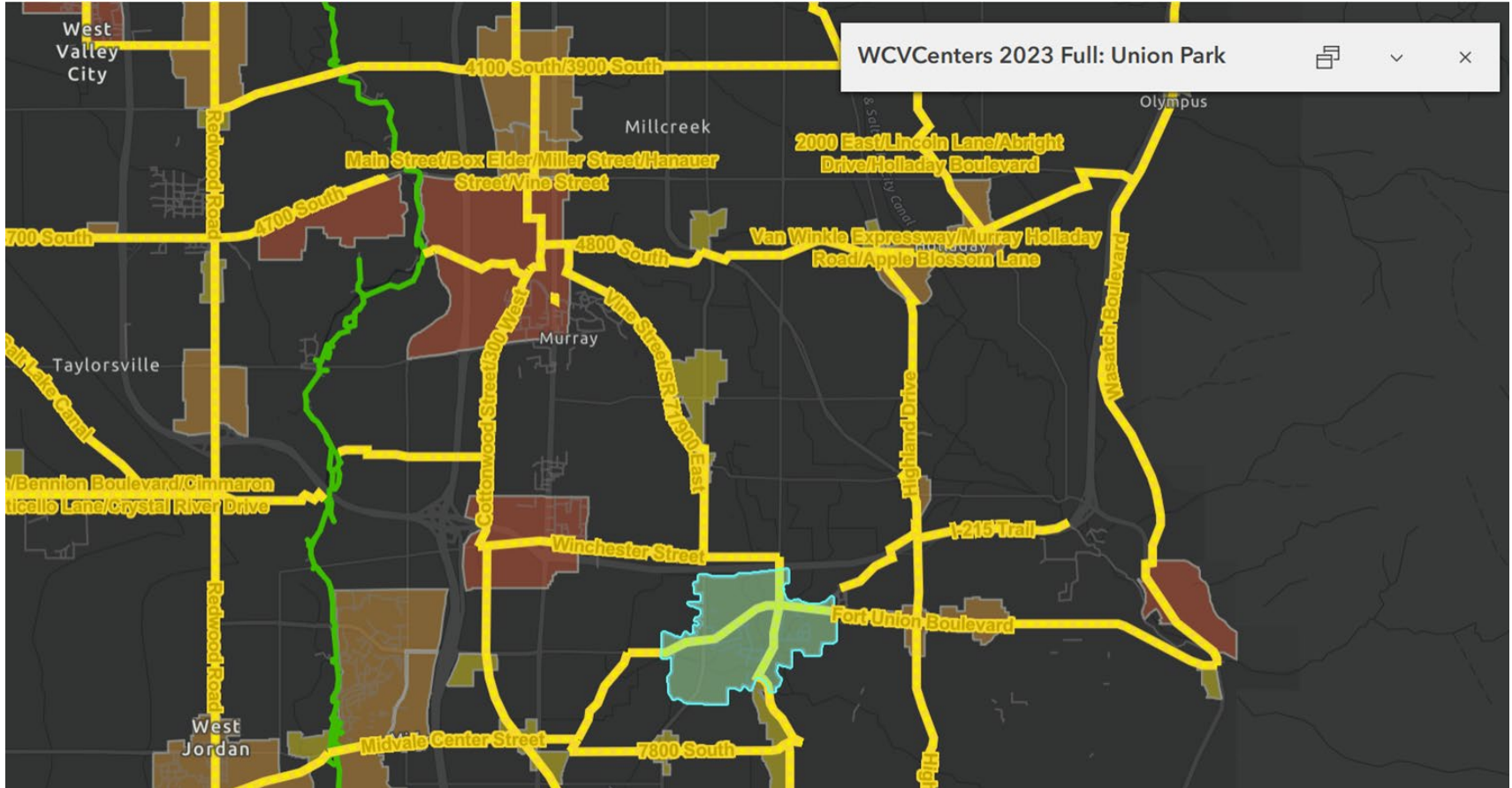
Beehive Bikeways and Households



Example













“Life is sweeter on the bikeways.”

