

Air Quality Memorandum

REPORT NO. 26a

DATE September 10, 2010

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2030 REGIONAL TRANSPORTATION PLAN INCLUDING PM_{2.5} EMISSIONS ANALYSIS.

ABSTRACT The Transportation Equity Act (TEA-21) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Transportation Plan (RTP) and Transportation Improvement Program (TIP). A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within emission limits established in the State Implementation Plan (SIP). 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 and the Federal Transit Administration for their concurrence. This conformity analysis is being prepared under the transportation conformity rulemakings promulgated by EPA as of December 2007 including the SAFETEA-LU final rulemaking.

The original conformity finding for the WFRC 2030 RTP is documented in a letter from FHWA/FTA dated June 27, 2007. Since that time several amendments to the RTP have been made and found to conform. This conformity memorandum for the Amended 2030 RTP includes an emissions analysis and conformity finding for the new Salt Lake PM_{2.5} non-attainment area which consists of Davis, Salt Lake, and portions of Weber, Box Elder, and Tooele Counties.

Based on the analysis presented in this document, the Amended WFRC 2030 RTP conforms to the State Implementation Plan for all pollutants in applicable non-attainment or maintenance areas. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties in the Amended 2030 RTP are found to conform.

Wasatch Front Regional Council

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A. Conformity Requirements

Conformity Process

Since the commencement of the planning requirements in the late 1960s, further requirements (most recently the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and the 1990 Clean Air Act Amendments) have added to the responsibilities and the decision making powers of local governments through the Metropolitan Planning Organization. The Wasatch Front Regional Council (WFRC) is the Metropolitan Planning Organization for the Salt Lake and Ogden / Layton Urbanized Areas. This report summarizes WFRC's conformity analysis of the RTP with the Division of Air Quality's State Implementation Plan (SIP). This conformity analysis is subject to public and agency review, and requires the concurrence of the Federal Highway Administration and Federal Transit Administration.

In November, 1993, the Environmental Protection Agency and the Department of Transportation issued rules establishing the procedures to be used to show that transportation Plans and Programs conform to the SIP. The conformity rules establish that federal funds may not be used for transportation projects that add capacity, or for "regionally significant" transportation projects sponsored by recipients of other federal funds, in areas designated as "non-attainment (or maintenance) with respect to the National Ambient Air Quality Standards" until and unless a regional emissions analysis of the Plan and TIP demonstrates that the projects conform with the SIP.

Salt Lake County, Salt Lake City, and Ogden City are designated as non-attainment (or maintenance) for one or more air pollutants. Specifically, there are three areas in the Wasatch Front region for which the conformity rules apply. These areas are listed in Table 1 below.

Table 1
Wasatch Front Region Non-attainment Designations

| Area | Designation | Pollutant |
|--|------------------------------|---|
| Salt Lake City | Maintenance Area | Carbon Monoxide (CO) |
| Ogden City | Maintenance Area | Carbon Monoxide (CO) |
| | Moderate Non-Attainment Area | Particulate Matter (PM ₁₀) |
| Salt Lake County | Moderate Non-Attainment Area | Particulate Matter (PM ₁₀) |
| Salt Lake (including Davis, Salt Lake, and portions of Weber, Box Elder, and Tooele Counties) | Moderate Non-Attainment Area | Particulate Matter (PM _{2.5}) |

In September 2006 the EPA changed the 24-hour PM_{2.5} standard from 65 µg/m³, to 35 µg/m³. Under this stricter standard, several areas along the Wasatch Front have experienced violations of the new PM_{2.5} standard. The EPA made final non-attainment designations effective December 14, 2009. Within one year of the designation (December 14, 2010), WFRC is required to make a conformity determination for PM_{2.5}.

The CAAA established requirements for conformity. These requirements are outlined in 40 CFR 93.109 and include the following:

- Latest planning assumptions
- Transportation Control Measures (TCM's)
- Emissions budget
- Project from a conforming plan and TIP
- PM₁₀ control measures
- Latest emissions model
- Consultation
- Currently conforming plan and TIP
- CO and PM₁₀ "hot spots"

Each of these requirements will be discussed in the following paragraphs.

Latest Planning Assumptions

Current travel models are based on October 2006 socioeconomic data from the Governor's Office of Planning and Budget and the Division of Workforce Services. These socio-economic data were allocated to traffic analysis zones by WFRC for use in the travel demand model in 2006.

Latest Emissions Model

The conformity analysis presented in this document is based on EPA mobile source emissions models: MOBILE6.2 for tailpipe emissions and AP-42 section 13.2.1 for paved road dust emissions. The application of these models will be discussed in greater detail in the Emissions Model section of this document. The use of the new MOVES model is not mandated until March 2012.

Consultation Process

Section 105 of 40 CFR Part 93 (Conformity Rule) requires, among other things, interagency consultation in the development of conformity determinations. To satisfy this requirement, WFRC, in cooperation with the State Division of Air Quality and several other agencies, prepared a Conformity SIP document to outline the consultation procedures to be used in air quality and transportation planning. The Conformity SIP has been approved by EPA. WFRC will follow the consultation procedures as outlined in the Conformity SIP in the preparation of this conformity analysis. As part of the consultation procedures defined in the Conformity SIP, WFRC will present this report to the Regional Growth Committee and the Transportation Committee for review and comment. Both of these committees include a member of the Utah Air Quality Board as well as representatives of UDOT, UTA, FHWA, and FTA. In addition, management level staff members from the Utah Division of Air Quality are notified of meetings and agendas of the above committees. The Utah Division of Air Quality will also be provided with a copy of this report at the beginning of the public comment period for the RTP.

The Amended 2030 RTP and this Conformity Analysis were made available for public inspection and comment from July 3 to August 16, 2010, and were posted on the WFRC website at the beginning of the comment period. Notification of the comment period was sent by electronic mail to interested stakeholders. In addition, public comment was taken during July and August 2010 at various committee meetings of the Wasatch Front Regional Council, as well as two public open houses with the express purpose of soliciting public comment on these documents.

TCM Implementation

A conformity analysis for the 2030 RTP must certify that nothing in the RTP interferes with the implementation of any Transportation Control Measure (TCM) identified in the applicable State

Implementation Plan (SIP). There are three TCM's which are part of the non-control strategy SIP's (a non-control strategy SIP does not base attainment or maintenance on quantitative achievement of specific reductions but rather the general implementation of these Transportation Control Measures) applicable to the Wasatch Front region. The three TCM's include rideshare promotion, signal coordination, and a transit service goal (16 million revenue miles in the UTA service area). All of these TCM's have been implemented at the present time and are not adversely affected by any project or commitment in the 2030 RTP.

Emissions Budget

A comparison of mobile source emission estimates to emission budgets defined in the SIP is outlined in this document in Section D - Conformity Determination.

Currently Conforming Plan and TIP

The existing RTP for the Wasatch Front Area conforms to State air quality goals and objectives as noted in a letter from FHWA and FTA dated November 3, 2008. The existing TIP for the Wasatch Front Area was also found to conform and this was noted in a September 30, 2009 letter from FHWA and FTA.

Projects from a Conforming Plan and TIP

TIP Time Frame - All projects which must be started no later than 2014 in order to achieve the transportation system envisioned by the 2030 RTP are included in the 2011-2016 TIP. The TIP is fiscally constrained, meaning that only those projects with an identified source of funds are included in the TIP. Estimated funding availability is based on current funding levels and reasonable assumptions that these funds will continue to be available.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the RTP. All regionally significant projects are also included in the regional emissions analysis of the RTP. Regionally significant projects are identified as those projects functionally classified as principal arterial or higher, or certain minor arterials as identified through the interagency consultation process (see Appendix 1 for a complete definition of regionally significant projects). The 2009 Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, principal arterials, certain minor arterials, light rail, and commuter rail are treated as regionally significant projects.

Because of their relative impact on air quality, all regionally significant projects regardless of funding source must be included in the regional emissions analysis, and any significant change in the design or scope of a regionally significant project must be reflected in the regional emissions analysis. All regionally significant projects have been included in the regional emissions analysis, and the modeling parameters used for these projects are consistent with the design and scope of these projects as defined in the RTP. In order to improve the quality of the travel model, other minor arterials and collectors, as well as local transit service, are also included in the regional travel model (and thus the regional emissions analysis) but these facilities are not considered regionally significant since they do not serve regional transportation needs as defined by EPA.

CO and PM₁₀ "Hot Spot" Analysis

In addition to the regional emissions conformity analysis presented in this document, specific projects within carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) non-attainment areas are required to prepare a “hot spot” analysis of emissions. The “hot spot” analysis serves to verify whether or not localized emissions from a specific project will meet air quality standards. This requirement is addressed during the NEPA phase of project approval before FHWA or FTA can issue final project approval.

EPA has not identified an approved method for PM₁₀ or PM_{2.5} “hot spot” analysis. However, project sponsors are still required to prepare a qualitative analysis of localized PM₁₀ and PM_{2.5} impacts for the proposed project as part of their NEPA evaluation. FHWA has issued guidance on qualitative PM₁₀ “hot spot” analysis to be used for the NEPA process.

PM₁₀ Control Measures

Construction-related Fugitive Dust - Construction related dust is not identified as a contributor to the PM₁₀ non-attainment area, therefore there is no conformity requirement for construction dust. Section 93.122(d) (1) of 40 CFR reads as follows:

“For areas in which the implementation plan does not identify construction-related fugitive PM₁₀ as a contributor to the non-attainment problem, the fugitive PM₁₀ emissions associated with highway and transit project construction are not required to be considered in the regional emissions analysis.”

In the Utah PM₁₀ SIP, construction-related PM₁₀ is not included in the inventory, nor is it included in the attainment demonstration or control strategies. Construction-related PM₁₀ emissions are mentioned in qualitative terms in Section IX.A.7 of the SIP as a maintenance measure to preserve attainment of the PM₁₀ standard achieved by application of the control strategies identified in the SIP. Section IX.A.7.d of the SIP requires UDOT and local planning agencies to cooperate and review all proposed construction projects for impacts on the PM₁₀ standard. This SIP requirement is satisfied through the Utah State Air Quality Rules. R307-309-4 requires that sponsors of any construction activity file a dust control plan with the State Division of Air Quality.

Other Conformity Requirements

Transit Fares - Transit fares have and will increase in response to increases in operating costs. The Plan assumes that transit fare box revenues will cover a constant percentage of all transit operating cost, so future fare increases are consistent with the Plan. With any price increase some market reaction is expected. While there have been some short term fluctuations in transit patronage in response to fare increases, the implementation of light rail service and other transit improvements has restored and increased transit patronage consistent with the levels anticipated by the RTP.

Plans for expanding light rail service, increased bus service, and the addition of commuter rail are moving forward. These transit features are envisioned in the Plan and the steps necessary to achieve these transit goals are moving forward including various voter approved sales tax increases for transit funding.

B. Transportation Modeling

Improvements to the WFRC travel model practice and procedure is an ongoing process. This conformity analysis is based on the latest version (6.0) of the travel model. Details of Version 6.0 of the travel model are documented in “WFRC & MAG Transportation Model Documentation, February, 2007” prepared by Resource Systems Group.

Planning Process

Federal funding for transportation improvements in urban areas requires that these improvements be developed through a comprehensive, coordinated, and continuous planning process involving all affected local governments. The planning process is certified annually by the Regional Council and reported to the Federal Highway Administration and Federal Transit Administration. Every four years FHWA and FTA conduct a comprehensive certification review. The certification review of May 2009 found that the WFRC planning process meets federal requirements. Recommendations were made to improve WFRC’s planning process and these are being addressed.

The documentation of the planning process includes at a minimum, a twenty-year Regional Transportation Plan updated at least every four years; and a four-year Transportation Improvement Program (capital improvement program) updated and adopted at least every four years. The planning process includes the involvement of local elected officials, state agencies, and the general public.

Travel Characteristics

The WFRC travel model is used to estimate and project highway VMT and vehicle speed. The travel demand model is based on the latest available socio-economic data and a mathematical representation of the transportation network of highways and transit service. The base data for the travel demand model is reviewed regularly for accuracy and updates. The travel model files used for this conformity analysis are available upon request on compact disc.

Shown below in Table 2 is a summary of weekday vehicle miles traveled for the cities and counties in designated non-attainment areas. Totals for vehicle miles traveled are given for various air quality analysis years from 2012 to 2030.

Table 2
Vehicle Miles Traveled (Average Weekday)

| | 2012 | 2015 | 2019 | 2021 | 2025 | 2030 |
|--------------------------|------------|------------|------------|------------|------------|------------|
| Salt Lake City | 7,052,555 | 7,013,093 | 7,399,564 | 7,592,800 | 7,979,270 | 8,253,696 |
| Ogden City | 1,664,383 | 1,644,592 | 1,736,439 | 1,782,363 | 1,874,211 | 1,974,029 |
| Salt Lake County | 27,426,830 | 28,980,955 | 31,252,657 | 32,388,507 | 34,660,209 | 36,682,792 |
| Davis County | 8,436,971 | 8,852,752 | 9,300,336 | 9,524,128 | 9,971,713 | 10,696,269 |
| Weber County* | 5,135,077 | 5,444,776 | 5,843,020 | 6,042,142 | 6,440,386 | 6,842,634 |
| Box Elder County* | 2,433,301 | 2,505,597 | 2,729,851 | 2,841,979 | 3,066,233 | 3,318,492 |
| Tooele County* | 1,849,910 | 2,114,755 | 2,467,881 | 2,644,444 | 2,997,570 | 3,438,978 |

*non-attainment portion of the county

The 2009 VMT reported by UDOT through the HPMS data reporting system is divided by the model VMT for 2009. The resulting 2009 HPMS adjustment factor (see Table 3 below) for each area is then applied by functional class to the travel model VMT for future years resulting in the HPMS adjusted future VMT.

Table 3
Summary of 2009 HPMS Factors

| | Freeway/ Ramps | Arterials | Locals |
|-------------------------|-------------------|-----------|--------|
| Salt Lake County | 0.886 | 0.896 | 2.777 |
| Davis County | 0.957 | 1.000 | 3.924 |
| Weber County | 1.000 | 0.997 | 2.806 |
| Tooele County | 0.796 | 0.773 | 2.487 |
| Box Elder County | 0.857 | 1.058 | 7.627 |
| Ogden | 1.156 | 0.904 | 3.957 |
| Salt Lake City | 0.987 | 0.807 | 3.667 |

Note: The non-attainment area includes only the most populous areas of Tooele and Box Elder Counties.

Peak and Off-Peak Speeds

The VMT and resulting speed for each time period depend on the number of vehicle trips assigned by the travel model for that time period. The percentage of trips by purpose varies for each time period. The percentages in Table 4a and Table 4b below are based on data from the 1993 Home Interview Survey. Trip purposes “commercial” (COM) and “through” (THRU) are not sampled in the Home Interview Survey. These two trip types are allocated to the four time periods according to the percentages for NHB and IXXI trips respectively (with some rounding as necessary for the COM trips).

Table 4a
Percent of Home Based Trips by Time of Day

| Purpose | AM | | Mid-day | | PM | | Evening | |
|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|
| | From Home | To Home | From Home | To Home | From Home | To Home | From Home | To Home |
| HBW | 39% | 1% | 9% | 7% | 2% | 25% | 6% | 11% |
| HBO | 15% | 2% | 13% | 13% | 10% | 16% | 12% | 20% |

Table 4b
Percent of Other Trips by Time of Day

| Purpose | AM | Mid-day | PM | Evening |
|---------|-----|---------|-----|---------|
| NHB | 7% | 51% | 26% | 16% |
| IXXI | 20% | 29% | 26% | 25% |
| COM | 6% | 53% | 26% | 15% |
| THRU | 20% | 29% | 26% | 25% |

Trip Purpose abbreviations:

HBO - Home Based Other

HBW - Home Based Work

IXXI - Internal/External, External/Internal

NHB - Non-Home Based

COM - Commercial

THRU - Through

Comparison of Modeled Speeds with Observed Data

WFRC continues to adjust modeled speeds to improve consistency with samples of observed speeds. A review of Salt Lake County modeled speeds and observed speeds is summarized in Table 5. Modeled speeds in Table 4 are within +/- 7% of observed speeds.

Table 5
Salt Lake County Modeled Speeds Compared to Observed Speeds

| Functional Class | Arterial | | | Freeway | | |
|--|----------|---------|----------|---------|---------|----------|
| | AM Peak | PM Peak | Off Peak | AM Peak | PM Peak | Off Peak |
| 2006 Modeled Speeds (mph) | 31 | 28 | 33 | 61 | 56 | 65 |
| 2000-2002 Observed Speeds (mph) | 31 | 29 | 31 | 58 | 54 | 66 |

C. Emission Modeling

I/M Programs

Assumptions for the input files for EPA's MOBILE6.2 vehicle emissions model include I/M programs in Salt Lake, Davis, and Weber Counties. Box Elder and Tooele Counties do not presently have I/M programs. Emission rates for re-entrained dust from paved roads are estimated using methods described in EPA's AP-42 document, section 13.2.1.

VMT Mix

The VMT mix describes how much a particular vehicle type is used. The national default VMT mix contained in MOBILE6.2 was used to disaggregate local vehicle type data. The local vehicle type data is collected by UDOT as part of the federal HPMS data collection system and is based on automated counters which classify vehicles based on axle spacing. The UDOT classification is used to calculate control percentages for light duty (LD) vehicles and heavy duty (HD) vehicles for each facility type. The EPA default VMT mix is then applied to disaggregate the two UDOT control percentages into percentages for the sixteen vehicle classes used in MOBILE6.2

Vehicle Weights

Facility specific VMT mix data described above was also used to estimate the average vehicle weight on each facility type. Since vehicle weight affects the rate of fugitive dust emissions estimated using the AP-42 method, vehicle weight variations on different facilities will affect the amount of fugitive dust created. The VMT mix for each facility type was used to estimate an average vehicle weight for each facility with the following results:

| <u>Facility</u> | <u>Average Vehicle Weight (pounds)</u> |
|------------------|--|
| Urban - Freeway | 6,500 |
| Urban - Arterial | 6,100 |
| Urban - Local | 3,900 |

Post Model Adjustments

For conformity analyses prior to 2000 the Wasatch Front Region applied post model adjustments to vehicle emission estimates. Emission credits for work trips were modeled for reductions in single occupant vehicle rates based primarily on increased investments in transit service and rideshare programs, and the projected increase in telecommuting. Other less significant post model adjustments were also estimated for incident management, pavement re-striping, and signal coordination.

WFRC believes that these programs have a positive effect in reducing vehicle emissions. In practice, however, WFRC has found that documenting the air quality benefits of these programs can be difficult. WFRC will continue to support these emission reduction programs, but credits from these programs have not been included in this conformity analysis.

MOBILE6 Inputs

Through the interagency consultation process the required MOBILE6 inputs reflecting local conditions have been established. These inputs are summarized in Table 6 below.

**Table 6
Inputs to Mobile6.2**

| | | <i>Non-Seasonal Values</i> | |
|----|---|--|----------------------|
| 1 | VMT Fractions (fleet mix) | Facility specific and year specific fleet mix profiles (or VMT mix) are found in the Mobile6 command file. See <u>2009_SHC.in</u> for details. | |
| 2 | VMT hour profile VMT speed profile VMT facility profile | These profiles are created for each area and each analysis year from data in the travel model. These files are available upon request. | |
| 3 | Anti-Tamp Program | 84 68 50 22222 22222222 2 11 096. 22212222 | |
| 4 | No Refueling | TRUE | |
| 5 | I/M Credits | Tech12.d | |
| 6 | Fuel Program | 3 | |
| 7 | Altitude | 2 | |
| | | <i>Winter Values</i> | <i>Summer Values</i> |
| 8 | Min Temp | 23.0 | 63.0 |
| 9 | Max Temp | 45.0 | 98.0 |
| 10 | Fuel RVP | 12.1 | 7.8 |
| 11 | Absolute Humidity | 20.0 | 73.6 |
| 12 | Oxygenated Fuels | None | None |
| 13 | Diesel Sulfur | Use 330 ppm for years up to and including 2006 In October 2006 Low Sulfur Diesel fuel becomes available Use 15 ppm for year 2007 and thereafter | |
| 14 | Vehicle age distribution | WEage07.d for Weber County SLage07.d for Salt Lake County DAage07.d for Davis County BEage07.d for Box Elder County TOage07.d for Tooele County | |
| 15 | I/M Programs | Weber County years 2003-2050: WE03_50.txt Davis County years 2003-2050: DA03_50.txt Salt Lake County years 2003-2050: SL03_50.txt Box Elder County all years: no I/M program Tooele County all years: no I/M program | |

D. Conformity Determination

The following conformity findings for the Amended 2030 Regional Transportation Plan for the Wasatch Front are based on the transportation systems and planning assumptions described in this report and the latest vehicle emissions model approved by EPA (Mobile6.2).

Salt Lake City CO Conformity

The carbon monoxide maintenance plan for Salt Lake City was approved by EPA effective September 30, 2005 as recorded in the Federal Register (Vol. 70, No. 146, August 1, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2019 of 278.62 tons/day. Table 7 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2019 budget year. The other years listed in Table 8 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Salt Lake City.

Table 7

Salt Lake City CO Conformity Determination

| Year | ^b 2012 | ^a 2019 | ^b 2025 | ^c 2030 |
|---|-------------------|-------------------|-------------------|-------------------|
| Budget[#] (tons/day) | 278.62 | 278.62 | 278.62 | 278.62 |
| <i>emission rate (grams/mile)</i> | 14.14 | 11.27 | 10.56 | 10.35 |
| <i>seasonal VMT</i> | 6,918,556 | 7,258,972 | 7,827,664 | 8,096,876 |
| Projection* (tons/day) | 107.85 | 90.22 | 91.12 | 92.43 |
| Conformity (Projection < Budget?) | Pass | Pass | Pass | Pass |

a - budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

[#] Federal Register Vol. 70 No. 146, August 1, 2005, Table V-2.

** Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons.*

Ogden CO Conformity

The carbon monoxide maintenance plan for Ogden City was approved by EPA effective November 14, 2005 as recorded in the Federal Register (Vol. 70, No. 177, September 14, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2021 of 75.36 and 73.02 tons/day respectively. Table 8 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2021 budget year. The other years listed in Table 8 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Ogden City.

Table 8
Ogden City CO
Conformity Determination

| Year | <i>b</i> | <i>a</i> | <i>b</i> | <i>c</i> |
|---|-------------|-------------|-------------|-------------|
| Year | 2012 | 2021 | 2025 | 2030 |
| Budget (tons/day) | 75.36 | 73.02 | 73.02 | 73.02 |
| <i>emission rate (grams/mile)</i> | 16.33 | 12.54 | 12.05 | 11.72 |
| <i>seasonal VMT</i> | 1,610,022 | 1,724,084 | 1,812,931 | 1,909,380 |
| Projection* (tons/day) | 28.98 | 23.83 | 24.08 | 24.66 |
| Conformity (Projection < Budget?) | Pass | Pass | Pass | Pass |

a - budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

Federal Register Vol. 70 No. 177, September 14, 2005, Table V-2.

** Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons.*

Ogden PM10 Conformity

Ogden City was designated a PM₁₀ non-attainment area in August of 1995 based on PM₁₀ violations in 1993 or earlier. Since a PM₁₀ SIP for Ogden has not yet been approved by EPA, it must be demonstrated that Ogden PM₁₀ emissions are either less than 1990 emissions or less than “no-build” emissions. The analysis years 2012, 2015, 2025, and 2030 were selected in accordance with the requirements of 40 CFR Section 93.119(e).

PM₁₀ emissions are present in two varieties referred to as primary and secondary PM₁₀. Primary PM₁₀ consists mostly of fugitive road dust but also includes particles from brake wear and tire wear and some “soot” particles emitted directly from the vehicle tailpipe. Secondary PM₁₀ consists of gaseous tailpipe emissions that later take on a particulate form through subsequent chemical reactions in the atmosphere. Nitrogen oxides are the main component of secondary PM₁₀ emissions with sulfur oxides a distant second.

As summarized in Tables 9a and 9b, emission estimates for the 2030 RTP satisfy the “Build < 1990” test for primary PM₁₀ (direct tailpipe particulates and road dust) in Ogden City. The 1990 emission estimates used in the 2003 conformity analysis are used again for this conformity analysis, specifically 4.57 tons/day for the NO_x precursor budget, and 2.28 tons/day for the direct PM₁₀ budget. The 1990 primary PM₁₀ estimate for Ogden City includes emissions from the unpaved access road to the Ogden landfill which was closed in 1998.

For projections of primary PM₁₀ emissions, no credit was taken for a number of programs adopted since Ogden City last violated the PM₁₀ standard. These particulate reducing programs include covered load ordinances, increased frequency of street sweeping, and reduced application of deicing and skid resistant materials (salt and sand). Documentation of these programs has been provided by Ogden City but the actual benefits of these programs are not included in the emission projections below. Other areas that have estimated the benefit of these programs have found a silt load reduction of over 30% for effective street sweeping programs and a 5% silt load reduction when limiting the amount of sand and salt applied to the roads. Ogden City has also implemented a number of specific projects that have a positive effect in reducing particulate emissions including park and ride lots, storm water improvements, shoulder widening and edge striping, and addition of curb and gutter on several projects.

From this demonstration it is concluded that the RTP conforms under the Emission Reductions Criteria for areas without motor vehicle emissions budgets for PM₁₀ in Ogden City.

Table 9a
Ogden City PM10 - NOx Precursor
Conformity Determination

| Year | <i>d</i> | <i>b</i> | <i>b</i> | <i>c</i> |
|---|-------------|-------------|-------------|-------------|
| | 2012 | 2015 | 2025 | 2030 |
| 1990 Emissions (tons/day) | 4.57 | 4.57 | 4.57 | 4.57 |
| <i>emission rate (grams/mile)</i> | 1.18 | 0.88 | 0.43 | 0.37 |
| <i>seasonal VMT</i> | 1,610,022 | 1,590,812 | 1,812,931 | 1,909,380 |
| Projection* (tons/day) | 2.10 | 1.54 | 0.86 | 0.78 |
| Conformity (Projection < 1990 Emissions?) | Pass | Pass | Pass | Pass |

a- budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

* Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons.

Table 9b
Ogden City PM10 - Primary Particulates**
Conformity Determination

| Year | <i>d</i> | <i>b</i> | <i>b</i> | <i>c</i> |
|---|-------------|-------------|-------------|-------------|
| | 2012 | 2015 | 2025 | 2030 |
| 1990 Emissions (tons/day) | 2.28 | 2.28 | 2.28 | 2.28 |
| <i>tailpipe particulate rates (grams/mile)</i> | | | | |
| <i>Gpm (gasoline particulates)</i> | 0.0044 | 0.0041 | 0.0038 | 0.0037 |
| <i>Ec (diesel elemental carbon)</i> | 0.0049 | 0.0027 | 0.0008 | 0.0006 |
| <i>Oc (diesel organic carbon)</i> | 0.0025 | 0.0014 | 0.0004 | 0.0003 |
| <i>Pbr (brake particulates)</i> | 0.0125 | 0.0125 | 0.0125 | 0.0125 |
| <i>Pti (tire wear particulates)</i> | 0.0091 | 0.0091 | 0.0091 | 0.0091 |
| <i>road dust particulate rates (grams/mile)</i> | | | | |
| <i>Freeway road dust</i> | 0.5400 | 0.5400 | 0.5400 | 0.5400 |
| <i>Ramp Road dust</i> | 0.5400 | 0.5400 | 0.5400 | 0.5400 |
| <i>Arterial road dust</i> | 0.8400 | 0.8400 | 0.8400 | 0.8400 |
| <i>Local road dust</i> | 0.8000 | 0.8000 | 0.8000 | 0.8000 |
| <i>net emission rate</i> <i>- average all road & vehicle types -</i> | 0.95 | 0.95 | 0.95 | 0.95 |
| <i>seasonal VMT</i> | 1,610,022 | 1,590,812 | 1,812,931 | 1,909,380 |
| <i>Tailpipe Particulates (tons/day)</i> | 0.06 | 0.05 | 0.05 | 0.06 |
| <i>Road Dust Particulates</i> | 1.63 | 1.62 | 1.84 | 1.95 |
| Projection* (tons/day) | 1.69 | 1.67 | 1.89 | 2.00 |
| Conformity (Projection < 1990 Emissions?) | Pass | Pass | Pass | Pass |

** Includes road dust, elemental carbon, organic carbon, gasoline exhaust particulates, tire wear, and brake wear.

a- budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

* Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons.

Salt Lake County PM10 Conformity

The PM₁₀ SIP does not define a budget beyond the year 2003. Therefore, conformity tests are required only for analysis years which are identified in accordance with 40 CFR 93.118. All analysis years after 2003 must meet the 2003 budgets for primary particulates and secondary

particulates (see the discussion above under Ogden PM₁₀ Conformity for an explanation of primary and secondary PM₁₀ emissions). The State air quality rule R307-310 allows a portion of the surplus primary PM₁₀ budget to be applied to the secondary PM₁₀ budget for conformity purposes. As shown below in Table 10, no budget adjustments were necessary for analysis years 2015, 2025, and 2030.

Table 10
Salt Lake County PM10 Budgets
Direct (Dust) and Precursor (NOx) PM10 Emissions
(tons/day)

| Year | 2015 | 2025 | 2030 |
|--|--------------|--------------|--------------|
| Total PM10 Budget[#] | 72.60 | 72.60 | 72.60 |
| Direct PM10 Budget | 40.30 | 40.30 | 40.30 |
| NOx Precursor PM10 Budget | 32.30 | 32.30 | 32.30 |
| Direct PM10 Budget to be Traded | 0.00 | 0.00 | 0.00 |
| Resulting Direct PM10 Budget | 40.30 | 40.30 | 40.30 |
| Resulting NOx Precursor PM10 Budget | 32.30 | 32.30 | 32.30 |

Table 11a and Table 11b below demonstrate that projected mobile source emissions are within the emission budget defined in the SIP. The years listed in Table 10a and Table 10b are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the tables.

From this demonstration it is concluded that the RTP conforms to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County.

Table 11a
Salt Lake County PM10 - NOx Precursor
Conformity Determination

| Year | ^b 2015 | ^b 2025 | ^c 2030 |
|---|-------------------|-------------------|-------------------|
| Budget[#] (tons/day) | 32.30 | 32.30 | 32.30 |
| <i>emission rate (grams/mile)</i> | 0.67 | 0.28 | 0.24 |
| <i>seasonal VMT</i> | 28,430,317 | 34,001,665 | 35,985,819 |
| Projection* (tons/day) | 21.03 | 10.65 | 9.68 |
| Conformity (Projection < Budget?) | Pass | Pass | Pass |

a- budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

[#] WFRC Memo to Jeff Houk of EPA, April 15, 1994.

* Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons

Table 11b

Salt Lake County PM10 - Primary Particulates
Conformity Determination**

| Year | <i>b</i> 2015 | <i>b</i> 2025 | <i>c</i> 2030 |
|---|------------------|------------------|------------------|
| Budget# (tons/day) | 40.30 | 40.30 | 40.30 |
| <i>tailpipe particulate rates (grams/mile)</i> | | | |
| <i>Gpm (gasoline particulates)</i> | 0.0040 | 0.0039 | 0.0037 |
| <i>Ec (diesel elemental carbon)</i> | 0.0037 | 0.0021 | 0.0006 |
| <i>Oc (diesel organic carbon)</i> | 0.0023 | 0.0013 | 0.0004 |
| <i>Pbr (brake particulates)</i> | 0.0125 | 0.0125 | 0.0125 |
| <i>Pti (tire wear particulates)</i> | 0.0089 | 0.0089 | 0.0089 |
| <i>road dust particulate rates (grams/mile)</i> | | | |
| <i>Freeway road dust</i> | 0.5400 | 0.5400 | 0.5400 |
| <i>Ramp Road dust</i> | 0.5400 | 0.5400 | 0.5400 |
| <i>Arterial road dust</i> | 0.8400 | 0.8400 | 0.8400 |
| <i>Local road dust</i> | 0.8000 | 0.8000 | 0.8000 |
| <i>net emission rate</i> <i>- average all road & vehicle types -</i> | 0.86 | 0.84 | 0.83 |
| <i>seasonal VMT</i> | 28,430,317 | 34,001,665 | 35,985,819 |
| <i>Tailpipe Particulates (tons/day)</i> | 0.90 | 0.98 | 1.06 |
| <i>Road Dust Particulates</i> | 26.08 | 30.34 | 31.90 |
| Projection* (tons/day) | 26.98 | 31.32 | 32.96 |
| Conformity (Projection < Budget?) | Pass | Pass | Pass |

** Includes road dust, elemental carbon, organic carbon, gasoline exhaust particulates, tire wear, and brake wear.

WFRM Memo to Jeff Houk of EPA, April 15, 1994.

a- budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

* Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons

Salt Lake PM_{2.5} Conformity (Includes Weber, Davis, Salt Lake, Tooele, and Box Elder Counties)

Davis, Salt Lake, and portions of Weber, Tooele, and Box Elder Counties have been designated as non-attainment areas under the new PM_{2.5} standard (35 µg/m³) that was established in 2006. With the implementation of this new standard, the currently conforming 2030 RTP must also demonstrate conformity for PM_{2.5} emissions before the December 13, 2010 deadline.

Work has begun on a PM_{2.5} section of the State Implementation Plan which will establish a motor vehicle emissions budget for emissions associated with PM_{2.5}. Until the PM_{2.5} SIP is completed and approved by EPA, PM_{2.5} interim conformity requirements apply. EPA interim conformity for PM_{2.5} emissions requires that future NOx emissions (a precursor to PM_{2.5}) not exceed 2008 levels.

Table 12a below demonstrates that projected mobile source emissions of NOx (a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 NOx emissions. Table 12b below demonstrates that direct particle emissions of PM_{2.5} in the five-county PM_{2.5} non-attainment area are also less than 2008 direct particle emissions. Direct particle emissions includes exhaust emissions of gasoline particulates, elemental carbon, organic carbon, and sulfates (SO₄); and mechanical emissions from brake wear and tire wear.

From this demonstration it is concluded that the RTP conforms under the interim conformity guidelines for PM_{2.5} areas without an approved motor vehicle emissions budgets for the Salt Lake PM_{2.5} non-attainment area.

Table 12a
Salt Lake PM_{2.5} Area[#] - NOx Precursor
Conformity Determination

| Year | <i>b</i> 2015 | <i>b</i> 2025 | <i>c</i> 2030 |
|---|------------------|------------------|------------------|
| 2008 Emissions (tons/day) | 76.85 | 76.85 | 76.85 |
| <i>emission rate (grams/mile)</i> | <i>0.82</i> | <i>0.37</i> | <i>0.32</i> |
| <i>seasonal VMT</i> | 46,815,358 | 55,850,336 | 59,616,487 |
| Projection* (tons/day) | 42.56 | 22.72 | 20.98 |
| Conformity (Projection < Budget?) | Pass | Pass | Pass |

Salt Lake PM_{2.5} Non-Attainment Area includes: Weber, Davis, Salt Lake, and portions of Box Elder and Tooele Counties.

a - budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

** Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons*

Table 12b
Salt Lake PM_{2.5} Area[#] - Direct PM Emissions**
Conformity Determination

| Year | ^b 2015 | ^b 2025 | ^c 2030 |
|---|----------------------|----------------------|----------------------|
| 2008 Emissions (tons/day) | 1.16 | 1.16 | 1.16 |
| <i>emission rate (grams/mile)</i> | <i>0.0153</i> | <i>0.0123</i> | <i>0.0120</i> |
| <i>seasonal VMT</i> | 48,003,641 | 57,555,322 | 61,472,166 |
| Projection* (tons/day) | 0.81 | 0.78 | 0.81 |
| Conformity (Projection < Budget?) | Pass | Pass | Pass |

Salt Lake PM_{2.5} Non-Attainment Area includes: Weber, Davis, Salt Lake, and portions of Box Elder and Tooele Counties.

a- budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

** Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons*

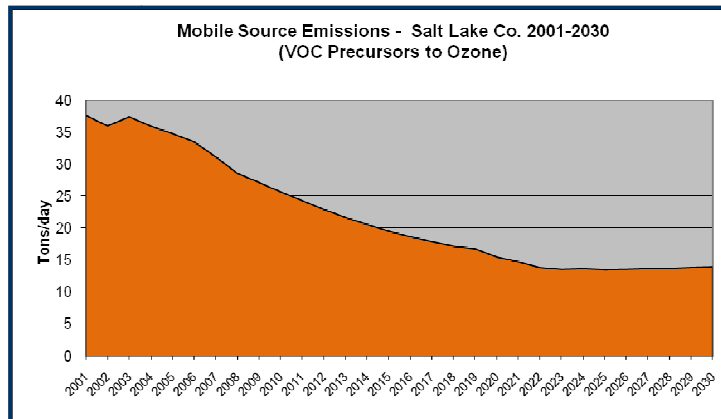
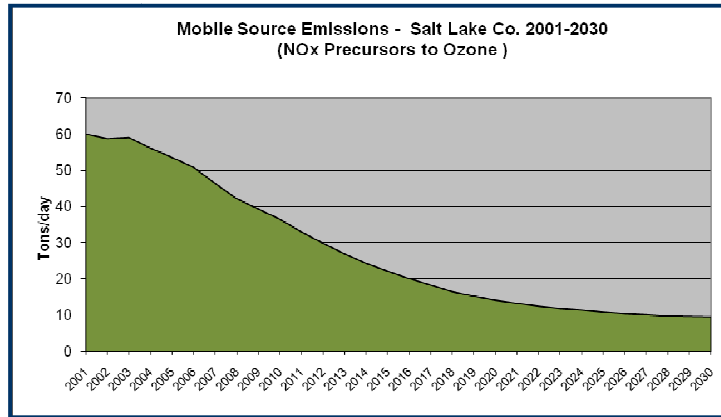
*** Direct PM includes gasoline particulates, elemental carbon, organic carbon, SO₄, brake wear, and tire wear.*

Salt Lake and Davis County Ozone Conformity

The 1-hour ozone standard was revoked on June 19, 2005. Therefore, a conformity analysis under the 1-hour ozone standard in Salt Lake and Davis Counties is no longer required.

The Wasatch Front Area is currently in attainment of the new 8-hour ozone standard of 75 ppb. A new ozone standard in the range of 60-70 ppb is being considered by EPA with a final decision expected in August of 2010. It is anticipated that most if not all areas along the Wasatch Front will be designated as non-attainment for the new August 2010 ozone standard.

Once the August 2010 ozone standard is established, the EPA will consider non-attainment area recommendations from the State before making final designations. The State of Utah will then need to prepare a new section of the State Implementation Plan for ozone emissions including a motor vehicle emission budget for ozone precursor emissions of NO_x and VOC (volatile organic compounds). For the interim period between non-attainment designation and an approved motor vehicle emissions budget, conformity for ozone precursor emissions is based on future emissions being less than base year emissions (likely 2010). At the time of this memorandum, ozone designations have not been made so there is no requirement for a conformity determination for ozone related emissions. Once interim conformity requirements are in effect, the charts below showing future emissions of NO_x and VOC in Salt Lake County indicate that future emissions will be less than 2010 emissions.



*Source: Mobile6.2 vehicle emission rates and projected vehicle miles of travel based on the Wasatch Front 2030 RTP.

Appendix – 1

Definition of Regionally Significant Projects

**Process for Determining Regionally Significant Facilities
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Background: 40 FR 93.101 defines “regionally significant project” and associated facilities for the purpose of transportation conformity. The federal definition does not specifically include minor arterials. The following definitions and processes will be used by the Wasatch Front Regional Council (WFRC) and Mountainlands Association of Governments (MAG) in consultation with DAQ, UDOT, UTA, FHWA, FTA, and EPA to determine which facilities shall be considered regionally significant for purposes of regional emissions analysis. It is the practice of the MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated vehicle emissions. The inclusion of minor arterials and collectors in the travel model, however, does not identify these facilities as regionally significant.

1. Any new or existing facility with a functional classification of principal arterial or higher on the latest UDOT Functional Classification Map (currently found at <http://www.dot.utah.gov/index.php/m=c/tid=1228>) shall be considered regionally significant.
2. Any fixed guide-way transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way shall be considered regionally significant.
3. As traffic conditions change in the future, the MPO’s - in consultation with DAQ, UDOT, FHWA, and EPA (and UTA and FTA in cases involving transit facilities) - will consider 1) the relative importance of minor arterials serving major activity centers, and 2) the absence of principal arterials in the vicinity to determine if any minor arterials in addition to those listed in Exhibit A should be considered as regionally significant for purposes of regional emissions analysis.

Exhibit A
Minor Arterials Determined to be Regionally Significant
for Purposes of Regional Emissions Analysis

In consultation with DAQ, UDOT, FHWA, and EPA; and based on inspection and engineering judgment of current traffic conditions; and based on application of the “Process for Determining Regionally Significant Facilities for Purposes of Regional Emissions Analysis” agreed upon by the aforementioned agencies; the WFRC and MAG designate the following minor arterials as regionally significant.

Salt Lake County

300 West/Beck Street: 600 South north to I-15
Redwood Road: 14400 South to Utah County line
U-111: SR-201 to New Bingham Highway
New Bingham Highway: U-111 to 9000 South

Davis County

Syracuse Road: I-15 west to Antelope Island
SR-108 (2000 West): Syracuse Road to Weber County line

Weber County

SR-108 (3500 West): Davis County line to Midland Drive
SR-108 (Midland Drive): 3500 West to Hinckley Drive
SR-79 (Hinckley Drive): SR-108 to I-15

Utah County

Redwood Road: Salt Lake County line to Highway-73

**Process for Determining Significant Change in Design Concept and Scope
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Changes to regionally significant projects may or may not necessitate a new regional emissions analysis. The following definitions and processes will be used to determine what changes to project concept and scope are to be considered significant or not for purposes of regional emissions analysis.

1. Adding or extending freeway auxiliary lanes or weaving lanes between interchanges is not considered a significant change in concept and scope since these lanes are not normally included in the travel model.
2. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange is considered a significant change in concept and scope.
3. A change to a regionally significant project defined in the Regional Transportation Plan that does not change how the project is defined in the travel model is not considered a significant change in concept and scope. These changes include but are not limited to lane or shoulder widening, cross section (other than the number of through lanes), alignment, interchange configuration, intersection traffic control, turn lanes, continuous or center turn lanes, and storage lanes.
4. A change to a regionally significant project defined in the Regional Transportation Plan that does alter the number of through lanes, lane capacity, or speed classification as defined in the travel model is considered a significant change in concept and scope.
5. Advancing or delaying the planned implementation of a regionally significant project that does not result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is not considered a significant change in concept and scope.
6. Advancing or delaying the planned implementation of a regionally significant project that does result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is considered a significant change in concept and scope.
7. Project changes not addressed in the above statements will be decided on a case by case basis through consultation by representatives from DAQ, WFRC, MAG, UDOT, UTA, FHWA, FTA, and EPA.

Appendix-2

Regionally Significant Highway and Transit Projects 2030 RTP

Salt Lake and Ogden Areas

2030 RTP HIGHWAY PROJECTS LIST

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE | |
|---|------|---|---|--|---|
| Salt Lake County, East-West Facilities | | | | | |
| Salt Lake | 4 | California Avenue I-215 to Bangerter Hwy. | Widening - 4 to 6 Lanes ROW: 2006 - 110 ft. / 2030 - 110 ft. | M. Arterial / 2.1 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 5 | California Avenue Bangerter Hwy. to 4800 West | Widening - 4 to 6 Lanes ROW: 2006 - 110 ft. / 2030 - 110 ft. | M. Arterial / 0.8 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 6 | California Avenue 4800 West to Mountain View Corridor | Widening - 2 to 6 Lanes ROW: 2006 - 110 ft. / 2030 - 110 ft. | M. Arterial / 1 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 7a | I-80 State Street to 1300 East | Widening - 6 to 8 Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / 1.8 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 7b | I-80 1300 East to Parleys Canyon | Widening - 6 to 8 Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / 3.5 Miles / UDOT Bike Class - 0 | 3 |
| Salt Lake | 233 | I-80 Interchange East Bound @ I-215 (West Side) | Upgrade - 1 to 2 Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / 0.6 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 9 | SR-201 3200 West to Mountain View Corridor | Widening - 4 to 6 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / 3.4 Miles / UDOT Bike Class - 2,3 | 1 |
| Salt Lake | 100 | SR-201 Mountain View Corridor to 8400 West | Widening - 4 to 6 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / 3.3 Miles / UDOT Bike Class - 3 / Transit Project | 3 |
| Salt Lake | 234 | SR-201 SR-202 to I-80 | Widening - 2 to 4 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / 3.3 Miles / UDOT Bike Class - 0 / Transit Project | 1 |
| Salt Lake | 10 | SR-201 I-215 Interchange and Auxiliary Lanes | Upgrade ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 0 | 3 |
| Salt Lake | 235 | SR-201 Overpass @ 4800 West | New Construction - 0 to 4 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 2 | 2 |
| Salt Lake | 11 | SR-201 Interchange @ 7200 West | New Construction ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 3 / Transit Project | 2 |
| Salt Lake | 12 | SR-201 Interchange @ 8400 West | New Construction ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 3 / Transit Project | 2 |
| Salt Lake | 236 | SR-201 Interchange @ I-80 | Upgrade ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 1 |
| Salt Lake | 295 | Western East / West Study SR-201 to Utah County Line | Study | UDOT | 1 |
| Salt Lake | 13 | 3100 South 1400 West to 3300 South | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 88 ft. | Collector / 0.5 Miles / Local Bike Class - 0 | 1 |
| Salt Lake | 14 | 3500 South 2700 West to 4000 West | Widening - 4 to 6 plus Transit Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft. | P. Arterial / 1.5 Miles / UDOT Bike Class - 0 / Transit Project | 1 |
| Salt Lake | 15 | 3500 South 4000 West to Mountain View Corridor | Widening - 4/2 to 6 plus Transit Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | P. Arterial / 2.3 Miles / UDOT Bike Class - 0 / Transit Project | 1 |
| Salt Lake | 16 | 3500 South Mountain View Corridor to 8400 West | Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | P. Arterial / 3.3 Miles / UDOT/Local Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 237 | 4100 South Mountain View Corridor to 7200 West | Widening - 2 to 4 Lanes ROW: 2006 - 76 ft. / 2030 - 86 ft. | M. Arterial / 1.8 Miles / Local Bike Class - 2,3 | 2 |
| Salt Lake | 18 | 4500 South 2700 East to 900 East | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | P. Arterial / 2.7 Miles / UDOT Bike Class - 0 | 3 |
| Salt Lake | 297 | 4500 South I-215 to 2700 East | Re-stripe - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | P. Arterial / 0.7 Miles / UDOT Bike Class - 2 | 3 |
| Salt Lake | 19 | 4500 South I-15 to State Street | Widening - 4 to 6 Lanes ROW: 2006 - 150 ft. / 2030 - 150 ft. | P. Arterial / 0.7 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 20 | 4500 South/4700 South I-15 to Redwood Road | Widening - 4 to 6 plus Transit Lanes ROW: 2006 - 150 ft. / 2030 - 150 ft. | P. Arterial / 2.1 Miles / UDOT/Local Bike Class - 3,0 / Transit Project | 2 |
| Salt Lake | 238 | 4700 South 2700 West to 4000 West | Widening - 4 to 6 Lanes ROW: 2006 - 150 ft. / 2030 - 150 ft. | P. Arterial / 1.5 Miles / Local Bike Class - 3 | 1 |
| Salt Lake | 21 | 4700 South 4000 West to 6400 West | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 80-106 ft. | P. Arterial / 2.3 Miles / Local Bike Class - 3 | 2 |
| Salt Lake | 239 | 5400 South I-15 to Mountain View Corridor | Widening - 4 to 6 plus Transit Lanes ROW: 2006 - 86-110 ft. / 2030 - 110 ft. | M. Arterial / 6.8 Miles / UDOT Bike Class - 0,3 / Transit Project | 2 |
| Salt Lake | 240 | 5400 South Mountain View Corridor to SR-111 | Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 70 ft. / 2030 - 110 ft. | M. Arterial / 2.4 Miles / UDOT Bike Class - 3 / Transit Project | 3 |
| Salt Lake | 23 | 6200 South 5600 West to SR-111 | Widening/NC - 2/0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | M. Arterial / 1.8 Miles / Local Bike Class - 3 | 2 |
| Salt Lake | 300 | 7000 South / 7200 South State Street to Redwood Road | Widening - 4 to 6 Lanes ROW: 2006 - 90 ft. / 2030 - 106 ft. | M. Arterial / 2.6 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 24 | 7000 South Redwood Road to Bangerter Hwy. | Widening - 3 to 4 Lanes ROW: 2006 - 56 ft. / 2030 - 90 ft. | M. Arterial / 1.9 Miles / Local Bike Class - 2 | 1 |
| Salt Lake | 27 | 7800 South Bangerter Hwy. to MVC | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 116 ft. | M. Arterial / 2.8 Miles / UDOT/Local Bike Class - 2 | 2 |

Salt Lake County, East-West Facilities Continued

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE | |
|---|------|--|---|---|---|
| Salt Lake | 222 | 7800 South Mountain View Corridor to SR-111 | Widening - 2 to 4 Lanes ROW: 2006 - 25-72 ft. / 2030 - 116 ft. | M. Arterial / 1.4 Miles / Local Bike Class - 1 | 2 |
| Salt Lake | 25 | New Bingham Hwy. 5600 West to SR-111 | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | M. Arterial / 2.3 Miles / UDOT Bike Class - 2 | 3 |
| Salt Lake | 241 | 9000 South I-15 to Bangarter Hwy. | Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 4.1 Miles / UDOT Bike Class - 1,2 | 2 |
| Salt Lake | 30a | 9000 South Bangarter Hwy. to Old Bingham Hwy. | Widening - 2 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 0.7 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 30b | 9000 South Old Bingham Hwy. to MVC | New Construction - 0 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 1.8 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 242 | 9000 South Mountain View Corridor to SR-111 | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 116 ft. | P. Arterial / 1.7 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 32 | 10600 South 1300 East to Highland Drive | Widening - 2 to 4 Lanes ROW: 2006 - 84 ft. / 2030 - 84 ft. | M. Arterial / 0.9 Miles / Local Bike Class - 1 | 1 |
| Salt Lake | 243 | 10600 South/10400 South I-15 to Redwood Road | Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | M. Arterial / 2.2 Miles / UDOT Bike Class - 3,2 | 2 |
| Salt Lake | 33 | 10400 South Redwood Road to Bangarter Hwy. | Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | M. Arterial / 2 Miles / UDOT Bike Class - 2 | 1 |
| Salt Lake | 34 | 10400 South/10800 South Bangarter Hwy. to SR-111 | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft. | M. Arterial / 5 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 37a | 11400 South State Street to 700 West | Widening - 4/2 to 6 Lanes ROW: 2006 - 50 ft. / 2030 - 106 ft. | M. Arterial / 1 Miles / Local Bike Class - 2 | 1 |
| Salt Lake | 38 | 11400 South 700 West to Redwood Road | Widening/NC - 2/0 to 4 Lanes ROW: 2006 - 20 ft. / 2030 - 106 ft. | M. Arterial / 2.3 Miles / Local Bike Class - 2 | 1 |
| Salt Lake | 39 | 11400 South Redwood Road to Bangarter Hwy. | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | M. Arterial / 2.4 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 40a | 11400 South Bangarter Hwy. to 4800 West | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | M. Arterial / 4.9 Miles / Local Bike Class - 0 | 2 |
| Salt Lake | 40b | 11400 South 4800 West to 11800 South | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft. | M. Arterial / 1 Miles / Local Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 40c | 11800 South 5600 West to SR-111 | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 86 ft. | M. Arterial / 2.4 Miles / Local Bike Class - 1 | 2 |
| Salt Lake | 244 | 12300 South/12600 South 700 East to 700 West | Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 2 Miles / UDOT Bike Class - 2 | 2 |
| Salt Lake | 42 | 12600 South Bangarter Hwy. to 4800 West | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | P. Arterial / 2 Miles / Local Bike Class - 2 | 1 |
| Salt Lake | 43 | 12600 South 4800 West to 8000 West | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | P. Arterial / 3.5 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 44 | MVC / Bangarter Hwy. Connector Mountain View Corridor to Bangarter Hwy. | New Construction - 4 to 6 Lanes ROW: 2006 - 60 ft. / 2030 - 150 ft. | Freeway / 0.9 Miles / UDOT Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 299 | 13400 South Mountain View Corridor to Bangarter Hwy. | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | Collector / 0.9 Miles / Local Bike Class - 2 / Transit Project | 1 |
| Salt Lake | 245a | 13400 South 6400 West to Mountain View Corridor | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106-120 ft. | Collector / 3 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 246 | Bangarter Highway Interchange @ I-15 | Upgrade ROW: 2006 - 150 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 0 | 2 |
| Salt Lake | 247 | Bangarter Highway Interchange @ Redwood Road | New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 302 | Bangarter Highway Interchange @ 2700 West | New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 0 | 2 |
| Salt Lake | 248 | Bangarter Highway Interchange @ 13400 South | New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 249 | 14400 South 3600 West to 4000 West | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 86 ft. | Collector / 0.5 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 250 | 14400 South/15000 South 4000 West to Mountain View Corridor | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | Collector / 0.7 Miles / Local Bike Class - 0 | 2 |
| Salt Lake | 251 | 14400 South/15000 South Mountain View Corridor to 5600 West | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | Collector / 2.1 Miles / Local Bike Class - 0 | 2 |
| Salt Lake | 45 | 14600 South D&RG RR Structure | Remove or Replace - 2 to 2 Lanes ROW: 2006 - 60 ft. / 2030 - 106 ft. | M. Arterial / UDOT Bike Class - 2 | 2 |
| Salt Lake | 46 | Porter Rockwell Road I-15 to Mountain View Corridor | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 167 ft. | P. Arterial / 3.4 Miles / UDOT Bike Class - 0,1 | 3 |
| Salt Lake | 48 | Avalanche Snowshed Over Little Cottonwood Canyon Road @ Whitepine Chutes | New Construction | M. Arterial / UDOT Bike Class - 2,3 | 2 |
| Salt Lake County, North-South Facilities | | | | | |
| Salt Lake | 84 | 8400 West SR-201 to 3500 South | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | P. Arterial / 1.5 Miles / UDOT Bike Class - 2 | 2 |
| Salt Lake | 293 | SR-111 RR Structure @ 4300 South | Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 0.3 Miles / UDOT Bike Class - 2 | 1 |
| Salt Lake County, North-South Facilities Continued | | | | | |
| Salt Lake | 85 | SR-111 5400 South to 11800 South | Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 8.5 Miles / UDOT/Local Bike Class - 2 | 2 |
| Salt Lake | 252 | 8000 West | New Construction - 0 to 4 Lanes | Collector / 1.8 Miles / Local | 3 |

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE | |
|---|------|--|--|--|---|
| | | 11800 South to 13400 South | ROW: 2006 - 0 ft. / 2030 - 66 ft. | Bike Class - 0 | |
| Salt Lake | 255b | 6400 West 12600 South to 13400 South | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 80 ft. | M. Arterial / 1 Miles / Local Bike Class - 1 | 3 |
| Salt Lake | 79 | Mountain View Corridor I-80 to SR-201 | New Construction - 0 to 4 plus HOV Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 3.1 Miles / UDOT Bike Class - 1 / Transit Project | 3 |
| Salt Lake | 80 | Mountain View Corridor SR-201 to 6200 South | New Construction - 0 to 6 plus HOV Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 6.1 Miles / UDOT Bike Class - 1 / Transit Project | 1 |
| Salt Lake | 81 | Mountain View Corridor 6200 South to 10800 South | New Construction - 0 to 6 plus HOV Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 5.4 Miles / UDOT Bike Class - 1 / Transit Project | 1 |
| Salt Lake | 82a | Mountain View Corridor 10800 South to 12600 South | New Construction - 0 to 6 plus HOV Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 3 Miles / UDOT Bike Class - 1 / Transit Project | 1 |
| Salt Lake | 82b | Mountain View Corridor 12600 South to 13400 South | New Construction - 0 to 6 plus HOV Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 1.1 Miles / UDOT Bike Class - 1 / Transit Project | 1 |
| Salt Lake | 303 | Mountain View Corridor Interchange @ 13400 South | New Construction ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / UDOT Bike Class - 1 / Transit Project | 2 |
| Salt Lake | 83a | Mountain View Corridor 13400 South to Porter Rockwell Road | New Construction - 0 to 6 Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 4 Miles / UDOT Bike Class - 1 | 2 |
| Salt Lake | 83b | Mountain View Corridor Porter Rockwell Road to Utah Co. Line | New Construction - 0 to 6 Lanes ROW: 2006 - 0 ft. / 2030 - 328 ft. | Freeway / 2.8 Miles / UDOT Bike Class - 1 | 2 |
| Salt Lake | 256 | 5600 West I-80 to SR-201 | Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 86 ft. / 2030 - 86 ft. | M. Arterial / 3.1 Miles / UDOT Bike Class - 2 / Transit Project | 1 |
| Salt Lake | 77 | 5600 West 4400 South to 7000 South | Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | M. Arterial / 3.5 Miles / UDOT Bike Class - 2,0 / Transit Project | 1 |
| Salt Lake | 257 | 5600 West 7000 South to New Bingham Hwy. | New Construction - 0 to 4 plus Transit Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | M. Arterial / 2.1 Miles / Local Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 258 | 5600 West New Bingham Hwy. to Old Bingham Hwy. | Widening - 2 to 4 plus Transit Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | M. Arterial / 1.5 Miles / Local Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 259 | 5600 West 11800 South to 14400 South | New Construction - 0 to 2 plus Transit Lanes ROW: 2006 - 0 ft. / 2030 - 86 ft. | M. Arterial / 3.2 Miles / UDOT Bike Class - 0 / Transit Project | 3 |
| Salt Lake | 260 | 4800 West California Avenue to SR-201 | Widening - 2 to 4 Lanes ROW: 2006 - 50 ft. / 2030 - 86 ft. | Collector / 1 Miles / Local Bike Class - 3 | 3 |
| Salt Lake | 261 | 4800 West SR-201 to Parkway Blvd. (2700 S.) | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 86 ft. | Collector / 0.9 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 262 | 4800 West Parkway Blvd. (2700 S.) to 3500 South | Widening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 86 ft. | Collector / 1.1 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 263 | 4800 West 9000 South to 11800 South | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 86 ft. | Collector / 3.5 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 75 | Gladiola (3400/3200 W) 500 South to California Avenue | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 84 ft. | Collector / 1.2 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 76 | 3200 West California Avenue to 1820 South | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 84 ft. | Collector / 0.7 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 265 | 3200 West 1820 South to 3500 South | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 66 ft. | Collector / 1.3 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 266 | 2700 West Overpass over SR-201 | New Construction - 0 to 4 Lanes ROW: 2006 - 66-110 ft. / 2030 - 66-110 ft. | Collector / 0.3 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 54a | I-215 SR-201 to 4700 South | Widening - 6 to 8 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / 4 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 54b | I-215 I-80 (West Side) to SR-201 | Widening - 6 to 8 Lanes ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / 2.8 Miles / UDOT Bike Class - 0 | 2 |
| Salt Lake | 267 | Redwood Road 9000 South to 12600 South | Widening - 4/2 to 6 Lanes ROW: 2006 - 66-106 ft. / 2030 - 106 ft. | P. Arterial / 4.5 Miles / UDOT Bike Class - 3,2 / Transit Project | 3 |
| Salt Lake | 73 | Redwood Road 12600 South to Bangerter Hwy. | Widening - 2 to 6 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | P. Arterial / 1.5 Miles / UDOT Bike Class - 2 / Transit Project | 2 |
| Salt Lake | 101a | Redwood Road Bangerter Hwy. to Porter Rockwell Road | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | P. Arterial / 2.3 Miles / UDOT Bike Class - 2 | 1 |
| Salt Lake | 101b | Redwood Road Porter Rockwell Road to Utah Co. Line | Widening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 106 ft. | P. Arterial / 2.5 Miles / UDOT Bike Class - 2 | 1 |
| Salt Lake | 71 | 900 West/Fine St. 3300 South to 700 West | Widening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 80 ft. | Collector / 0.9 Miles / Local Bike Class - 2,0 | 1 |
| Salt Lake | 70 | Bingham Junction Blvd. 7000 South to 8400 South | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | M. Arterial / 2.8 Miles / Local Bike Class - 2 | 1 |
| Salt Lake | 88 | I-15 I-215 to Beck Street | Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / 1.1 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 50 | I-15 Beck Street to 600 North | Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / 2.9 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 269 | I-15 Interchange @ 100 South (HOV Ramps only) | New Construction ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / UDOT Bike Class - 0 | 2 |
| Salt Lake County, North-South Facilities Continued | | | | | |
| Salt Lake | 292 | I-15 (Northbound) @ 10600 Interchange | Widening - 3 plus HOV to 4 plus HOV Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / UDOT Bike Class - 0 | 1 |
| Salt Lake | 221a | I-15 12300 South to Bangerter Hwy. | Widening - 7 plus HOV to 8 plus HOV Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / 1.6 Miles / UDOT Bike Class - 0 | 2 |
| Salt Lake | 221b | I-15 Bangerter Hwy. to Utah County Line | Widening - 6/7 plus HOV to 10 plus HOV Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / 3.9 Miles / UDOT Bike Class - 0 | 2 |

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE | |
|---|------|--|--|---|---|
| Salt Lake | 36 | I-15 Interchange @ 11400 South | New Construction ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / UDOT Bike Class - 0 | 1 |
| Salt Lake | 53 | I-15 Interchange @ 14600 South | Upgrade ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 2 |
| Salt Lake | 58a | State Street 6200 South to 9000 South | Widening - 4 to 6 Lanes ROW: 2006 - 100 ft. / 2030 - 100 ft. | M. Arterial / 3.5 Miles / UDOT Bike Class - 0 | 1 |
| Salt Lake | 271 | 900 East/700 East Fort Union Blvd. to 9400 South | Re-stripe - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 3 Miles / UDOT Bike Class - 2 | 2 |
| Salt Lake | 59a | 700 East Carnation Dr. (10142 S.) to 12300 South | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | P. Arterial / 2.9 Miles / UDOT Bike Class - 2 | 1 |
| Salt Lake | 61 | 900 East Van Winkle Express to Fort Union Blvd. | Widening - 4 to 6 Lanes ROW: 2006 - 80 ft. / 2030 - 106 ft. | P. Arterial / 3 Miles / UDOT Bike Class - 2 | 3 |
| Salt Lake | 63 | 2000 East Fort Union Blvd. to 9400 South | Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 3.1 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 64 | Highland Drive 9400 South to Segoe Lily | Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 1.2 Miles / Local Bike Class - 2 | 1 |
| Salt Lake | 65a | Highland Drive Segoe Lily to 10600 South | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | P. Arterial / 0.6 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 65b | Highland Drive 10600 South to Draper City Limit | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | P. Arterial / 1.5 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 65c | Highland Drive Draper City Limit to Traverse Ridge Road | Widening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | P. Arterial / 5 Miles / Local Bike Class - 2 | 3 |
| Salt Lake | 66 | Highland Drive Traverse Ridge Road to 14600 South | Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 0.8 Miles / Local Bike Class - 2 | 2 |
| Salt Lake | 65d | Highland Drive Connection Traverse Ridge Road to 13800 South | Widening - 2 to 4 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | P. Arterial / 1.8 Miles / Local Bike Class - 3 | 3 |
| Salt Lake | 102 | Foothill Boulevard 2300 East to I-80 | Widening - 4 to 6 plus Transit Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft. | P. Arterial / 2.4 Miles / UDOT Bike Class - 0 / Transit Project | 1 |
| Salt Lake | 67 | I-80 to I-215 Ramp (Parley's) I-80 Eastbound to I-215 Southbound | Widening - 1 to 2 Lanes ROW: 2006 - 260 ft. / 2030 - 260 ft. | Freeway / 0.5 Miles / UDOT Bike Class - 0 | 3 |
| Salt Lake | 68 | Wasatch Boulevard 7000 South to North Little Cottonwood Rd | Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 150 ft. | P. Arterial / 2.2 Miles / UDOT Bike Class - 2 / Transit Project | 2 |
| Salt Lake | 69 | Wasatch Boulevard N. Little Cottonwood to Little Cottonwood | Widening - 2 to 4 Lanes ROW: 2006 - 60 ft. / 2030 - 80 ft. | Collector / 1.1 Miles / Local Bike Class - 2 / Transit Project | 3 |
| Davis County, East-West Facilities | | | | | |
| Davis | 304 | North Davis East / West Study Weber County Line to Syracuse Road | Study | UDOT | 1 |
| Davis | 128 | 1800 North Main Street (Sunset) to 2000 West | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft. | M. Arterial / 2 Miles / UDOT Bike Class - 3 | 1 |
| Davis | 129 | 1800 North (Clinton) 2000 West to 5000 West | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 84 ft. | M. Arterial / 3 Miles / UDOT Bike Class - 3 | 2 |
| Davis | 130 | 200 South/700 South Connection State Street to 500 West | Widening/NC - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft. | M. Arterial / 1.2 Miles / Local Bike Class - 2,1 | 1 |
| Davis | 132 | 200 South 500 West (Clearfield) to 2000 West | Widening - 2 to 4 Lanes ROW: 2006 - 0-70 ft. / 2030 - 106 ft. | M. Arterial / 1.6 Miles / Local Bike Class - 2 | 1 |
| Davis | 133 | 200 South (Syracuse) 2000 West to North Legacy Corridor | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | M. Arterial / 1.4 Miles / Local Bike Class - 2 | 2 |
| Davis | 272 | Syracuse Road (SR-108) 1-15 to Main Street (Clearfield) | Widening - 4 to 6 Lanes ROW: 2006 - 106 ft. / 2030 - 106 ft. | M. Arterial / 2 Miles / UDOT Bike Class - 2,3 / Transit Project | 3 |
| Davis | 135 | Syracuse Road (SR-108) 1000 West to 2000 West | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | M. Arterial / 1 Miles / UDOT Bike Class - 3 / Transit Project | 1 |
| Davis | 139 | Antelope Drive Oak Forest Dr. (2500 East) to US-89 | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 84 ft. | M. Arterial / 0.3 Miles / Local Bike Class - 2 / Transit Project | 2 |
| Davis | 273 | Gordon Avenue (1000 N.) Fairfield Road to 1600 East | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft. | Collector / 0.7 Miles / Local Bike Class - 0 | 2 |
| Davis | 140 | Gordon Avenue (1000 N.) 1600 East to US-89 | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 84 ft. | Collector / 1.3 Miles / Local Bike Class - 0 | 2 |
| Davis | 137 | Hill Field Road Extension 2200 West to 3200 West (Layton) | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft. | M. Arterial / 1 Miles / Local Bike Class - 1 | 3 |
| Davis | 144 | 700 South / 900 South (Layton) I-15 to 2700 West (Layton) | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 84 ft. | M. Arterial / 3.1 Miles / Local Bike Class - 2 | 2 |
| Davis | 146 | 200 North (Kaysville) I-15 to North Legacy Corridor | Re-stripe - 2 to 4 Lanes ROW: 2006 - 80-100 ft. / 2030 - 80-100 ft. | M. Arterial / 2.1 Miles / Local Bike Class - 3,0 | 2 |
| Davis County, East-West Facilities Continued | | | | | |
| Davis | 90a | Parrish Lane (Centerville) I-15 to 1250 West | Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 100 ft. | M. Arterial / 0.3 Miles / Local Bike Class - 0 | 1 |
| Davis | 92a | 500 South I-15 to Redwood Road | Widening - 2 to 4 Lanes ROW: 2006 - 66-80 ft. / 2030 - 106 ft. | M. Arterial / 1.8 Miles / UDOT Bike Class - 2 / Transit Project | 1 |
| Davis | 274 | I-215 Interchange @ Legacy Parkway | Upgrade ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 0 | 3 |
| Davis | 275 | I-215 Interchange @ I-15 | Upgrade ROW: 2006 - 300 ft. / 2030 - 300 ft. | Freeway / UDOT Bike Class - 0 | 3 |

| COUNTY ID # | | PROJECT | DESCRIPTION | PHASE | |
|---|------|--|--|--|---|
| Davis County, North-South Facilities | | | | | |
| Davis | 157 | North Legacy Corridor Weber County Line to I-15/US-89 | ROW Purchase ROW: 2006 - 0 ft. / 2030 - 320 ft. | P. Arterial / 16.3 Miles / UDOT Bike Class - 1 | 1 |
| Davis | 158 | North Legacy Corridor Weber County Line to I-15/US-89 | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 320 ft. | P. Arterial / 16.3 Miles / UDOT Bike Class - 1 | 2 |
| Davis | 159 | North Legacy Corridor Weber County Line to I-15/US-89 | Widening - 2 to 4 Lanes ROW: 2006 - 320 ft. / 2030 - 320 ft. | P. Arterial / 16.3 Miles / UDOT Bike Class - 1 | 3 |
| Davis | 294 | North Legacy Connector Study North Legacy Corridor to Legacy Parkway | Study | P. Arterial / 2.5 Miles / UDOT Bike Class - 1 | 1 |
| Davis | 155 | 2000 West (SR-108) Weber Co. Line to Syracuse Road | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 106 ft. | M. Arterial / 4.4 Miles / UDOT Bike Class - 3 / Transit Project | 1 |
| Davis | 156 | 2700 West (Layton) Hill Field Rd Ext. to North Legacy Corridor | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 106 ft. | M. Arterial / 1.4 Miles / Local Bike Class - 1 | 3 |
| Davis | 93a | Redwood Road 500 South (Davis Co.) to 2600 South | Widening - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 106 ft. | M. Arterial / 1.7 Miles / UDOT Bike Class - 3 / Transit Project | 3 |
| Davis | 304 | Sheep Road Parrish Lane to Glovers Lane | Study | Collector / 3.1 Miles / Local Bike Class - 0 | 1 |
| Davis | 147 | I-15 Weber County Line to Hill Field Road | Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 240 ft. / 2030 - 240 ft. | Freeway / 6.3 Miles / UDOT Bike Class - 0 | 2 |
| Davis | 169 | I-15 Hill Field Road (SR -232) to US-89 | Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 240 ft. / 2030 - 240 ft. | Freeway / 7.5 Miles / UDOT Bike Class - 0 | 1 |
| Davis | 279 | I-15 Interchange @ 1800 North | New Construction ROW: 2006 - 240 ft. / 2030 - 240 ft. | Freeway / UDOT Bike Class - 0 | 2 |
| Davis | 138 | I-15 Interchange @ Hill Field Road | Upgrade ROW: 2006 - 180 ft. / 2030 - 180 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 2 |
| Davis | 148 | I-15 Interchange @ South Layton Interchange | Upgrade ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 1 |
| Davis | 86 | I-15 US-89 (Farmington) to 500 S. (Davis Co) | Widening - 8 to 8 plus HOV Lanes ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / 7.1 Miles / UDOT Bike Class - 0 | 3 |
| Davis | 89 | I-15 Interchange @ Parrish Lane | Upgrade ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / UDOT Bike Class - 0 | 1 |
| Davis | 87 | I-15 500 S. (Davis Co) to I-215 | Widening - 8 to 8 plus HOV Lanes ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / 3.5 Miles / UDOT Bike Class - 0 | 2 |
| Davis | 290 | I-15 Interchange @ 500 South | Upgrade ROW: 2006 - 200 ft. / 2030 - 200 ft. | Freeway / UDOT Bike Class - 0 / Transit Project | 3 |
| Davis | 150 | Main Street I-15 (Layton)/Fort Lane to 200 North | Re-stripe - 2 to 4 Lanes ROW: 2006 - 100 ft. / 2030 - 100 ft. | M. Arterial / 1.5 Miles / Local Bike Class - 3 / Transit Project | 1 |
| Davis | 151 | Fort Lane (Layton) Main Street to Gordon Avenue (1000 N.) | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 80 ft. | Collector / 1.6 Miles / Local Bike Class - 0 | 1 |
| Davis | 91 | Bountiful Blvd. Eaglewood to Beck Street | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 72 ft. | Collector / 3.1 Miles / Local Bike Class - 0 | 3 |
| Davis | 160 | US-89 I-15 (Farmington) to I-84 | Widening - 4 to 6 Lanes ROW: 2006 - 120 ft. / 2030 - 150 ft. | Freeway / 10.6 Miles / UDOT Bike Class - 3 | 3 |
| Davis | 166 | US-89 Interchange @ Antelope Drive | New Construction ROW: 2006 - 120 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 3 / Transit Project | 2 |
| Davis | 165 | US-89 Interchange @ Gordon Avenue | New Construction ROW: 2006 - 120 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 3 | 2 |
| Davis | 164 | US-89 Interchange @ Oakhills Drive (SR-109) | New Construction ROW: 2006 - 120 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 3 | 2 |
| Davis | 163 | US-89 Interchange @ 400 North (Fruit Heights) | New Construction ROW: 2006 - 120 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 3 | 1 |
| Weber County, East-West Facilities | | | | | |
| Weber | 306 | Western Weber East / West Study 1200 South to Davis County Line | Study | UDOT | 1 |
| Weber | 171 | Skyline Drive (North) 2600 North to US-89 | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 80 ft. | Collector / 5.6 Miles / Local Bike Class - 3 | 1 |
| Weber | 174 | Pioneer Road (400 North) I-15 to 1200 West | Widening - 2 to 4 Lanes ROW: 2006 - 80 ft. / 2030 - 80-106 ft. | Collector / 0.9 Miles / Local Bike Class - 2 | 3 |
| Weber | 178 | 1200 South I-15 to North Legacy Corridor | Widening - 2 to 4 Lanes ROW: 2006 - 110 ft. / 2030 - 110 ft. | P. Arterial / 4.8 Miles / UDOT Bike Class - 2,1 | 2 |
| Weber County, East-West Facilities Continued | | | | | |
| Weber | 180 | 24th Street I-15 to Wall Avenue | Widening - 2 to 4 Lanes ROW: 2006 - 90 ft. / 2030 - 100 ft. | M. Arterial / 1.6 Miles / UDOT Bike Class - 3 | 2 |
| Weber | 186a | Hinckley Drive 1900 West (SR-126) to Midland Drive | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 110 ft. | P. Arterial / 0.7 Miles / UDOT Bike Class - 0 / Transit Project | 1 |
| Weber | 184a | 40th Street Adams Avenue to Gramercy Avenue | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft. | M. Arterial / 1 Miles / Local Bike Class - 2 | 1 |
| Weber | 185 | 4000 South (SR-37) 1900 West to North Legacy Corridor | Widening - 2 to 4 Lanes ROW: 2006 - 84 ft. / 2030 - 84 ft. | Collector / 3.9 Miles / UDOT/Local Bike Class - 3 / Transit Project | 3 |
| Weber | 186b | Midland Drive (SR-108) Hinckley Drive to 3500 West | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft. | M. Arterial / 1.8 Miles / UDOT Bike Class - 3 / Transit Project | 1 |
| Weber | 289 | 5600 South | Widening - 2 to 4 Lanes | M. Arterial / 2 Miles / UDOT | 2 |

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE |
|---|------|--|---|---|
| Weber | 188 | 1900 West (SR-126) to 3500 West 5500 South/5600 South 3500 West to 5900 West (Hooper) | ROW: 2006 - 66 ft. / 2030 - 84 ft. Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft. | Bike Class - 2,3 M. Arterial / 3.1 Miles / UDOT Bike Class - 3,0 2 |
| Weber | 189 | 5600 South Connection I-15 to South Weber Drive | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 66 ft. | M. Arterial / 1.2 Miles / Local Bike Class - 0 3 |
| Weber County, North-South Facilities | | | | |
| Weber | 296 | North Legacy Corridor 1200 South to I-15 | ROW Purchase ROW: 2006 - 0 ft. / 2030 - 220 ft. | P. Arterial / 8.5 Miles / UDOT Bike Class - 1 2 |
| Weber | 298 | North Legacy Corridor 1200 South to I-15 | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 220 ft. | P. Arterial / 8.5 Miles / UDOT Bike Class - 1 3 |
| Weber | 212 | North Legacy Corridor Davis County Line to 1200 South | ROW Purchase ROW: 2006 - 0 ft. / 2030 - 220 ft. | P. Arterial / 6.5 Miles / UDOT Bike Class - 1 1 |
| Weber | 170a | North Legacy Corridor Davis County Line to 1200 South | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 220 ft. | P. Arterial / 6.5 Miles / UDOT Bike Class - 1 2 |
| Weber | 170b | North Legacy Corridor Davis County Line to 5500 South | Widening - 2 to 4 Lanes ROW: 2006 - 220 ft. / 2030 - 220 ft. | P. Arterial / 0.8 Miles / UDOT Bike Class - 1 3 |
| Weber | 200 | 3500 West (SR-108) Midland Drive to Davis County Line | Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 100 ft. | M. Arterial / 1.6 Miles / UDOT Bike Class - 3 / Transit Project 1 |
| Weber | 284 | 1900 West (SR-126) 5600 South to Riverdale Road | Widening - 4 to 6 Lanes ROW: 2006 - 100 ft. / 2030 - 126 ft. | M. Arterial / 0.4 Miles / UDOT Bike Class - 3 / Transit Project 1 |
| Weber | 285 | I-15 Box Elder County Line to 2700 North | Widening - 4 to 6 Lanes ROW: 2006 - 220 ft. / 2030 - 220 ft. | Freeway / 2.2 Miles / UDOT Bike Class - 0 3 |
| Weber | 210 | I-15 I-84 to Davis Co. Line | Widening - 6 to 6 plus HOV Lanes ROW: 2006 - 220 ft. / 2030 - 220 ft. | Freeway / 2.8 Miles / UDOT Bike Class - 0 / Transit Project 2 |
| Weber | 179 | I-15 Interchange @ 24th Street | Upgrade ROW: 2006 - 220 ft. / 2030 - 220 ft. | Freeway / UDOT Bike Class - 0 2 |
| Weber | 229 | I-15 Interchange @ Riverdale Road (SR-26) | Upgrade ROW: 2006 - 220 ft. / 2030 - 220 ft. | Freeway / UDOT Bike Class - 0 / Transit Project 2 |
| Weber | 286 | 1100 West (Pleasant View) Skyline Drive to 4000 North | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 60 ft. | Collector / 1 Miles / Local Bike Class - 3 3 |
| Weber | 291 | 1100 West (Pleasant View) Pleasant View Drive to US-89 | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 66 ft. | Collector / 0.6 Miles / Local Bike Class - 3 3 |
| Weber | 204 | Riverdale Road (SR-26) SR-126 to Washington Blvd. | Widening - 4 to 5/6 Lanes ROW: 2006 - 99 ft. / 2030 - 120 ft. | P. Arterial / 3.7 Miles / UDOT Bike Class - 3 / Transit Project 1 |
| Weber | 201 | Wall Avenue 2700 North to US-89 | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 66 ft. | Collector / 2.4 Miles / Local Bike Class - 0 3 |
| Weber | 287 | Adams Avenue Washington Terrace City Limits to US-89 | Widening - 2 to 4 Lanes ROW: 2006 - 86 ft. / 2030 - 86 ft. | M. Arterial / 0.6 Miles / Local Bike Class - 3 1 |
| Weber | 288 | 450 East/400 East 3100 North to 2700 North | Widening - 2 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 66 ft. | Collector / 0.9 Miles / Local Bike Class - 3 2 |
| Weber | 192 | Monroe Boulevard 1300 North to 2700 North | New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 - 80 ft. | M. Arterial / 2 Miles / Local Bike Class - 3 3 |
| Weber | 203 | Harrison Blvd. 24th Street to US-89 | Widening - 4 to 6 plus Transit Lanes ROW: 2006 - 99 ft. / 2030 - 99 ft. | P. Arterial / 4.8 Miles / UDOT Bike Class - 3 / Transit Project 2 |
| Weber | 226 | US-89 I-84 to Harrison Blvd. | Widening - 4 to 6 Lanes ROW: 2006 - 120 ft. / 2030 - 150 ft. | Freeway / 2 Miles / UDOT Bike Class - 2 2 |
| Weber | 214 | US-89 Interchange @ Uintah/I-84 | Upgrade ROW: 2006 - 150 ft. / 2030 - 150 ft. | Freeway / UDOT Bike Class - 2 2 |
| Weber | 206a | Skyline Drive Ogden City Limits to Eastwood Blvd. | New Construction - 0 to 2 Lanes ROW: 2006 - 0 ft. / 2030 - 80 ft. | Collector / 0.2 Miles / Local Bike Class - 3 1 |

2030 RTP COMMUNITY LEVEL TRANSIT PROJECT LIST

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE |
|-------------------------|------|--|--------------|-------|
| Salt Lake County | | | | |
| Salt Lake | SL10 | 3500 South (Central) Line 3300 South TRAX Station - Valley Fair Mall | Enhanced Bus | 2 |
| Salt Lake | SL12 | 3500 South (Hunter) Line Bangert Highway - 7200 West | Enhanced Bus | 2 |
| Salt Lake | SL22 | Sugarhouse Line 2100 South TRAX Station - Highland Drive | Streetcar | 3 |
| Salt Lake | SL20 | Bangert Highway / 4000 West Airport TRAX Line - Mid-Jordan TRAX Line | Enhanced Bus | 3 |
| Davis County | | | | |
| Davis | D1 | Hill Connector Layton Commuter Rail Station - Hill AFB Transfer Center - Clearfield Commuter Rail Station | Enhanced Bus | 1 |
| Davis | D6 | North Redwood Line North Temple - Woods Cross Commuter Rail Station - East Bountiful | Enhanced Bus | 2 |

| | | | | |
|---------------------|----|---|--------------|---|
| Davis | D8 | North Davis / Riverdale Line Farmington - Layton - Roy - Riverdale - Ogden CBD - Ogden Intermodal | Enhanced Bus | 3 |
| Weber County | | | | |
| Weber | W3 | West Davis / Weber Line Clearfield - Syracuse - Roy - Riverdale - Ogden | Enhanced Bus | 3 |

2030 RTP REGIONAL LEVEL TRANSIT PROJECT LIST

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE |
|---|------|--|---|-------|
| Salt Lake County Core | | | | |
| Salt Lake | COR1 | Airport Line Energy Solutions Arena - Salt Lake Internation Airport | Light-rail Transit | 1 |
| Salt Lake | COR2 | Draper Line 10000 South TRAX Station to 12400 South | Light-rail Transit | 1 |
| Salt Lake | COR4 | Mid-Jordan Line 6400 South TRAX Station - Daybreak | Light-rail Transit | 1 |
| Salt Lake | COR5 | West Valley Line 2100 South TRAX Station - Valley Fair Mall | Light-rail Transit | 1 |
| Salt Lake County Outside Downtown Salt Lake City | | | | |
| Salt Lake | SL1 | 3500 South (Granger) Line Valley Fair Mall - Bangerter Highway | Bus Rapid Transit (BRT II) | 1 |
| Salt Lake | SL7 | South Temple / Foothill Line Temple Square TRAX Station - University of Utah - Parley's Way | Bus Rapid Transit (BRT II) | 2 |
| Salt Lake | SL8 | 5400 South (West) Line Murray Commuter Rail Transit Station - 5600 West | Bus Rapid Transit (BRT II) / Enhanced Bus | 3 |
| Salt Lake | SL9 | Fort Union Line Murray Commuter Rail Transit Station - 6400 South TRAX Station - Union Park | Bus Rapid Transit (BRT II) | 2 |
| Salt Lake | SL13 | 3900 South Line 3900 South TRAX Station - Wasatch Drive | Bus Rapid Transit (BRT II) / Enhanced Bus | 2 |
| Salt Lake | SL14 | State Street Line State Capitol - Murray Commuter Rail Transit Station | Bus Rapid Transit (BRT II) | 2 |
| Salt Lake | SL15 | 1300 East (South) Line Fort Union - 12400 South | Bus Rapid Transit (BRT II) | 2 |
| Salt Lake | SL16 | 4700 South Line 3900 South TRAX Station - SLCC - Valley Fair Mall | Bus Rapid Transit (BRT II) / Enhanced Bus | 2 |
| Salt Lake | SL18 | Redwood Road Line North Temple - Mid-Jordan TRAX Line | Bus Rapid Transit (BRT II) | 3 |
| Salt Lake | SL21 | 1300 East (North) Line University of Utah - Fort Union | Bus Rapid Transit (BRT II) | 3 |
| Salt Lake | SL25 | North Utah County Connector Line 12400 South - Utah County Line | Light-rail Transit | 3 |
| Downtown Salt Lake City | | | | |
| Salt Lake | CBD1 | Southwest Downtown Line 9 th South TRAX Station - Salt Lake Intermodal Center | Streetcar / Light-rail Transit | 3 |
| Salt Lake | CBD2 | 400 South Direct TRAX Link University TRAX Line @ Main Street - Salt Lake Intermodal Center | Light-rail Transit | 3 |
| Davis County | | | | |
| Davis | D4a | South Davis Line (Centerville) Salt Lake Central Business District - Parrish Lane | Bus Rapid Transit (BRT II) | 1 |
| Davis | D4b | South Davis Line (Farmington) Parrish Lane - Lagoon | Enhanced Bus | 2 |
| Davis | D4c | South Davis Line Upgrades Salt Lake Central Business District - Parrish Lane | Bus Rapid Transit (BRT II) | 3 |
| Weber County | | | | |
| Weber | W1 | Weber State Line Ogden Intermodal Center - Downtown Ogden - WSU - McKay Dee Hospital | Bus Rapid Transit (BRT II) | 1 |
| Weber | W2 | Washington Boulevard Line North Ogden - Ogden Intermodal Center - Ogden CBD - Newgate Mall - Riverdale - Roy | Enhanced Bus | 2 |

2030 RTP INTER-REGIONAL LEVEL TRANSIT PROJECT LIST

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE |
|--------|------|---------|-------------|-------|
|--------|------|---------|-------------|-------|

| Salt Lake County Core | | | | |
|---|------|---|-----------------------|---|
| Salt Lake | COR3 | FrontRunner (South) Line Salt Lake Commuter Rail Transit Station - Utah County Line | Commuter Rail Transit | 1 |
| NOTES: | | | | |
| - Inter-regional express bus service is not part of the RTP because it does not require major investments | | | | |

2030 RTP OTHER TRANSIT PROJECT LIST

| COUNTY | ID # | PROJECT | DESCRIPTION | PHASE |
|------------------------------|------|---|-----------------------|-------|
| Salt Lake County Core | | | | |
| Salt Lake | CP1 | 900 South Line 400 West / 700 South – Interstate 215 | Corridor Preservation | 1 |
| Salt Lake | CP2 | Northern West Bench Line Salt Lake International Airport – International Center – 7200 West / Interstate 80 | Corridor Preservation | 1 |
| Salt Lake | CP3 | 5600 West Line International Center – Old Bingham Highway and 11400 South – 12600 South | Corridor Preservation | 1 |
| Salt Lake | CP 4 | 5400 South /West Bench Line Mountain View Corridor – West Bench | Corridor Preservation | 1 |
| Salt Lake | P&R1 | Mountain View Park and Rides 3500 South, 5400 South, 7800 South, Herriman City, and Bangerter Highway / 3600 West | Park and Rides | 2 |
| Salt Lake | P&R2 | Cottonwood Ski Park and Rides Big Cottonwood, Little Cottonwood, 9400 South / 1300 East | Park and Rides | 3 |
| Salt Lake | Hub1 | Fort Union Transit Hub Union Park Avenue / Fort Union Boulevard | Transit Hub | 3 |
| Davis County | | | | |
| Davis | TC1 | Hill AFB Transfer Center SR-193 / University Avenue in Clearfield | Transfer Center | 1 |
| Davis | P&R3 | US-89 Park and Ride Antelope Drive | Park and Ride | 1 |
| Davis | CP5a | Bamburger Line (Layton) Interstate 15 adjacent to Layton Hills | Corridor Preservation | 1 |
| Weber County | | | | |
| Weber | CP5b | Bamburger Line (HAFB – Wall) West HAFB, Roy, East Ogden Airport – Wall Avenue | Corridor Preservation | 1 |

Appendix-3

Box Elder County Regionally Significant Highway and Transit Projects 2030 RTP

Box Elder County

Regional Significant Highway Projects in Box Elder County

| County | Pin | Location | Concept | Project Value | Year |
|-----------|------|---|--------------------------|---------------|-----------|
| Box Elder | 5416 | I-15; Interchange at 1100 south | Interchange Improvements | \$7,010,000 | 2014 |
| Box Elder | LRP | I-15 Box Elder/ Weber County Line to Brigham City | Widening | \$45,000,000 | 2015 |
| Box Elder | LRP | SR-102; I-84 to SR-13 | Widening | \$12,000,000 | 2015 |
| Box Elder | LRP | SR-13; I-15 to SR-102 | Widening | \$8,000,000 | 2015 |
| Box Elder | LRP | I-15 Box Elder/ Weber County Line to Brigham City | Widening | \$131,000,000 | 2016-2025 |
| Box Elder | LRP | SR-30; I-15 to SR-38 | Widening | \$45,000,000 | 2030 |
| Box Elder | LRP | SR-13; I-15 to SR-38 | Widening | \$41,000,000 | 2030 |
| Box Elder | LRP | SR-13; Corinne to I-15 | Widening | \$27,000,000 | 2030 |
| Box Elder | LRP | SR-82; MainStreet to SR-13 | Widening | \$23,000,000 | 2030 |

7/26/2010 from Region 1 Brett Slater

Appendix-4

Regionally Significant Highway and Transit Projects 2030 RTP

Tooele County

TOOELE VALLEY LONG RANGE PLAN 2007 -2030 PROJECTS

| ID | STREET TO - FROM | PROJECT TYPE | LENGTH (MILES) | 2030 | BIKE CLASS | 2006 LANE | 2030 LANE | 2006 ROW (FT.) | 2030 RO (FT.) | PHASE | | SPONSOR | PHASE COST |
|----|---|--------------------------|-------------------|---------------------|---------------|--------------|--------------|----------------------|---------------------|----------------------------|-------|---------------|---------------|
| | | | | FUNCTIONAL CLASS | | | | | | 1=2007-2020 2=2021-2030 | | | |
| 1 | Additional I-80 Interchange I-80 | New Construction | 0.0 | Interchange | 0 | 0 | 0 | 0 | 0 | 1 | UDOT | \$47,900,000 | |
| 2 | Additional I-80 Access Road I-80 - SR-36 | New Construction | 1.0 | Principal Arterial | 0 | 0 | 4 | 0 | 200 | 1 | UDOT | \$15,000,000 | |
| 3 | I-80 Additional I-80 Interchange - SR-201 | Widening | 4.9 | Freeway | 0 | 4 | 6 | 375 | 375 | 2 | UDOT | \$516,200,000 | |
| 4 | SR-138 SR-112 - Mid-Valley Highway | Widening | 3.1 | Minor Arterial | 1 | 2 | 4 | 100 | 100 | 1 | UDOT | \$29,800,000 | |
| 5 | SR-138 Mid-Valley Highway - SR-36 | Widening | 5.1 | Minor Arterial | 1,0 | 2 | 4 | 100 | 100 | 2 | UDOT | \$78,500,000 | |
| 6 | 1000 North SR-112 - SR-36 | New Construction | 2.4 | Minor Arterial | 2 | 0 | 4 | 0 | 66 | 1 | Local | \$18,800,000 | |
| 7 | 1000 North SR-36 - Droubay Road | Restripping | 1.3 | Minor Arterial | 2 | 2 | 4 | 66 | 66 | 2 | Local | \$1,400,000 | |
| 8 | 2000 North SR-112 - SR-36 | New Construction | 3.6 | Minor Arterial | 0 | 0 | 2 | 0 | 66 | 1 | Local | \$29,500,000 | |
| 9 | 3700 North Mid-Valley Highway - Droubay Road | New Construction | 6.5 | Minor Arterial | 0 | 0 | 2 | 0 | 66 | 2 | Local | \$81,700,000 | |
| 10 | SR-112 Mid-Valley Highway - Tooele Blvd. | Widening | 3.3 | Principal Arterial | 0 | 2 | 4 | 100 | 100 | 1 | UDOT | \$31,800,000 | |
| 11 | Mid-Valley Highway SR-36 - I-80 | Corridor Preservation | 11.7 | Freeway | 0 | 0 | 4 | 0 | 200 | 1 | UDOT | \$12,300,000 | |
| 12 | Mid-Valley Highway SR-36 - I-80 | New Construction | 11.7 | Principal Arterial | 0 | 0 | 4 | 0 | 200 | 1 | UDOT | \$193,600,000 | |
| 13 | Mid-Valley Highway SR-36 - I-80 | New Construction | 11.7 | Freeway | 0 | 0 | 4 | 0 | 200 | 2 | UDOT | \$442,500,000 | |
| 14 | Tooele Blvd SR-36 - 1000 North/SR-36 | New Construction | 4.1 | Minor Arterial | 0 | 0 | 4 | 0 | 84 | 1 | Local | \$38,300,000 | |
| 15 | SR-36 South Depot Entrance - 500 South | Widening | 2.4 | Principal Arterial | 1 | 2 | 4 | 100 | 100 | 1 | UDOT | \$19,900,000 | |
| 16 | SR-36 Stockton - South Depot Entrance | Widening | 3.3 | Minor Arterial | 1 | 2 | 4 | 100 | 100 | 2 | UDOT | \$57,800,000 | |
| 17 | 400 West 1000 North - 3700 North | New Construction | 2.7 | Minor Arterial | 0 | 0 | 2 | 0 | 66 | 1 | Local | \$21,200,000 | |
| 18 | 1200 West 1000 North - 3700 North | New Construction | 2.7 | Minor Arterial | 0 | 0 | 2 | 0 | 66 | 1 | Local | \$21,200,000 | |