APPENDIX C

AIR QUALITY MEMORANDUM

REPORT NUMBER 21

DATE May 31, 2007

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2030 REGIONAL TRANSPORTATION PLAN

ABSTRACT The Transportation Equity Act (TEA-21) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit project in air quality non-attainment and maintenance areas as 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 Federal Transit Administration for their concurrence. This conformity analysis is being prepared under the final conformity regulations issued jointly by the EPA and USDOT on November 24, 1993, and the March 2006 Final Rule.

Based on the analysis present in this document, the 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 included in the 2030 RTP are found to conform.

Wasatch Front Regional Council
295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

Table of Contents

Page
A. Conformity Requirements 78
Conformity Process 78
Latest Planning Assumptions 79
Latest Emissions Model 79
Consultation Process 79
TCM Implementation 79
Emissions Budget 79
Currently Conforming Plan and TIP 80
Projects from a Conforming Plan and TIP 80
Regionally Significant 80
CO and PM_{10} "Hot Spot" Analysis 80
PM_{10} Control Measures 80
Other Conformity Requirements 81
B. Transportation Modeling 81
Planning Process 81
Travel Characteristics 82
Lane Miles 84
Peak and Off-Peak Speeds 85
Comparison of Modeled Speeds with Observed Data 85
C. Emission Modeling 86
I/M Programs 86
VMT Mix 86
Vehicle Weights 86
Post Model Adjustments 86
MOBILE6 Inputs 87
D. Conformity Determination 88
Salt Lake City CO Conformity 88
Ogden CO Conformity 88
Ogden CO Conformity 89
Salt Lake County PM10 Conformity 91
Salt Lake and Davis County Ozone Conformity 92
Appendix – 1 Definition of Regionally Significant Projects 95
Appendix – 3 Regionally Significant Highway and Transit Projects 99

List of Tables

Table C-1 Wasatch Front Region Non-attainment Designations 78
Table C-2 Summary of 2003 HPMS Factors 82
Table C-3 Travel Characteristics 83
Table C-4 Wasatch Front Lane Miles: 2001 - 2030 84
Table C-5 Percent of Trips by Purpose and Time of Day 85
Table C-6 Salt Lake County Modeled Speeds Compared to Observed Speeds 85
Table C-7 Inputs to Mobile6.2 87
Table C-8 Salt Lake City CO Conformity 88
Table C-9 Ogden CO Conformity 89
Table C-10a Ogden PM10 Conformity – Direct Particulates 90
Table C-10b Ogden PM10 Conformity – NOx Precursor 90
Table C-11 Salt Lake County PM10 Budgets 91
Table C-12a Salt Lake County PM10 Conformity – Direct Particulates 91
Table C-12b Salt Lake County PM_{10} Conformity – Nox Precursors 92

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 transportation projects that use federal funds, as well as "regionally significant" transportation projects sponsored by recipients of other federal funds, may not proceed 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 C-1 below.

TABLE C-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	Particulate Matter (PM_{10})

In September 2006 the EPA changed the 24-hour $PM_{2.5}$ standard from 65 $\mu g/m^3$ to 35 $\mu g/m^3$. Under this stricter standard, several areas along the Wasatch Front have experienced violations of the new $PM_{2.5}$ standard. The State Division of Air Quality will make recommendations to EPA in December 2007 regarding which areas in Utah should be designated as $PM_{2.5}$ non-attainment areas. EPA will make final non-attainment designations by December 2009 and these designations will be effective in April 2010. The following April (2011) WFRC will be required to make conformity determinations 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
- Latest emissions model
- Consultation
- Currently conforming plan and TIP
- CO and PM_{10} "hot spots"

- PM_{10} control measures

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

Latest Planning Assumptions

Current travel models are based on the latest available (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 during 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.

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, drafted a Conformity SIP document to outline the consultation procedures to be used in air quality and transportation planning. The Conformity SIP is in the approval process at the time of this writing and will be submitted to EPA for approval once the public comment process is completed. WFRC will follow the consultation procedures as outlined in the Draft Conformity SIP in the preparation of this conformity analysis. As part of the consultation procedures defined in the Draft 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 RTP and this Conformity Analysis were made available for public inspection and comment from April 6 to May 7, 2007, and were posted on the WFRC website at the beginning of the comment period. Notification of the comment period was sent by mail to interested stakeholders. In addition, open house meetings were held on April 11, May 3, and May 7, 2007 in Davis County, Salt Lake County, and Weber County respectively.

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 January 20, 2004 and this conformity determination is still valid. The existing TIP for the Wasatch Front Area was also found to conform and this was noted in a September 28, 2006 letter from FHWA and FTA.

Projects from a Conforming Plan and TIP

TIP Time Frame - All projects which must be started no later than 2012 in order to achieve the transportation system envisioned by the 2030 RTP are included in the 2007-2012 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 2005 Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, principal 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 PM_{10} "Hot Spot" Analysis

In addition to the regional emissions conformity analysis presented in this document, specific projects within carbon monoxide (CO) and particulate matter (PM_{10} 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 PM_{10} "hot spot" analysis. However, project sponsors are still required to prepare a qualitative analysis of localized PM_{10} impacts for the proposed project as part of their NEPA evaluation. FHWA has issued guidance on qualitative PM_{10} "hot spot" analysis to be used for the NEPA process. No $PM_{2.5}$ designations have been made for the Wasatch Front Region at this time.

PM_{10} 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 PM_{10} SIP, construction-related PM_{10} is not included in the inventory, nor is it included in the attainment demonstration or control strategies. Construction-related PM_{10} emissions are mentioned in qualitative terms in Section IX.A.7 of the SIP as a maintenance measure to preserve attainment of the PM_{10} 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 PM_{10} 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 within 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 three years FHWA and FTA conduct a comprehensive certification review. The certification review of 2005 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 three-year to five-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 model files used for this conformity analysis are available on request on compact disc.

The model VMT for 2004 is factored to match the 2004 VMT reported by UDOT through the HPMS data reporting system. The resulting 2004 HPMS adjustment factor (see Table C-2 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 C-2

Summary of 2004 HPMS Factors

	SALT LAKE CITY	OGDEN CITY	SALT LAKE COUNTY
Freeway/Ramp	0.837	0.919	0.977
Arterial	0.959	0.969	1.011
Local	2.695	3.501	2.395

Table C-3 summarizes the weekday vehicle miles traveled (VMT) for each non-attainment area and each horizon year in the regional emissions analysis. The HPMS adjusted average weekday VMT data shown in Table C-3 is adjusted further for winter and summer variations as part of the emission projection calculation. The speeds shown in Table C-3 are daily average and PM peak period average speeds provided as a means to compare changes in the transportation system over time. The actual 24-hour speed profile used by Mobile6.2 for arterials and freeways is available from WFRC upon request.

The travel characteristics of Table C-3 are based on all relevant transportation improvements including the regionally significant projects found in the 2030 Plan for the Wasatch Front Region.

The 1990 travel characteristics for Ogden City are added to Table C-3 because 1990 is the basis for conformity for Ogden City PM_{10} emissions in the absence of an approved SIP and budget. Previous modeling efforts for 1990 were based on speed and VMT assumptions that are inconsistent with present modeling methods (congested and free flow conditions versus AM, mid-day, PM and evening conditions). Therefore, the 1996 Ogden model speeds and VMT proportions by facility type (estimated for the October 2000 conformity analysis) are used here to estimate 1990 Ogden emissions.

TABLE C-3

		BASE YEAR		HORIZON YEAR		
		2004	2006	2015	2025	2030
Salt Lake City						
HPMS Weekday VMT						
Freeway		2,315,788	2,508,082	3,087,491	3,574,334	4,016,309
Ramp		77,280	84,551	98,250	110,824	121,168
Arterial & Collector		2,719,261	2,700,463	3,049,062	3,336,377	3,384,335
Local		952,295	949,510	1,108,008	1,254,097	1,318,240
Total		6,064,623	6,242,607	7,342,812	8,275,632	8,840,052
Average Speed						
Freeway - daily		61.6	61.6	59.2	57.6	57.1
Freeway - PM peak		55.9	55.9	50.7	47.8	47.0
Arterial - daily		29.1	29.1	27.0	25.9	25.5
Arterial - PM peak		26.2	26.2	23.6	21.4	21.3
Ogden City						
HPMS Weekday VMT	**(1990)**					
Freeway	79,724	134,782	128,266	158,795	180,875	185,135
Ramp	8,070	11,016	12,232	13,154	15,749	15,136
Arterial & Collector	773,181	940,504	992,859	1,139,849	1,303,821	1,312,702
Local	246,169	374,869	408,243	463,947	523,571	442,769
Total	1,107,144	1,461,171	1,541,600	1,775,744	2,024,015	1,955,742
Average Speed						
Freeway - daily	*64.3*	59.2	59.2	66.5	65.9	66.4
Freeway - PM peak	*63.3*	50.2	50.2	65.7	64.0	65.3
Arterial - daily	*33.6*	34.2	34.2	33.4	32.9	33.2
Arterial - PM peak	*30.8*	31.5	31.5	30.1	29.2	29.6
Salt Lake County						
HPMS Weekday VMT						
Freeway		8,902,999	9,810,788	12,542,626	16,016,686	17,605,194
Ramp		340,293	349,741	437,258	537,836	583,294
Arterial & Collector		11,302,074	11,476,734	13,493,202	14,892,609	15,648,764
Local		3,884,629	3,966,892	4,811,277	5,726,402	5,930,966
Total		24,429,995	25,604,155	31,284,362	37,173,533	39,768,218
Average Speed						
Freeway - daily		62.0	62.0	58.9	58.4	57.7

Freeway - PM peak		55.9	55.9	50.1	49.3	48.4
Arterial - daily		31.6	31.6	29.7	28.8	28.8
Arterial - PM peak		27.9	27.9	25.0	23.7	24.0

Lane Miles

Table C-4 below gives a summary of the number of freeway, ramp, and arterial lane miles provided in the highway network in each non-attainment area and for each horizon year. The number of lane miles is a useful indication of the growth of the highway infrastructure.

TABLE C-4

Wasatch Front Lane Miles: 2001 – 2030

	2006	2012	2015	2025	2030
Salt Lake County					
Freeway	732	749	890	999	1,048
Ramp	76	78	89	103	123
Arterial	2,316	2,358	2,377	2,566	2,768
Grand Totals	3,124	3,185	3,356	3,668	3,939
Salt Lake City					
Freeway	236	243	248	258	278
Ramp	29	29	29	29	34
Arterial	667	668	672	677	709
Grand Totals	932	940	949	964	1,021
Ogden					
Freeway	8	15	15	15	15
Ramp	3	3	3	4	4
Arterial	242	237	244	248	261
Grand Totals	253	255	262	267	280

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 varies for each time period. The percentages in Table C-5 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 C-5

Percent of Trips by Purpose and Time of Day

PURPOSE	AM		MID-DAY		PM		EVENING	
	FROM HOME	TO HOME	FROM E 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%
NHB	7%	NA	51%	NA	26%	NA	16%	NA
IXXI	20%	NA	29%	NA	26%	NA	25%	NA
COM	6%	NA	53%	NA	26%	NA	15%	NA
THRU	20%	NA	29%	NA	26%	NA	25%	NA

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 are summarized in Table C-6. Modeled speeds in Table C-6 are within +/- 7% of observed speeds.

TABLE C-6

Salt Lake County Modeled Speeds Compared to Observed Speeds

FUNCITONAL 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 enhanced I/M programs in Salt Lake County starting in 1998, and basic I/M programs in Weber County. 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 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:

Facility	Average Vehicle Weight (pounds)
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 C-7 below.

TABLE C-7

Inputs to Mobile6.2

		Non-Seasonal Values	
1	VMT Fractions (fleet mix)	Facility specific and year specific fleet mix profiles (or VMT mix) are found in the Mobile6 command file. See Conf07.in 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	
		Winter Values	*Summer Values*
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	WEAge05.d for Weber County SLAge05.d for Salt Lake County DAAge05.d for Davis County	
15	I/M Programs	Weber County years 2003-2050: WE03_50.txt Davis County years 2003-2050: WE03_50.txt Salt Lake County years 2003-2050: SL03_50.txt	

D. Conformity Determination

The following conformity findings for the 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 plane defines a motor vehicle emission budget for the years 2005 and 2019 of 278.62 tons/day. Table C-8 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 C-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 C-8

Salt Lake City CO Conformity

	b	*a*	*b*	*c*
Year	**2012**	**2019**	**2025**	**2030**
Budget (tons/day)	278.62	278.62	278.62	278.62
emission rate (grams/mile)	*14.33*	*11.43*	*10.67*	*10.48*
seasonal VMT	*6,811,664*	*7,557,447*	*8,106,562*	*8,662,868*
Projection* (tons/day)	107.65	95.25	95.38	100.06
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
** 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 plane defines a motor vehicle emission budget for the years 2005 and 2021 of 75.36 and 73.02 tons/day respectively. Table C-9 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 C-9 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 C-9

Ogden CO Conformity

	b	*a*	*b*	*c*
Year	**2012**	**2021**	**2025**	**2030**
Budget (tons/day)	75.36	73.02	73.02	73.02
emission rate (grams/mile)	*16.62*	*12.67*	*12.15*	*11.80*
seasonal VMT	*1,644,076*	*1,867,640*	*1,964,000*	*1,897,577*
Projection* (tons/day)	30.13	26.09	26.31	24.69
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
** 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 PM_{10} non-attainment area in August of 1995 based on PM_{10} violations in 1993 or earlier. Since a PM_{10} SIP for Ogden has not yet been approved by EPA, it must be demonstrated that Ogden PM_{10} 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).

PM_{10} emissions are present in two varieties referred to as primary and secondary PM_{10}. Primary PM_{10} 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 PM_{10} 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 PM_{10} emissions with sulfur oxides a distant second.

As summarized in Tables C-10a and C-10b, emission estimates for the 2030 RTP satisfy the "Build < 1990" test for primary PM_{10} (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 NOx precursor budget, and 2.28 tons/day for the direct PM10 budget. The 1990 primary PM_{10} estimate for Ogden City includes emissions from the unpaved access road to the Ogden landfill which was closed in 1998.

For projections of primary PM_{10} emissions, no credit was taken for a number of programs adopted since Ogden City last violated the PM_{10} 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 PM_{10} in Ogden City.

TABLE C-10a

Ogden PM10 Conformity – Direct Particulates

	d	*b*	*b*	*c*
Year	**2012**	**2015**	**2022**	**2030**
Budget-1990 (tons/day)	4.57	4.57	4.57	4.57
emission rate (grams/mile)	*1.20*	*0.89*	*0.51*	*0.38*
seasonal VMT	*1,644,076*	*1,723,100*	*1,891,730*	*1,897,577*
Projection* (tons/day)	2.18	1.69	1.07	0.79
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
** 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 C-10b

Ogden PM10 Conformity – NOx Precursor

	d	*b*	*b*	*c*
Year	**2012**	**2015**	**2025**	**2030**
Budget-1990 (tons/day)	2.28	2.28	2.28	2.28
tailpipe particulate rates (grams/mile)				
Gpm (gasoline particulates)	*0.0044*	*0.0041*	*0.0038*	*0.0037*
Ec (diesel elemental carbon)	*0.0049*	*0.0027*	*0.0008*	*0.0006*
Oc (diesel organic carbon)	*0.0025*	*0.0014*	*0.0004*	*0.0003*
Pbr (brake particulates)	*0.0125*	*0.0125*	*0.0125*	*0.0125*
Pti (tire wear particulates)	*0.0091*	*0.0091*	*0.0091*	*0.0091*
road dust particulate rates (grams/mile)				
Freeway road dust	*0.5400*	*0.5400*	*0.5400*	*0.5400*
Ramp Road dust	*0.5400*	*0.5400*	*0.5400*	*0.5400*
Arterial road dust	*0.8400*	*0.8400*	*0.8400*	*0.8400*
Local road dust	*0.8000*	*0.8000*	*0.8000*	*0.8000*
net emission rate - average all road & vehicle types -	*0.97*	*0.96*	*1.00*	*0.96*
seasonal VMT	*1,644,076*	*1,723,100*	*1,891,730*	*1,897,577*
Tailpipe Particulates (tons/day)	*0.06*	*0.06*	*0.06*	*0.05*
Road Dust Particulates	*1.69*	*1.77*	*2.02*	*1.96*
Projection* (tons/day)	1.75	1.83	2.08	2.02
Conformity (Projection < Budget?)	**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 PM_{10} 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 PM_{10} Conformity for an explanation of primary and secondary PM_{10} emissions). The State air quality rule R307-310 allows a portion of the surplus primary PM_{10} budget to be applied to the secondary PM_{10} budget for conformity purposes. Table C-11 below shows that budget adjustments were unnecessary for analysis years 2015, 2025, and 2030.

TABLE C-11

Salt Lake County PM10 Budgets

(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 C-12a and Table C-12b below demonstrate that projected mobile source emissions are within the emission budget defined in the SIP. The years listed in Table C-12a and Table C-12b 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 PM_{10} in Salt Lake County.

TABLE C-12a

Salt Lake County PM10 Conformity – Direct Particulates

	b	***b***	***c***
Year	**2015**	**2025**	**2030**
Budget (tons/day)	32.30	32.30	32.30
emission rate (grams/mile)	*0.77*	*0.32*	*0.27*
seasonal VMT	*30,629,058*	*36,414,101*	*38,963,912*
Projection* (tons/day)	25.90	12.89	11.43
Conformity (Projection < Budget?)	**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 C-12b

Salt Lake County PM_{10} Conformity – Nox Precursors

	b	b	c
Year	**2015**	**2025**	**2030**
Budget (tons/day)	40.30	40.30	40.30
tailpipe particulate rates (grams/mile)			
Gpm (gasoline particulates)	*0.0044*	*0.0041*	*0.0038*
Ec (diesel elemental carbon)	*0.0049*	*0.0027*	*0.0008*
Oc (diesel organic carbon)	*0.0025*	*0.0014*	*0.0004*
Pbr (brake particulates)	*0.0125*	*0.0125*	*0.0125*
Pti (tire wear particulates)	*0.0091*	*0.0091*	*0.0091*
road dust particulate rates (grams/mile)			
Freeway road dust	*0.5400*	*0.5400*	*0.5400*
Ramp Road dust	*0.5400*	*0.5400*	*0.5400*
Arterial road dust	*0.8400*	*0.8400*	*0.8400*
Local road dust	*0.8000*	*0.8000*	*0.8000*
net emission rate - average all road & vehicle types -	*0.84*	*0.82*	*0.82*
seasonal VMT	*30,629,058*	*36,414,101*	*38,963,912*
Tailpipe Particulates (tons/day)	*1.01*	*1.07*	*1.17*
Road Dust Particulates	*27.36*	*31.97*	*34.02*
Projection* (tons/day)	28.37	33.04	35.18
Conformity (Projection < Budget?)	**Pass**	**Pass**	**Pass**

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

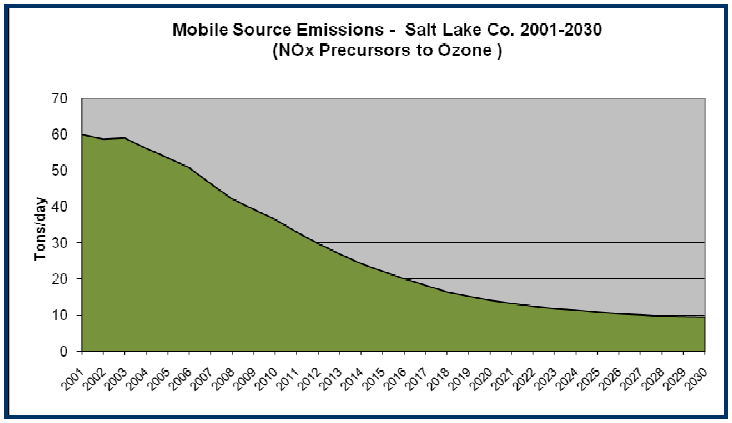
a- budget year, b - 10-year rule, c - last year of Plan, d - no budget 5-year rule

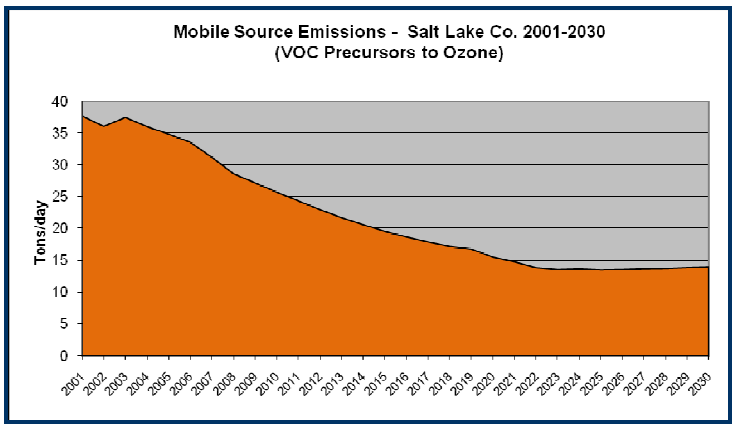
** Projection = Emission Rate x seasonal VMT, then divide by 453.5 to convert to pounds, then divide by 2,000 to convert to tons.*

Salt Lake 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. Salt Lake and Davis Counties have always shown conformity with past state requirements for ozone related emissions. Projections indicate a steady decrease in mobile source ozone related emissions as shown in the charts below.





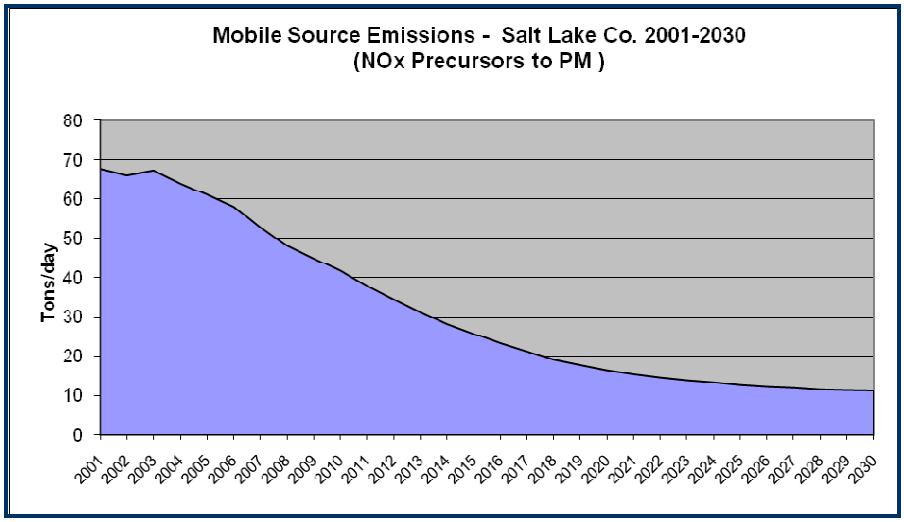
**Source: Mobile6.2 vehicle emission rates and projected vehicle miles of travel based on the Wasatch Front 2030 RTP.*

Particulate Matter ($PM_{2.5}$)

It is anticipated that portions of Weber, Davis, Salt Lake, and Tooele Counties will be designated as non-attainment areas under the new $PM_{2.5}$ standard (35 µg/m^3) that was established in 2006. The previous $PM_{2.5}$ standard was 65 µg/m^3 and the Wasatch Front Region was in attainment of the former standard. Official EPA non-attainment designations under the new stricter standard will be made the end of 2009 and conformity to the new standard will be required beginning in 2011.

By 2013 the State of Utah will be required to submit a new section of the State Implementation Plan (SIP) documenting how the state will meet the new $PM_{2.5}$ standard. Once the $PM_{2.5}$ SIP is approved by EPA, WFRC will be required to make a conformity determination verifying that transportation related emissions are within the limits established in the SIP. During the interim period from 2011 when $PM_{2.5}$ conformity is required and 2013 when emission limits are established in the SIP, WFRC will be required to establish conformity by demonstrating that future $PM_{2.5}$ emissions are lower than 2002 levels.

A conformity determination for $PM_{2.5}$ is not required for this RTP. However, for discussion purposes a projection of $PM_{2.5}$ related emissions is presented in the chart below to illustrate that $PM_{2.5}$ related emissions from on-road mobile sources are expected to continue their declining trend of the last several years thus making $PM_{2.5}$ conformity a reasonable expectation for transportation plans developed after 2011.



**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 guideway 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

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**

COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
Salt Lake County, East-West Facilities Continued					
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 Bangerter 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** Bangerter 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 Bangerter 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** Bangerter 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 Bangerter 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** Bangerter 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** Bangerter 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 / Bangerter Hwy. Connector** Mountain View Corridor to Bangerter 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 Bangerter 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	**Bangerter Highway Interchange** @ I-15	Upgrade ROW: 2006 - 150 ft. / 2030 - 150 ft.	Freeway / UDOT Bike Class - 0	2
Salt Lake	247	**Bangerter Highway Interchange** @ Redwood Road	New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft.	Freeway / UDOT Bike Class - 0 / Transit Project	2
Salt Lake	302	**Bangerter Highway Interchange** @ 2700 West	New Construction ROW: 2006 - 150 ft. / 2030 - 150 ft.	Freeway / UDOT Bike Class - 0	2
Salt Lake	248	**Bangerter 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

COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
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** 11800 South to 13400 South	New Construction - 0 to 4 Lanes ROW: 2006 - 0 ft. / 2030 – 66 ft.	Collector / 1.8 Miles / Local Bike Class - 0	3
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

COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
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
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 Sego 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** Sego 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 Drive** 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)** I-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

COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
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
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

COUNTY	ID #	PROJECT	DESCRIPTION		PHASE
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** 1900 West (SR-126) to 3500 West	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft.	M. Arterial / 2 Miles / UDOT Bike Class - 2,3	2
Weber	188	**5500 South/5600 South** 3500 West to 5900 West (Hooper)	Widening - 2 to 4 Lanes ROW: 2006 - 66 ft. / 2030 - 84 ft.	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** Bangerter Highway – 7200 West	Enhanced Bus	2
Salt Lake	SL22	**Sugarhouse Line** 2100 South TRAX Station - Highland Drive	Streetcar	3
Salt Lake	SL20	**Bangerter 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** 9th 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