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Transportation Coordinating Committee (Trans Com) Agenda

A meeting of Trans Com will be held on **Thursday, June 20, 2024, at 1:30 p.m.** at WFRC, 41 N Rio Grande Street, Salt Lake City, UT, and via Zoom. To join the meeting via Zoom [CLICK HERE](#); Webinar ID: 837 7270 7703; For mobile connectivity: +16694449171,,83772707703# US

The agenda will be as follows:

1. [ACTION](#): Approval of Minutes for April 25, 2024

2. Chair's Report

3. Public Comment

4. Transportation Improvement Program (TIP)

- a. [Report](#): Board Modifications to the 2024-2029 TIP
- b. [ACTION](#): Board Modifications to the 2024-2029 TIP
- c. [ACTION](#): Release of Draft 2025-2030 TIP and Air Quality Conformity Analysis for Public Comment

5. [Local Government Project Reports](#)

6. Other Business & Adjournment

Next Meeting: August 15, 2024

Upcoming Meetings & Events:

- NARC Annual Conference, June 23-26, 2024, Atlanta, GA
- WFRC Active Transportation Committee Meeting, August 13, 2024, 9:15 a.m.
- WFRC Regional Growth Committee Meeting, August 15, 2024, 9:15 a.m.

Informational materials can be located on WFRC's website at www.wfrc.org.

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (hearing impaired individuals may use Relay Utah by dialing 711) or email apearson@wfrc.org at least 72 hours in advance.

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

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

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

DATE: June 14, 2024
AGENDA ITEM: **4a**
SUBJECT: Report on Board Modifications to the 2024-2029 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

Since the last meeting of Trans Com, WFRC received requests to modify the current 2024-2029 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its May 23rd meeting and the Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ben Wuthrich, WFRC | 801-647-3228 | bwuthrich@wfrc.org

EXHIBIT:

2024-2029 TIP Amendment Seven Resolution

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

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2024-2029 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and

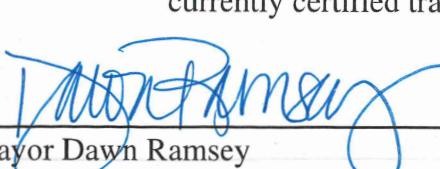
WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2024-2029 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

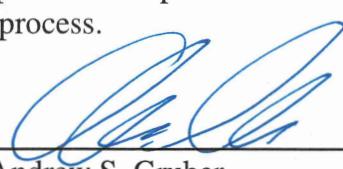
WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on May 23, 2024, and all comments were carefully considered,

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

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



Mayor Dawn Ramsey
Chair
Wasatch Front Regional Council



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 23, 2024

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

Additional Funding

Salt Lake Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|-------------|------------------|-------|---|------------------------------|--|------------------------|-------------------------|---------------------------|------------------|------|
| Salt Lake | West Valley | Cross Town Trail | 17869 | Cross Towne Trail; 2700 West to Bangerter Hwy | New Trail Construction | TAP_URB_WRFC (Transportation Alternatives Program - WFRC) | \$3,464,200 | \$751,555 | | | 2024 |
| | | | | | | LOCAL_GOV | | \$2,012,645 | <i>Additional Funding</i> | \$700,000 | |

The scope of the project is to install sidewalks in areas currently lacking them, bridging the trail gaps between Bangerter Highway and 2700 W, while also incorporating bike lanes along Parkway Boulevard. The bid opened and exceeded all project funding so this additional funding will cover the bid prices and allow for contingency on the project. All of the additional funding is coming from West Valley City.

| | | | | | | | | | | | |
|-----------|-------------|------------|-------|--|--|--|--------------|---|--|--|------|
| Salt Lake | West Jordan | 7800 South | 14830 | 7800 South; Mountain View Corridor to SR-111 | Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk | CMAQ_WFRC (Congestion Mitigation/ Air Quality (WFRC)) STP_URB_SL Surface Transportation Program - Urban Area Salt Lake (WFRC)) LOCAL_GOV | \$10,219,900 | \$1,461,300 \$4,719,511 \$2,839,089 | | | 2024 |
|-----------|-------------|------------|-------|--|--|--|--------------|---|--|--|------|

The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Improvements include sidewalks, landscaping, curb and gutter, striping, and constructing round-about intersections. In preparation for the project to advertise, the additional funding is coming from West Jordan.

| | | | | | | | | | | | |
|--------|--------|------------|-------|---|--|--|-------------|-------------|---------------------------|--------------------|------|
| Tooele | Tooele | Tom's Lane | 16588 | Tom's Lane South; Church Road to Cochran Lane | Extend Tom's Lane from Church Road to Cochran Lane and tying into Erda Way | STP_SU_JHC (Surface Transportation Program - Small Urban (Joint Highway Committee)) | \$2,608,867 | \$1,478,315 | | | 2024 |
| | | | | | | LOCAL_GOV | | \$107,350 | <i>Additional Funding</i> | \$1,023,202 | |

The scope of the project is to extend Tom's Lane to the south from Church Road to Cochran Lane and tying into Erda Way. The extension will be a 2 lane facility. During project design it has been determined that the project is underfunded to meet the project scope. These additional funds will allow the project to proceed forward meeting the original scope.

| | | | | | | | | | | | |
|---------|-----------|-------|-------|--------------------------------------|---|--|-----------|-----------|---------------------------|--------------------|------|
| Various | Statewide | Admin | 21395 | Grants Submittal Development FY 2024 | This funding will be used to develop grant submittals through the balance of the State Fiscal Year. | ST_TRANS_SOL (State Transportation Solutions) | \$350,000 | \$250,000 | <i>Additional Funding</i> | \$1,000,000 | 2024 |
|---------|-----------|-------|-------|--------------------------------------|---|--|-----------|-----------|---------------------------|--------------------|------|

During the SFY2023 period, UDOT submitted 21 discretionary grant applications. The total funds requested was \$351,262,127 and the Department received \$49,105,902 of additional federal aid. During the SFY2024 period to date, UDOT has submitted 30 discretionary grant applications & is working on 11 more. The total funds requested has been \$649,971,616 and the Department has received \$177,291,021 of additional federal aid, with \$197,716,067 still pending on current applications by USDOT. This funding will be used to develop grant submittals through the balance of the State Fiscal Year.

2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Scope Change

Salt Lake Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|---------|----------|-------|--|------------------------------|--|------------------------|-------------------------|---------------------|------------------------------|------|
| Salt Lake | UDOT | SR-171 | 19237 | 3300 South (SR-171); <i>Initial</i> - Highland Dr. to I-215 <i>Proposed</i> - Highland Dr. to 2700 E | 1" Mill and Overlay | STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide) | \$3,200,000 | \$3,200,000 | Scope Change | No Additional Funding | 2024 |
| | | | | | | ST_PVMT_LV2 (State Pavement - Level 2 Funds) | | | | | |

The initial project cost estimates have come back higher than the project value. The project team is requesting to reduce the limits of the project on 3300 South; Highland Drive to (I-215) (milepost 15.6) to Highland Drive to 2700 East (milepost 14.6). The remaining scope will be addressed in a future paving project when the work is necessary.

New Project

Statewide

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|---------|----------|-------|--|--|---|------------------------|-------------------------|---------------------|------------------------------|-----------|
| Statewide | UDOT | Various | 21946 | Statewide Bridge Inspection SNBI Data Update | Perform Program Management Services including administering, prioritizing, coordinating, collecting, identifying, checking, reviewing, and managing the efforts associated with the new SNBI program requirements. | ST_GF_BRIDGE (State General Fund - Bridge Program) | \$3,500,000 | \$0 | Scope Change | No Additional Funding | 2024-2029 |

In May 2022, an updated rule was published to the US Code pertaining to In-Service Bridge Inspections. As part of that update, the Specification for the National Bridge Inventory (SNBI) was introduced as the guide for federally mandated data items that are collected and reported for each structure. This change added 61 new data fields and updated around 90 more for each structure. UDOT is required to start reporting a mix of old and new data in 2026 with a finalized dataset in 2028 on over 3000 bridges. Based on a pilot effort the Structures Division has determined that significant support will be required to help transition existing data and collect new data. The Division is anticipating a two year effort and total cost of \$3,500,000. As the majority of existing data fields are affected, the Division is using this opportunity to perform an in-depth quality control check on inspection data to improve quality and consistency of data in downstream processes. The Department proposes to hire a consulting firm to perform program management services as well as additional consulting firms to assist with collecting inventory data from old plans and other resources to meet the federally mandated requirements. Services will include administering, prioritizing, coordinating, collecting, identifying, checking, reviewing, and managing the efforts associated with the new requirements.

2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Programs and Program Reset

Statewide Programs

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|---------|---------|----------|-----|------------------------|---|---------------------------------------|------------------------|----------------------------|-----------------------------|-------------------------------|-----------|
| Various | UDOT | Various | Var | Bridge Formula Program | Rehabilitation and Replacement of existing bridges to address deficiencies due to aging and deterioration | Bridge Formula Program (BFP) | \$350,000,000 | \$135,000,000 | Project Scope Change | \$ 45,000,000 Annually | 2022-2026 |
| | | | | | | LOCAL_GOV'T Local Government Funds | | As Required by Bridge Type | | | |

The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration. The five year program (FY22 to FY26) provides Utah with a minimum of \$45M per year. Federal funding has already been apportioned to Utah for this program. At the April 29, 2022 Transportation Commission meeting, the Commission approved the 'bridge list', a list of 90 bridges prioritized based on condition and load restrictions eligible for funding from the BFP. At this time the BFP currently has one bridge replacement complete, four under construction, and forty one bridges currently in design for replacement. Prior to requesting the approval of the FY25 BFP Projects, the Structures Division has re-evaluated the bridges currently on the list and recommends modifying the list as attached.

Justification:

After meeting with local bridge owners and further investigation it was determined that some of the bridges currently on the list:

- are not eligible for the BFP based on current ownership/maintenance agreements with canal companies, as the maintenance and replacement responsibility did not fall on a public entity
- have already been addressed either by the local owner or by another federal program
- are not as high a priority, based on most recent in-service condition inspections performed by the Structures Division

As a result, the Structures Division recommends removing eight local and two state owned bridges from the previously approved bridge list and replacing them with eight different local bridges and two different UDOT owned bridges. The local owner's have been contacted and informed of the proposed changes.

New Programs and Program Reset

Statewide Programs

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|---------|---------|----------|-----|----------------------------|------------------------------|-------------------------------|------------------------|-------------------------|---------------------|----------------------|------|
| Various | UDOT | Various | New | Various Statewide Programs | State Programs | ST_GF (State General Fund) | \$624,900,000 | \$0 | 2025 Program | \$624,900,000 | 2025 |

The funding levels for the State Programs are amended into the existing TIP each year in May prior to the new State Fiscal Year which begins July 1. These programs include funding levels for Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "State Programs funded with State and Federal Funds", for funding assignment and distribution.)

| | | | | | | | | | | | |
|---------|------|---------|---------|-------------------|---|---|-----------------|-----------------|----------------------------|------------------------|-----------|
| Various | UDOT | Various | Various | Various Locations | TIF funding is primarily used for improving or optimizing capacity and maintenance of projects built with TIF funding | ST_TIF (Transportation Investment Funds) | \$3,196,208.000 | \$1,065,918,600 | Fund Program Amount | \$2,130,289,400 | 2022-2030 |
|---------|------|---------|---------|-------------------|---|---|-----------------|-----------------|----------------------------|------------------------|-----------|

From the 2022 Utah General Legislative Session, House Bill 3 included the following language: "The Legislature intends that as projects are prioritized from funds appropriated to the Transportation Investment Fund by this item, the Transportation Commission consider highway projects as they are currently ranked by the Department of Transportation, that the Commission disperse projects statewide geographically, and that the Commission consider projects beyond the normal programming horizon."

In the March & May 2024 Programming Workshops, UDOT presented the list of the Transportation Investment Fund projects that, utilizing the established prioritization process described in Administrative Rule R940-6 (The Prioritization of New Transportation Capacity Projects.), are recommended for programming. The recommendation also includes funding additions to several previously programmed projects. (For specific projects please refer to the attached TIF Highway Projects Prioritized by Commission Table)

2024-2029 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Programs and Program Reset

Statewide Programs

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|---------|---------|----------|---------|-------------------|---|--|------------------------|-------------------------|----------------------------|----------------------|-----------|
| Various | UDOT | Various | Various | Various Locations | TTIF funding is primarily used for improving or optimizing transit capacity | ST_TTIF (Transit Transportation Investment Funds) | \$496,900,000 | \$212,000,000 | <i>Fund Program Amount</i> | \$227,900,000 | 2022-2027 |

In the March & May 2024 Programming Workshops, the Department presented the list of the Transportation Investment Fund projects that, utilizing the established prioritization process described in Administrative Rule R940-6 (The Prioritization of New Transportation Capacity Projects.), are recommended for programming. The recommendation also includes funding additions to previously programmed projects. (For specific projects please refer to the attached TTIF Transit Projects Prioritized by Commission Table)

| | | | | | | | | | | | |
|---------|------|---------|---------|-------------------|--------------------|--|--------------|-----|----------------------------|---------------------|-----------|
| Various | UDOT | Various | Various | Various Locations | Utah Trail Network | ST_TIF_ACTIVE (Active Transportation - Transportation Investment Funds) | \$94,900,000 | \$0 | <i>Fund Program Amount</i> | \$80,400,000 | 2024-2025 |
| | | | | | | LOCAL_GOVVT Local Government Funds | | \$0 | | \$14,500,000 | |

During the 2023 Utah legislative session the legislature passed SB 185. In that bill there is a provision that allocates \$45 million in on-going funding and \$45 million one-time funding to UDOT to build, operate and maintain a paved statewide trail network.

The vision is for UDOT to build and maintain a network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities. This network should be a comfortable and reliable option for those walking, biking or scooting. When built out, the network should create a regional trail spine, or backbone, with local facilities tying in wherever possible, making it seamless for someone to jump on for any distance they need.

Secondary benefits of this trail network include creating opportunities for people to be together outside. This trail network is called the Utah Trail Network or UTN. UDOT created a new Division, the Trails Division, to oversee this funding and implement the UTN program.

In the February 2024 Staff Update Meeting and March 2024 Programming Workshop, the Department recommended Utah Trail Network projects that would use the Active Transportation Investment Funding (ATIF) to evaluate, design, and construct trail projects. (For specific projects please refer to the attached UTN Projects Table Prioritized by Commission)

List of Bridge Projects Identified for the Bridge Formula Program

| Type | Bridge | Region | County | Owner | Location | Year Built | Status |
|--------------|---------|--------|------------------|----------------------|--|------------|--------------|
| Local Non FA | 001003C | 4 | Beaver County | Beaver County | Adamsville Bridge over the Beaver River | 1923 | |
| Local Non FA | 001010C | 4 | Beaver County | Beaver County | Navajo Trail over Beaver River | 1935 | Construction |
| Local Non FA | 003001F | 1 | Box Elder County | Box Elder County | Malad River Bridge, East of Portage | 1930 | Design |
| Local FA | 003004D | 1 | Box Elder County | Snowville Town | Deep Creek Bridge, West of Snowville (Snowville Town) | 1941 | Design |
| Local Non FA | 003017C | 1 | Box Elder County | Box Elder County | West Canal Bridge on 16600 North | 1950 | Add |
| Local Non FA | 003024C | 1 | Box Elder County | Box Elder County | 5600 W. 17600 N., GARLAND | 1948 | Design |
| Local Non FA | 003026F | 1 | Box Elder County | Box Elder County | West Canal Bridge, 2.5 miles east of Fielding | 1945 | Design |
| Local Non FA | 003028C | 1 | Box Elder County | Box Elder County | Corinne Canal Bridge, SE of Fielding | 1940 | Design |
| Local Non FA | 003034F | 1 | Box Elder County | Elwood Town | Malad River Bridge on the south side of Elwood | 1978 | Design |
| Local Non FA | 003037F | 1 | Box Elder County | Elwood Town | Malad River Bridge on the west side of Elwood | 1969 | Design |
| Local FA | 003040C | 1 | Box Elder County | Elwood Town | Malad River Bridge on the south side of I-15 (Elwood Township) | 1945 | Design |
| Local Non FA | 003064D | 1 | Box Elder County | Brigham City | Intersection Culvert at 300 E. and 300 N. | 1930 | |
| Local Non FA | 005034C | 1 | Cache County | Cache County | Truss Bridge, North of Trenton | 1925 | Add |
| Local Non FA | 007021D | 4 | Carbon County | Carbon County | Spring Canyon Wash Bridge at Spring Canyon | 1905 | |
| Local Non FA | 007027C | 3 | Carbon County | Carbon County | Price River Bridge Near Water Treatment Plant | 1914 | Add |
| Local Non FA | 011007F | 4 | Davis County | Clearfield City | Canal Bridge on 300 North St | 1965 | Remove |
| Local Non FA | 013007C | 3 | Duchesne County | Duchesne County | Duchesne River Truss Bridge, SE of Tabiona | 1942 | Design |
| Local Non FA | 013018C | 3 | Duchesne County | Duchesne County | Lake Fork Overflow Bridge, Boys Ranch Bridge | 1999 | Design |
| Local Non FA | 013053F | 3 | Duchesne County | Duchesne County | Duchesne River Bridge, 5 miles north of Duchesne | 1966 | Remove |
| Local Non FA | 013067A | 3 | Duchesne County | Duchesne County | Duchesne River Bridge in Hanna | 1952 | Design |
| Local Non FA | 017006C | 4 | Garfield County | Garfield County | Sevier River Bridge, on the No. edge of Panquitch | 1970 | Design |
| Local Non FA | 017024D | 4 | Garfield County | Garfield County | 4.5 MILES W. OF ESCALANTE | 1935 | Design |
| Local Non FA | 017035E | 4 | Garfield County | Garfield County | Henrieville Wash Culvert, south of Henrieville | 1974 | Design |
| Local Non FA | 019027F | 4 | Grand County | Grand County | Upper Windy Structure | 1987 | Remove |
| Local Non FA | 027003F | 4 | Millard County | Millard County | Sevier River Bridge, East of Lynndyl | 1960 | Remove |
| Local Non FA | 027005A | 4 | Millard County | Millard County | Central Utah Canal, SW of Leamington | 1935 | |
| Local Non FA | 027022F | 4 | Millard County | Millard County | Wilson Canal Bridge on 1500 No Road | 1973 | |
| Local Non FA | 033001A | 1 | Rich County | Rich County | Home Ranch Road over Saleratus Creek | 1935 | Design |
| Local Non FA | 033005C | 1 | Rich County | Rich County | Woodruff-Randolph Canal Bridge on Hatch Lane | 1952 | Design |
| Local Non FA | 033007C | 1 | Rich County | Rich County | Woodruff-Randolph Canal Bridge 6 mile south of Randolph | 1981 | Design |
| Local Non FA | 033016C | 1 | Rich County | Rich County | Crawford Lane Bridge over the Bear River | 1947 | Design |
| Local FA | 035003D | 2 | Salt Lake County | Riverton City | Utah & Salt Lake Canal on 13400 South | 1935 | Design |
| Local FA | 035026F | 2 | Salt Lake County | West Valley City | Utah & Salt Lake Canal on 6000 West St | 1978 | |
| Local FA | 035029F | 2 | Salt Lake County | West Valley City | Utah and Salt Lake Canal Bridge on 5400 west | 1980 | |
| Local FA | 035035F | 2 | Salt Lake County | Midvale City | Jordan and Salt Lake Canal Bridge on 8000 South | 1965 | Design |
| Local Non FA | 035036F | 2 | Salt Lake County | Sandy City | East Jordan Canal Bridge on 8000 S at 480 east | 1985 | Design |
| Local FA | 035047F | 2 | Salt Lake County | West Valley City | Utah and Salt Lake Canal Bridge on 4520 West St. | 1980 | |
| Local FA | 035051F | 2 | Salt Lake County | Sandy City | East Jordan Canal Bridge on 9400 S | 1980 | Design |
| Local FA | 035054D | 2 | Salt Lake County | West Jordan City | Jordan River Bridge on 7800 South | 1966 | |
| Local FA | 035057F | 2 | Salt Lake County | Draper City | 11400 So St in Draper over East Jordan Canal | 1987 | Design |
| Local FA | 035058F | 2 | Salt Lake County | Bluffdale City | Utah & Salt Lake Canal bridge on 14400 S | 1986 | |
| Local FA | 035066D | 2 | Salt Lake County | Holladay City | Big Cottonwood Creek Bridge at Cottonwood Mall (Holladay City) | 1936 | Design |
| Local FA | 035085F | 2 | Salt Lake County | Taylorsville City | Utah and Salt Lake canal Bridge on 2200 West | 1975 | |
| Local Non FA | 035097F | 2 | Salt Lake County | Salt Lake City | Jordan River Bridge on 500 South in Salt Lake | 1960 | Design |
| Local FA | 035100F | 2 | Salt Lake County | Salt Lake City | 200 South Over the Jordan River | 1956 | Design |
| Local FA | 035107F | 2 | Salt Lake County | Salt Lake City | 1500 West 650 North (Salt Lake City) | 1965 | Design |
| Local Non FA | 035118F | 2 | Salt Lake County | Taylorsville City | 4200 S Street in Taylorsville over No. Jordan Canal | 1970 | Design |
| Local Non FA | 035119F | 2 | Salt Lake County | West Valley City | 2495 south 1585 west over Brighton Canal | 1970 | |
| Local Non FA | 035123F | 2 | Salt Lake County | South Salt Lake City | Mill Creek Bridge on 200 East Street | 1972 | Design |
| Local FA | 035126F | 2 | Salt Lake County | South Salt Lake City | 300 East Bridge over Mill Creek in South Salt Lake | 1980 | Design |
| Local FA | 035131D | 2 | Salt Lake County | Holladay City | Jordan and Salt Lake Canal bridge on 5600 So. | 1940 | Design |
| Local Non FA | 035161F | 2 | Salt Lake County | Sandy City | Willow Green Circle Bridge over Little Cottonwood | 1995 | Construction |
| Local Non FA | 035162F | 2 | Salt Lake County | Sandy City | Cobble Canyon Lane Bridge over Little Cottonwood | 1995 | Construction |
| Local FA | 035211F | 2 | Salt Lake County | Sandy City | Jordan and Salt Lake Canal Bridge on 106th South | 1979 | Design |
| Local FA | 035212F | 2 | Salt Lake County | Sandy City | East Jordan Canal on 10600 South (Sandy City) | 1979 | Design |
| Local Non FA | 035218F | 2 | Salt Lake County | Taylorsville City | Utah & Salt Lake Canal Bridge in Taylorsville | 1990 | |
| Local Non FA | 041048D | 4 | Sevier County | Sevier County | Ivie Creek Bridge at Red Creek near I-70 MP 85.2 | 1951 | Complete |
| Local FA | 043007D | 2 | Summit County | Summit County | Smith-Morehouse Creek Bridge above Oakley (Summit County) | 1996 | Design |
| Local Non FA | 043013C | 2 | Summit County | Oakley Town | Bridge over Town Street East Side of Oakley | 1986 | |
| Local Non FA | 043022F | 2 | Summit County | Oakley Town | 1 Mile East of Oakley over Weber River | 1974 | |
| Local Non FA | 043090F | 2 | Summit County | Kamas City | 200 West over Weber Canal in Kamas | 1945 | Remove |
| Local FA | 043042F | 2 | Summit County | Francis City | 1200 South Over Weber-Provo Diversion Canal | 1960 | Remove |
| Local Non FA | 043043D | 2 | Summit County | Oakley Town | River Road over Weber River in Oakley | 1991 | |
| Local Non FA | 043044C | 2 | Summit County | Oakley Town | Millrace Road Southwest Side of Oakley | 1945 | |
| Local Non FA | 043048F | 2 | Summit County | Coalville City | Chalk Creek Bridge 50 North Street in Coalville | 1985 | |
| Local FA | 047039C | 3 | Uintah County | Uintah County | Brush Creek Canal Bridge, north of Jensen | 1985 | Construction |
| Local Non FA | 047050C | 3 | Uintah County | Uintah County | Willow Creek Bridge, 5.5 Mi. So. Buck Can. Jct. | 1987 | Add |
| Local Non FA | 047052C | 3 | Uintah County | Uintah County | Willow Creek Bridge, 4.5 Mi. So. Buck Can. Jct. | 1972 | Add |
| Local Non FA | 047058C | 3 | Uintah County | Uintah County | Willow Creek Bridge, 4 Mi. So. Buck Can. Jct. | 1975 | |
| Local Non FA | 047059C | 3 | Uintah County | Uintah County | Willow Creek Bridge, 12.5 Mi. So. Buck Can. Jct. | 1975 | Add |
| Local Non FA | 047060C | 3 | Uintah County | Uintah County | Willow Creek Bridge, 13 miles south Buck Can Jct. | 1975 | |
| Local Non FA | 047061C | 3 | Uintah County | Uintah County | Willow Creek Bridge, 13.5 Mi. So. Buck Can. Jct. | 1972 | Add |
| Local Non FA | 049001D | 3 | Utah County | American Fork City | American Fork Creek Bridge on 200 So. St. in AF | 1925 | Design |
| Local Non FA | 049044F | 3 | Utah County | Utah County | Spanish fork R.Bridge on 1100 E., SW of Spanish Fk. | 1985 | |
| Local Non FA | 049048G | 3 | Utah County | Salem City | Highline Canal Bridge on 800 West St. in Salem | 1935 | Remove |
| Local Non FA | 049056C | 3 | Utah County | Santaquin City | Highline Canal bridge on 200 E. St. in Santaquin | 1925 | |
| Local Non FA | 049069V | 3 | Utah County | American Fork City | 400 E over American Fork Creek | 1975 | Design |

| Type | Bridge | Region | County | Owner | Location | Year Built | Status |
|--------------|---------|--------|-------------------|-------------------|--|------------|--------|
| Local Non FA | 051006G | 3 | Wasatch County | Wasatch County | Main Canyon Creek Bridge, 1 miles above Wallsburg | 1985 | Remove |
| Local Non FA | 053023D | 4 | Washington County | Toquerville Town | Town Road over Wet Sandy Wash Bridge | 1924 | |
| Local Non FA | 053030F | 4 | Washington County | Washington County | Bonnie Reeder Bridge over North Creek | 1981 | |
| Local FA | 055006A | 4 | Wayne County | Wayne County | Timber Fremont River Bridge Northeast of Fremont | 1958 | Add |
| Local Non FA | 055007C | 4 | Wayne County | Wayne County | Bailey Bridge over the Fremont River by Hanksville | 1951 | Design |
| Local FA | 057001F | 1 | Weber County | Weber County | Warren Canal Bridge on 5900 West St in Weber Co | 1959 | Design |
| Local Non FA | 057028D | 1 | Weber County | Ogden City | Gramercy Avenue bridge over the Ogden River | 1915 | Design |
| Local Non FA | 057038C | 1 | Weber County | Weber County | North Branch of the south fork of the ogden river bridge | 1948 | Design |
| Local FA | 057040F | 1 | Weber County | Weber County | North Fork Bridge, east of Liberty | 1972 | Design |
| State-Owned | 0D 235 | 4 | Wayne County | UDOT | Fremont River Bridge, E. of Fruita | 1960 | |
| State-Owned | 0D 261 | 1 | Morgan County | UDOT | SR-167 Gordon Creek Bridge, east of Mountain Green | 1927 | |
| State-Owned | 0D 368 | 1 | Cache County | UDOT | SR-101 Little Bear River Bridge, east of Wellsville | 1934 | |
| State-Owned | 0D 375A | 4 | Sevier County | UDOT | SR-256 Sevier River Bridge north of Redmond | 1934 | |
| State-Owned | 0D 383 | 1 | Box Elder County | UDOT | Chase Slough Bridge on SR-13, northwest of Brigham City | 1935 | |
| State-Owned | 0D-561 | 3 | Duchesne County | UDOT | SR-35 over Duchesne River, north of Duchesne | 1958 | Remove |
| State-Owned | 0D 616 | 1 | Box Elder County | UDOT | Pocatello Valley Interchange | 1959 | Add |
| State-Owned | 0D 659 | 4 | Beaver County | UDOT | Beaver River Bridge on SR-21, West of Beaver | 1960 | |
| State-Owned | 0D-668 | 4 | Carbon County | UDOT | Willow Creek Bridge on SR-191, north of US-6 | 1962 | Remove |
| State-Owned | 0D 764 | 4 | Sevier County | UDOT | Clear Creek Bridge on US-89 | 1929 | Add |
| State-Owned | 0D 772 | 2 | Summit County | UDOT | Weber River Bridge at Henefer | 1968 | |
| State-Owned | 0E 1256 | 4 | Garfield County | UDOT | 11.6 MI E BRYCE CYN.JCT. | 1961 | |
| State-Owned | 0F 457 | 2 | Summit County | UDOT | Silver Creek Bridge in Wanship on SR-32 | 1980 | |
| State-Owned | 0F 464 | 2 | Summit County | UDOT | Provo River Bridge, East of Francis | 1981 | |

State Program Table

Programs Utilized to Preserve, Maintain, and Operate the Transportation Assets Owned by the State of Utah

| Program Summary (in Millions) | 2024 | 2025 | 2026 | 2027 |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|
| Pavement | \$ 198.5 | \$ 199.0 | \$ 205.0 | \$ 210.0 |
| Structures | \$ 78.0 | \$ 83.0 | \$ 86.0 | \$ 91.0 |
| Bridge Formula Program* | \$ 45.0 | \$ 45.0 | \$ 45.0 | \$ 45.0 |
| Reconstruction | \$ 70.0 | \$ 75.0 | \$ 77.0 | \$ 79.0 |
| Rail Division | \$ 2.1 | \$ 3.1 | \$ 3.2 | \$ 3.3 |
| Traffic & Safety | \$ 48.9 | \$ 50.5 | \$ 51.6 | \$ 52.9 |
| Traffic Management | \$ 25.4 | \$ 29.9 | \$ 31.7 | \$ 33.7 |
| Contingency | \$ 6.0 | \$ 6.0 | \$ 6.0 | \$ 6.0 |
| Planning Studies | \$ 0.9 | \$ 0.9 | \$ 0.9 | \$ 0.9 |
| Public Communication | \$ 0.8 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| Concept Development | \$ 0.6 | \$ 0.6 | \$ 0.6 | \$ 0.6 |
| Freight* | \$ 13.2 | \$ 13.4 | \$ 13.7 | \$ 13.7 |
| Transportation Alternatives* | \$ 4.3 | \$ 4.4 | \$ 4.5 | \$ 4.5 |
| Carbon Reduction* | \$ 4.3 | \$ 4.4 | \$ 4.5 | \$ 4.5 |
| PROTECT* | \$ 16.3 | \$ 14.7 | \$ 15.0 | \$ 15.0 |
| NEVI* | \$ 9.7 | \$ 9.7 | \$ 9.7 | \$ 9.7 |
| Workforce Development | \$ 0.8 | \$ 0.8 | \$ 0.8 | \$ 0.8 |
| Transportation Solutions | \$ 61.0 | \$ 84.5 | \$ 83.2 | \$ 74.0 |
| Total | \$ 585.8 | \$ 624.9 | \$ 638.4 | \$ 644.6 |

* These Programs are Federally Funded and Contain Specific Project Funding Requirements

| Previously Funded Year | Previously Approved |
|------------------------|-----------------------|
| Proposed Funding | Projected Programming |

TIF Highway Projects

| Area | Region | PIN | Project Description | Current Project Value | New Funding | Other Funds | Proposed Project Value |
|------|--------|-------|--|-----------------------|----------------|---------------|------------------------|
| WFRC | 1 | 19507 | I-84/ US-89 Interchange Reconstruction | \$ 60,000,000 | \$ 190,000,000 | | \$ 250,000,000 |
| | 1 | 21862 | I-15 Passing Lanes SR-13 to Honeyville | | \$ 19,000,000 | | \$ 19,000,000 |
| WFRC | 2 | 18448 | Bangerter Interchanges; 4100 S to California | \$ 570,000,000 | \$ 480,000,000 | | \$ 1,050,000,000 |
| | 3 | 13420 | Lehi 2100 North Freeway | \$ 279,600,000 | \$ 275,000,000 | | \$ 554,600,000 |
| | 3 | 20561 | Pioneer Crossing Operational Improvements | | \$ 77,000,000 | | \$ 77,000,000 |
| | 3 | 17450 | MVC; Cory Wride to 2100 North | | \$ 553,000,000 | | \$ 553,000,000 |
| | 3 | 13610 | Cory Wride Freeway; Ranches Pkwy to MVC | | \$ 459,000,000 | | \$ 459,000,000 |
| | 3 | 21601 | I-15 Passing Lanes Santaquin to Payson | | \$ 19,500,000 | | \$ 19,500,000 |
| | 4 | 18218 | I-15; Widening from Exit 6 to Exit 8 | \$ 68,700,000 | \$ 38,389,400 | \$ 87,618,600 | \$ 194,708,000 |
| | 4 | 21865 | I-15 SB Passing Lanes MP 16 to MP 20.2 | | \$ 19,400,000 | | \$ 19,400,000 |

TTIF Transit Projects

| Area | Region | PIN | Project Description | Current Project Value | New Funding | Other Funds | Proposed Project Value |
|------|--------|-------|--|-----------------------|----------------|---------------|------------------------|
| WFRC | 1 & 2 | 21926 | Davis/SLC Connector - Corridor Based BRT | \$ 0 | \$ 18,000,000 | \$ 57,000,000 | \$ 75,000,000 |
| WFRC | 2 | 21816 | S-Line Extension to Highland Dr. | \$ 12,000,000 | \$ 9,900,000 | | \$ 21,900,000 |
| WFRC | 2 | 21213 | FrontRunner Station at Point of the Mountain & Double-Tracking | \$ 200,000,000 | \$ 200,000,000 | | \$ 400,000,000 |

Utah Trails Network (UTN) May 2024

| Area | PIN | Project | County | UDOT Region | Project Funding Type | Existing (Local) Funding | Utah Trail Network Programming Amounts | Total Project Value | Project Length (miles) |
|------|-------|---|------------------|-------------|-------------------------------------|--------------------------|--|---------------------|------------------------|
| WFRC | 21911 | Hill Airforce Base; Three Gate Trail | Weber | 1 | Planning & Environmental Evaluation | \$ 0 | \$ 300,000 | \$ 300,000 | 8 |
| WFRC | 21910 | SR-108; 2050 North Trail Pedestrian Crossing | Davis | 1 | Construction Ready | \$ 2,700,000 | \$ 6,000,000 | \$ 8,700,000 | 0.3 |
| | 21894 | Blacksmith Fork River Trail; Ridgeline High School to Blackhawk Soccer Complex | Cache | 1 | Construction Ready | \$ 0 | \$ 4,000,000 | \$ 4,000,000 | 1.8 |
| | 21903 | Bear Lake Trail; Marina Extension | Rich | 1 | Construction Ready | \$ 0 | \$ 3,000,000 | \$ 3,000,000 | 0.8 |
| WFRC | 21908 | 3900/ 4100 South Shared Use Path; Jordan River Parkway Trail to West Temple | Salt Lake | 2 | Construction Ready | \$ 0 | \$ 10,000,000 | \$ 10,000,000 | 1.4 |
| WFRC | 21909 | Bingham Creek Trail; Bingham Creek Regional Park to Jordan River | Salt Lake | 2 | Construction Ready | \$ 5,000,000 | \$ 7,000,000 | \$ 12,000,000 | 5 |
| WFRC | 21886 | Welby Jacobs Canal Trail North - Riverton; 12600 South to 13800 South | Salt Lake | 2 | Construction Ready | \$ 3,000,000 | \$ 4,000,000 | \$ 7,000,000 | 1.5 |
| WFRC | 21897 | Jordan River Parkway Trail Connection at 1300 West in Bluffdale | Salt Lake | 2 | Construction Ready | \$ 0 | \$ 600,000 | \$ 600,000 | 0.5 |
| WFRC | 21901 | Bingham Creek Trail; Bingham Creek; Regional Park to Mountain View Corridor | Salt Lake | 2 | Construction Ready | \$ 0 | \$ 2,000,000 | \$ 2,000,000 | 1.3 |
| | 21912 | Phoston Spur Trail; US 40 to Park City @ Rail Trail; SR-248 Overcrossing and Paving | Wasatch / Summit | 2 | Planning & Environmental Evaluation | \$ 0 | \$ 600,000 | \$ 600,000 | 4.7 |
| | 21883 | Vineyard Connector/ 800 North Trail | Utah | 3 | Construction Ready | \$ 0 | \$ 5,000,000 | \$ 5,000,000 | 2.1 |
| | 21890 | Steinaker Service Canal Trail; Phase One | Uintah | 3 | Construction Ready | \$ 0 | \$ 4,500,000 | \$ 4,500,000 | 1.9 |
| | 21900 | Heber Valley Railroad (HVR) Rail Trail; Phases A & C | Wasatch | 3 | Construction Ready | \$ 0 | \$ 8,000,000 | \$ 8,000,000 | 1.8 |
| | 21913 | Deer Creek Reservoir Trail | Wasatch | 3 | Planning & Environmental Evaluation | \$ 0 | \$ 300,000 | \$ 300,000 | 6.7 |
| | 21884 | SR-130 Trail; Enoch to Cedar City | Iron | 4 | Planning & Environmental Evaluation | \$ 0 | \$ 300,000 | \$ 300,000 | 6.6 |
| | 21914 | Carbonville Road Trail; Helper to Price | Carbon | 4 | Planning & Environmental Evaluation | \$ 0 | \$ 300,000 | \$ 300,000 | 6.4 |
| | 21902 | US-89 Trail; Mt. Carmel Junction to Orderville | Kane | 4 | Construction Ready | \$ 0 | \$ 7,000,000 | \$ 7,000,000 | 5 |
| | 21904 | Moab Canyon Pathway; Extension to Raptor State Park | Grand | 4 | Construction Ready | \$ 1,300,000 | \$ 7,500,000 | \$ 8,800,000 | 3 |
| | 21906 | Colorado River Trail Gap | Grand | 4 | Construction Ready | \$ 2,500,000 | \$ 10,000,000 | \$ 12,500,000 | 0.7 |
| | | | | Totals: | | \$ 14,500,000 | \$ 80,400,000 | \$ 94,900,000 | 59.50 |

DATE: June 14, 2024
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Board Modifications to the 2024-2029 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2024-2029 Transportation Improvement Program (TIP). This modification requires action from Trans Com (as delegated by the Regional Council) and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

RECOMMENDATION:

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2024-2029 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich, WFRC | 801-647-3228 | bwuthrich@wfrc.org

EXHIBITS:

2024-2029 TIP Amendment Eight Resolution

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

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2024-2029 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake and the Ogden/ Layton Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan, are not regionally significant, are included in the 2024-2029 TIP, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on June 20, 2024, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

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

Mayor Mark Shepherd
Chair
Trans Com

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: June 20, 2024

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

Additional Funding

Ogden \ Layton Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|--------|---------|-----------|-------|------------------|---|---|------------------------|-------------------------|---------------------------|------------------|------|
| Davis | UDOT | 650 North | 21457 | 650 North & I-15 | Construct Dual Right Turn Lanes on 650 North to Southbound I-15 | R1_TSP (Region One Transportation Solutions Program) | \$1,800,000 | \$0 | <i>Additional Funding</i> | \$500,000 | 2024 |
| | | | | | | STP_FLX_ST STP - Flexible (Any Area) Statewide | | \$1,300,000 | | | |

This project will construct dual right turn lanes to accommodate the heavy traffic movement around Hill Air Force Base and is intended to be constructed this summer. The project has been advertised and the bids came in above the engineer's estimate. The cost increase is a result of the increased cost for traffic control and project mobilization cost. The request for additional funds would enable the Department to award the project.

Salt lake Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|-------------|-------------------|-------|------------------------|---|---|------------------------|-------------------------|---------------------------|--------------------|------|
| Salt Lake | West Jordan | Pedestrian Bridge | 16927 | 7000 South & 1500 West | Construct a Bicycle and Pedestrian Bridge | CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Area) | \$4,793,938 | \$1,057,158 | | | 2024 |
| | | | | | | STP_URB_SL Surface Transportation Program - Urban Area - Salt Lake | | \$442,843 | <i>Additional Funding</i> | \$1,935,014 | |
| | | | | | | LOCAL_GOV'T Local Government Funds | | \$108,924 | <i>Additional Funding</i> | \$1,250,000 | |

This project improves pedestrian and bicyclist safety and improves the traffic flow for an important arterial in the community. The location averages more than 500 pedestrian crossings a day. Lights currently alert traffic to a potential crossing but these are only activated during peak times. During off peak hours pedestrians needing to cross the street must do so without the aid of crossing guards or a light. The bridge would allow traffic to flow freely and provide pedestrians with a safe crossing over the arterial street. The project was originally planned to use a bridge that had been obtained from UDOT. After extensive analysis, it was determined that using that bridge would require extensive and costly retrofitting for length and load bearing, and the cost would be higher than constructing a new bridge. Other cost increases were as a result of 1 - The geotechnical evaluation found that the underlying soil conditions would require a deep foundation and the bridge needs to be designed to span the future width of 7000 South.

2024-2029 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

New Projects (FFY 2025 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current IIJA transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also to facilitate access for people with disabilities. • For the 2025 Program, Utah has 36 projects totaling \$2,920,254 in Federal Aid Funds and \$10,792,288, of Sponsor Matching Funds for a total of \$13,712,542 in New Project Value (15 projects totaling \$9,960,039, (\$1,264,253 in Trail Rec Funds), in the WFRC Area.)

| WFRC Area | | | | | | | |
|------------------------------------|---|--|--------------|------------|--------------------|------------------|--------------|
| Sponsor | Project Title | Concept/ Type of Improvement/ Location | | | Total Project Cost | Amount Requested | Award Amount |
| Non-Motorized | | | | | | | |
| Salt Lake Climbers Alliance (RRI) | Fixed Anchor Maintenance: Wasatch Rock Climbing Routes | The Wasatch has world-class rock climbing; the future of which depends on restoration of the vertical infrastructure. The Salt Lake Climbers Alliance's goal is to replace antiquated fixed anchors with sustainable hardware on highly trafficked climbing routes with professional work at height climbing technicians. The SLCA is the only professional anchor maintenance crew in the nation, thanks to the support of the Utah Division of Outdoor Recreation. We are also the leading experts providing training and resources to other climbing organizations and agencies across the nation and have been guest presenters at the Utah Trails Forum and other outdoor recreation conferences. This effort will ensure that the public will have invested interest and access to high quality climbing areas for the next 50+ years. | \$ 115,000 | \$ 107,000 | \$ 52,500 | | |
| Salt Lake Climbers Alliance | Climbing Access Trails in the Wasatch | Outdoor rock climbing has exploded in popularity. The Salt Lake Climbers Alliance seeks funding for two years of climbing access trail projects in Little Cottonwood and in American Fork Canyons, aimed towards high quality, stone masonry trail work done by hand and associated way-finding. This initiative also supports volunteer programs that will educate users through experiential, hands-on stewardship opportunities for a thriving climbing community. | \$ 151,500 | \$ 63,250 | \$ 63,250 | | |
| Friends of Herriman | Juniper Canyon Bike Park | Juniper Canyon Bike Park is a mountain bike skills park that will give bike users of all ages and abilities a safe and dedicated environment to develop their biking skills. The local school systems sponsor mountain bike teams that are continually looking for new ways to improve their rider's skills. The community will be enhanced through increased outdoor recreation opportunities and economic growth. | \$ 143,450 | \$ 59,603 | \$ 59,603 | | |
| Layton City | Kay's Creek Trail Pedestrian Overpass | A pedestrian overpass bridge is proposed to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station. Its location is within UTA's 1st Mile, Last Mile strategy to improve access to transit stations. Its placement serves as a critical link for extending the Kay's Creek Regional Trail system which travels in a northeast to southwest alignment from the mountains to the shorelands, connecting communities of South Weber and Kaysville. | \$ 7,931,614 | \$ 150,000 | \$ 150,000 | | |
| Jordan River Commission | Jordan River Basin Trails, Recreation, and Education Mobile App | The Jordan River Basin Trails, Recreation, and Education Mobile App project will enhance safety and environmental stewardship for users exploring the Jordan River Basin watersheds and trails. This will be accomplished by: 1. Updating existing data and migrating the eight separate watershed websites (currently connected through MyJordanRiver.org) into a single mobile application for Android and iOS mobile platforms. 2. Integrating new data from additional watersheds and mapping resources. 3. Enhancing user trail experience through curated and crowd-sourced environmental education. 4. Improving the "report an issue" function to enhance trail safety and education. 5. Promoting and distributing the new Mobile App to users. | \$ 90,000 | \$ 75,000 | \$ 75,000 | | |
| Trails Foundation of Northern Utah | TFNU 2024 / 2025 Trail Stewardship Project | The TFNU 2024/2025 Trail Stewardship Project is a collaboration of varying methods of trail use education, natural resource preservation and public trail stewardship. Through various means of trail use etiquette education, natural resources education, trail use safety, proper outdoor recreation education, volunteer training program development, and volunteer trail work implementation we believe we can bring about a positive user experience to nearly all outdoor enthusiasts, trail users and natural resource maintenance groups - resulting in better overall outdoor experiences. | \$ 270,870 | \$ 46,000 | \$ 46,000 | | |
| Utah Avalanche Center | Trail Conditions Reporting Project | The UAC requests funding to rebuild the website and mobile app to continue providing lifesaving avalanche forecasts and educational resources to winter, non-motorized backcountry recreationists. The website is like a "virtual trailhead kiosk" because it allows for the daily publication of safety information across the entire state from April to November. The UAC reports trail safety conditions through free avalanche and mountain weather forecasts and other public safety resources provided to winter backcountry users who create their own winter trails via skis, splitboards, snowshoes, or other non-motorized methods of travel. In addition to the daily forecasts, each season, we publish over 1,500 professional and crowd-sourced field reports on current conditions and avalanche activity. | \$ 52,084 | \$ 41,612 | \$ 41,612 | | |

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

New Projects (FFY 2025 Recreational Trails Program)

WFRC Area

| Sponsor | Project Title | Concept/ Type of Improvement/ Location | Total Project Cost | Amount Requested | Award Amount |
|--|---|--|--------------------|------------------|--------------|
| Non-Motorized | | | | | |
| Ogden Nordic | Grooming Equipment Storage and Maintenance Shed | Ogden Nordic grooms winter trails in North Fork Park for cross country skiing, fat biking and snowshoeing using snowmobiles and snowcats. This application is a request for funding to build an equipment maintenance and storage building. This is a critical addition to our operations | \$ 152,253 | \$ 108,000 | \$ 108,000 |
| USFS Uinta Wasatch Cache | FY2025 UWC Non-Motorized Trails Program | This project is for completing heavy trail maintenance and general maintenance on priority non-motorized trails on the Uinta-Wasatch-Cache during the 2025/2026 field season. The work will include new trail development, trail reconstruction, heavy tread work, realignments, drainage work and reroutes. The project also includes various trails for general maintenance. | \$ 274,000 | \$ 198,000 | \$ 198,000 |
| USFS Uinta Wasatch Cache | FY25 Uinta-Wasatch-Cache Trails Equipment | Purchasing of a mini-excavator that can fit down singletrack trails, attachments, and trailer for the mini-excavator and re-engineering one of the forests SWECO 480 Trail Dozers. | \$ 78,500 | \$ 60,000 | \$ 60,000 |
| Snyderville Basin Special Recreation District | UTV Purchase for grooming and other trail related projects. | Project will procure a new Polaris Ranger XD 1500 UTV to utilize for regular trail maintenance and other trail-related projects on our properties. Snyderville Basin owns and maintains over 180 miles of multi-sport and multi-use trails that operate year-round servicing the local community as well as visitors with world-class mountain biking, hiking, cross-country skiing, winter fat tire biking, and much more. This piece of equipment will be critical during the winter months as it will be used to pull a grooming apparatus. We specifically groom over 30 miles of trails in the winter time for the aforementioned multi-use. | \$ 41,201 | \$ 32,959 | \$ 32,959 |
| Trout Unlimited | Weber River Fishing Access Trailhead Crossover Replacement - Ph-2 | This project (Phase 2) will complete the fabrication and installation of five steel crossovers in locations along the Weber River for the public to cross over landowners' fences. Phase 1 of this project included the fabrication and installation of fifteen steel crossovers. Five of these were fabricated in late 2023 and installed. The remaining ten are in the final phase of fabrication (galvanizing) and will be completed by mid-April 2024 with installation completed by the end of June 2024. | \$ 9,930 | \$ 5,200 | \$ 5,200 |
| United States Forest Service - UWC National Forest - Salt Lake Ranger District | Gloria Falls Trail 2025- 2026 | The Gloria Falls waterfall has quickly become one of the most popular destinations on the Salt Lake Ranger District, especially for families or those looking for a short hike. However, it currently does not have an official trail and is accessed by a spiderweb of poor quality user trails. We would like to build a new, sustainable, high-quality Forest Service trail to Gloria Falls and close and rehabilitate the network of user trails. | \$ 187,500 | \$ 150,000 | \$ 150,000 |
| Farmington City | Farmington Lower Creek Trail | The Lower Farmington Creek Trail is a rustic, faint, narrow and often non-existing trail, exceeding 25% grades for extended sections. In its current state, the trail is not usable to most hikers and is not sustainable. This project will improve the existing Lower Farmington Creek Trail by rerouting it to create a safe, sustainable trail, accessible to all ability levels. | \$ 365,500 | \$ 144,850 | \$ 144,850 |
| Motorized | | | | | |
| Utah Avalanche Center | Trail Conditions Reporting Project | The Utah Avalanche Center (UAC) request grant funding to support our Trail Conditions Reporting Project for motorized regions around Utah. This project saves lives by rebuilding the website and mobile app to publish daily avalanche forecasts for eight regions across Utah. These forecasts are a public safety resource that helps prevent avalanche accidents. These online forecasts are analogous to posting a conditions update at every trailhead every winter day. Because this would be impossible, we post them to "virtual trailhead kiosks" via the internet and mobile-friendly app. Our current website and app must be rebuilt because the software platform is at the end of its life, and if we don't rebuild it, the website will not be able to function as a virtual trailhead kiosk. We request grant funding to rebuild the website and mobile app and ensure continued access to lifesaving avalanche safety information for motorized users. | \$ 96,637 | \$ 77,279 | \$ 77,279 |

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

New Project

Salt Lake / West Valley Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|--------|---------|----------|-----|------------------|------------------------------|----------------|------------------------|-------------------------|--------|----------------|------|
|--------|---------|----------|-----|------------------|------------------------------|----------------|------------------------|-------------------------|--------|----------------|------|

The Transportation Alternatives Program (TAP) includes projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school. Region 2 conducted an application process to determine eligible projects in the area utilizing the TAP funding for 2025 and requests approval to add these TAP projects to the current TIP/ STIP.

| | | | | | | | | | | | |
|-----------|--------|------------|-------|--|----------------------------|--|-----------|-----|--------------------|------------------|------|
| Salt Lake | Murray | 5400 South | 22015 | Murray Parkway; 5400 South to Sunberry Drive | Construct Missing Sidewalk | UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program) | \$490,000 | \$0 | New Funding | \$150,000 | 2025 |
|-----------|--------|------------|-------|--|----------------------------|--|-----------|-----|--------------------|------------------|------|

UDOT TAP Contribution \$150,000, Local Contribution \$340,000, Total Project Cost \$490,000

| | | | | | | | | | | | |
|-----------|-----------|-----------|-------|-------------------------------|----------------------------|--|----------|-----|--------------------|-----------------|------|
| Salt Lake | Millcreek | 2700 East | 22018 | Springhollow Drive; 2700 East | Construct Missing Sidewalk | UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program) | \$66,750 | \$0 | New Funding | \$40,000 | 2025 |
|-----------|-----------|-----------|-------|-------------------------------|----------------------------|--|----------|-----|--------------------|-----------------|------|

UDOT TAP Contribution \$40,000, Local Contribution \$26750, Total Project Cost \$66750

| | | | | | | | | | | | |
|-----------|------------------|------------|-------|-------------------------|---|--|-----------|-----|--------------------|------------------|------|
| Salt Lake | Salt Lake County | Creek Road | 22016 | Creek Road at 2162 East | Construct Missing Sidewalk, Curb and Gutter on south side | UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program) | \$184,000 | \$0 | New Funding | \$110,000 | 2025 |
|-----------|------------------|------------|-------|-------------------------|---|--|-----------|-----|--------------------|------------------|------|

UDOT TAP Contribution \$110,000, Local Contribution \$74,000, Total Project Cost \$184,000

| | | | | | | | | | | | |
|-----------|--------------------|------------|-------|--|---|--|-----------|-----|--------------------|------------------|------|
| Salt Lake | Cottonwood Heights | Creek Road | 22017 | Creek Road at 2175 East and 7425 South | Construct Missing Sidewalk, Curb and Gutter on north side | UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program) | \$262,000 | \$0 | New Funding | \$150,000 | 2025 |
|-----------|--------------------|------------|-------|--|---|--|-----------|-----|--------------------|------------------|------|

UDOT TAP Contribution \$150,000, Local Contribution \$112,000, Total Project Cost \$262,000

| | | | | | | | | | | | |
|-----------|-------------|------------|-------|------------------------------------|----------------------------|--|----------|-----|--------------------|-----------------|------|
| Salt Lake | West Valley | 3650 South | 18823 | 3650 South; 2700 West to 3200 West | Construct Missing Sidewalk | UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program) | \$84,000 | \$0 | New Funding | \$50,000 | 2023 |
|-----------|-------------|------------|-------|------------------------------------|----------------------------|--|----------|-----|--------------------|-----------------|------|

UDOT TAP Contribution \$50,000, Local Contribution \$34,000, Total Project Cost \$84,000

DATE: June 14, 2024
AGENDA ITEM: 4c
SUBJECT: **ACTION:** Release of Draft 2025-2030 TIP and Air Quality Conformity Analysis for Public Review and Comment
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council is responsible for developing a Transportation Improvement Program (TIP), a six-year program of highway, transit, and active transportation projects funded by federal, state, and local revenues. The WFRC staff has worked with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the cities and counties in the region to compile the list of proposed projects for inclusion in a draft 2025-2030 TIP.

In accordance with good practice and federal requirements, WFRC staff would like to provide the public with an opportunity to review and comment on the TIP for a period of at least 30 days. In addition, the TIP must be approved by the Regional Council, financially constrained, and found to conform with state air quality plans.

The accompanying tables represent the draft 2025-2030 TIP proposed projects for the Salt Lake and the Ogden/ Layton Urbanized Areas (see Exhibits 1-3). The WFRC staff has determined that the Draft 2025-2030 TIP conforms to State air quality plans (see Exhibit 4). Staff intends to make the draft TIP and air quality conformity determination available for public review and comment during the month of July.

RECOMMENDATION:

The WFRC staff recommends that Trans Com make a motion “to approve releasing the draft TIP and air quality conformity determination for public review and comment.” This will allow a final 2025-2030 TIP to be approved by the Regional Council in August.

CONTACT PERSON:

Ben Wuthrich, WFRC | 801-647-3228 | bwuthrich@wfrc.org

EXHIBITS:

Exhibit 1 – Draft Project lists for which WFRC has primary responsibility:

List of Projects for the Urban Surface Transportation Program (STP)

List of Projects for the Congestion Mitigation/ Air Quality (CMAQ) Program

List of Projects for the Transportation Alternatives Program (TAP)

List of Projects for the Carbon Reduction Program (CRP)

*** The above 4 lists include the new projects approved by the Regional Council at their May meeting***

Exhibit 2 – Draft Project list for which UDOT has primary responsibility:

List of projects receiving state and other Federal Highway Administration funds

Exhibit 3 – Draft Project list for which UTA or UDOT has primary responsibility:

List of projects receiving Federal Transit Administration (FTA) funds

Exhibit 4 – Draft Air Quality Memorandum 42a

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

For the

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

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

Additional attachments include;

- Glossary of Federal Funding Types
- Other Federal-Aid Funded and State Funded Projects
- Transit Funded Projects
- Air Quality Memo 42a

Surface Transportation Program (STP) Funded Projects

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

For the

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

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|-----------------------------|---------------------------|----------------------------|-------------------------------------|---|---|-------------------|------------------------------|--------------------------|------------------------|--------------|--|--------------|------------------|-----------------------------|--------------------------------|---------------------|------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake Urban Area | | | | | | | | | | | | | | | | | |
| Salt Lake | Bluffdale | F-LC35 (249) | 13112 | Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east | New Construction | 2014 | \$ 6,474,700 | \$ 9,047,363 | \$ 9,047,363 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bluffdale | | 16929 | 14600 South Railroad Bridge | Engineering study of alternatives to replace/ improve existing one-lane railroad crossing | 2018 | \$ 128,600 | \$ 102,736 | \$ 102,736 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bluffdale | | 16943 | 14600 South; Railroad Bridge to Redwood Road | Construct Sidewalk and Bike lanes | 2018 | \$ 1,142,000 | \$ 1,064,687 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,064,687 | \$ - | \$ - | \$ - |
| Salt Lake | Cottonwood Heights | | 8601 | Wasatch Boulevard & 7650 South | Park-n-Ride Lot | 2010 | \$ 1,357,503 | \$ 1,144,401 | \$ 1,140,469 | \$ 3,932 | | | | | | | \$ - |
| Salt Lake | Cottonwood Heights | Newproject-S_STP-014(2021) | 18816 | | Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist | 2021 | \$ 487,200 | \$ 444,894 | \$ - | \$ - | \$ 444,894 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Cottonwood Heights | Newproject-001(2020) | 18816 | New Title - Bengal Blvd; Highland Dr to 2160 E Bengal Boulevard & Highland Drive Intersection | Intersection Improvements - Turning movements & Bike Lanes | 2020 | \$ 1,657,000 | \$ 1,544,821 | \$ 9,323 | \$ 250,000 | \$ 1,285,498 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Cottonwood Heights | Newproject-S_STP-01(2023) | 21198 | Fort Union Blvd; Pippen Drive to 3160 East | Reconstruct Roadway with improvements to bike and pedestrian facilities | 2024 | \$ 5,692,100 | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500,000 | |
| Salt Lake | Draper | NEWPROJ() | 16923 | 1300 East; Wayne's World to Nashi Lane | Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders | 2018 | \$ 4,400,000 | \$ 3,770,000 | \$ 3,770,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Draper | New Project - 004() | 17807 | Lone Peak Parkway; 12650 South to 12300 South | Roadway Realignment & Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk | 2019 | \$ 5,140,000 | \$ 3,980,000 | \$ - | \$ 350,000 | \$ 3,630,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Draper | Newproject-007(2020) | 18822 | Fort Street; Pioneer Road to 13200 South | Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes | 2020 | \$ 4,451,100 | \$ 3,234,467 | \$ - | \$ - | \$ - | \$ 3,234,467 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Draper | Newproject-S_STP-02(2023) | 21199 | Pioneer Road; 1300 East to 1650 East | Reconstruct with Minor Widening to include 2 travel lanes, paved shoulders, curb & gutter, park strips, and sidewalks | 2024 | \$ 4,954,300 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,000,000 | |
| Salt Lake | Emigration Metro Township | Newproject-S_STP-06(2023) | 21203 | Emigration Canyon; 5655 Emigration Canyon Rd to 9698 Emigration Canyon Rd | Strategic Minor widening and Safety Improvements | 2024 | \$ 6,518,900 | \$ 3,000,000 | \$ - | \$ 10,000 | \$ 2,990,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Herriman | Newproject-S_STP-04(2023) | 21201 | 13400 South; 6000 West to 6400 West | Reconstruct, Widen to include additional travel lanes, shoulders, curb & gutter, bike and pedestrian facilities | 2024 | \$ 8,910,700 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,000,000 | |
| Salt Lake | Holladay | NEWPROJ() | 14041 | Highland Drive; Spring Lane to Fardown Avenue | Phase I Highland Drive Corridor Renovation | 2015 | \$ 3,346,233 | \$ 2,243,673 | \$ 2,243,672 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Holladay | NEWPROJ() | 14828 | Highland Drive; Arbor Lane to Van Winkle Expressway | Study to Address Traffic Volumes, Expanded Transit Service, Increase Bicycle & Pedestrian use and safety | 2016 | \$ 183,800 | \$ 171,357 | \$ 171,357 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|---------------------|----------------------------|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|--------------|------------------|-----------------------------|--------------------------------|---------------------|--------------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Holladay/ Millcreek | Newproject-S_STP-010(2021) | 19677 | Murray-Holladay Road Full Stop Pedestrian Crossing | Construct T-intersection and add a new full traffic stop pedestrian crossing | 2021 | \$ 417,200 | \$ 388,956 | \$ 350,060 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Kearns | Newproject-S_STP-012(2021) | 19679 | Cougar Lane; Niagara Way to Kearns High Drive | Widen to accommodate a second travel lane and maintain existing bike lane | 2021 | \$ 2,804,000 | \$ 2,114,169 | \$ 282,487 | \$ 117,513 | \$ 1,714,169 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Magna | NEWPROJ() | 15912 | 2700 South/ 2810 South at 8000 West Realignment | Realign intersections to improve safety and connectivity and relocate a midblock school crossing to the new realignment. | 2017 | \$ 3,667,280 | \$ 3,419,005 | \$ - | \$ - | \$ - | \$ 1,203,189 | \$ - | \$ 2,215,816 | \$ - | \$ 2,216,194 | |
| Salt Lake | Magna | NEWPROJ() | 16928 | 8000 West; 2600 South to 3100 South | Construct sidewalk, curb, gutter, and shoulder improvements on the west side | 2018 | \$ 1,346,700 | \$ 1,255,528 | \$ 509,323 | \$ 746,205 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Magna | Newproject-011(2020) | 16928 | 8000 West; SR-201 to 3100 South (Original PIN 18826) | Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes | 2020 | \$ 2,679,000 | \$ 2,497,632 | \$ - | \$ - | \$ 2,497,632 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,500,000 |
| Salt Lake | Magna | Newproject-S_STP-05(2023) | 21202 | 2700 South; 8054 West to 8000 West | Construct curb, gutter, and sidewalk on north side of 2700 South | 2024 | \$ 3,521,100 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,000,000 | |
| Salt Lake | Midvale | Newproject-S_STP-06(2022) | 20314 | Tuscany View Road Extension;800 West to Holden Street | New Roadway Construction including curb & gutter, sidewalk, ADA ramps, and storm drain | 2022 | \$ 6,109,100 | \$ 3,565,816 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,565,816 | \$ - | \$ - | |
| Salt Lake | Midvale/ UDOT | New Project - 009() | 17841 | 7200 South and 300 West | Intersection and Signal Improvements | 2019 | \$ 323,000 | \$ 287,148 | \$ 287,148 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | NEWPROJ() | 15911 | 900 East; 3900 South to 4500 South | Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations. | 2017 | \$ 6,770,136 | \$ 3,311,798 | \$ 3,311,797 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | NEWPROJ() | 15911 | 900 East; 3900 South to 4500 South | Reconstruct w/ improvements to curb, gutter, sidewalk, ADA ramps, bicycle facilities, lighting and utility pole relocations. | 2017 | \$ - | \$ 3,000,000 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | NEWPROJ() | 16930 | 3900 South; 2300 East to Wasatch Blvd | Reconstruct and Widen to include center turn lane, curb, gutter, sidewalk, and shoulders | 2018 | \$ 8,652,500 | \$ 4,000,000 | \$ 4,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | Newproject-012(2020) | 18827 | 3800 South Skyline HS; Virginia Way to Birch Drive | Reconstruct with operational Improvements with turning restrictions and construction of a roundabout to increase safety | 2020 | \$ 2,082,000 | \$ 1,801,204 | \$ 1,801,204 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | Newproject-S_STP-003(2021) | 19631 | 1300 East; 4220 South to 4500 South | Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain | 2021 | \$ 3,485,800 | \$ 3,000,000 | \$ 591,078 | \$ 2,408,922 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | Newproject-S_STP-02(2022) | 20310 | 1300 East: 3300 South to 3600 South | Roadway Reconstruction including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain | 2022 | \$ 6,965,120 | \$ 3,715,816 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,715,816 | \$ - | \$ - | |
| Salt Lake | Millcreek | Newproject-S_STP-03(2023) | 21200 | 2000 East; 3300 South to Atkin Ave | Reconstruct curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping existing ditch | 2024 | \$ 8,347,800 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,000,000 | \$ 1,500,000 | |
| Salt Lake | Murray | NEWPROJ() | 14923 | Vine Street; 1300 East to Van Winkle Expressway | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2016 | \$ 6,209,850 | \$ 2,641,799 | \$ 2,641,799 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|---------------------------------------|----------------------------|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|--------------|------|------------------|-----------------------------|--------------------------------|--------------|--|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Location/ Limits | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | | |
| | | | | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Salt Lake | Murray | NEWPROJ() | 14923 | Vine Street; 1300 East to Van Winkle Expressway | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2016 | \$ 2,508,199 | \$ 2,508,199 | \$ 2,508,199 | \$ 2,508,199 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Murray | New Project - 007() | 17838 | Winchester and 700 West | Intersection and Pedestrian Improvements | 2019 | \$ 2,753,900 | \$ 2,567,461 | \$ 50,000 | \$ 2,517,461 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Murray | Newproject-S_STP-05(2022) | 20313 | 5600 South; 900 East to 1300 East | Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, and installation of new storm drain | 2022 | \$ 8,578,800 | \$ 5,065,816 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,065,816 | \$ - | \$ 2,500,000 | |
| Salt Lake | Riverton | NEWPROJ() | 15913 | 4150 West; 12600 South to 13400 South | Construct a 4-lane concrete street with center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals. | 2017 | \$ 17,712,800 | \$ 6,199,225 | \$ 6,199,225 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | F-2076(1) | 11083 | 1300 East; 1300 South to 2100 South | Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk | 2012 | \$ 11,099,000 | \$ 7,106,709 | \$ 7,106,709 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Transfer to FTA | 14932 | 300 North & 500 West | New Construction - Pedestrian/ Bicycle Railroad Overpass | 2016 | \$ 5,462,000 | \$ 2,900,000 | \$ 2,900,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | NEWPROJ() | 15908 | 1300 East/ Richmond; 2100 South to Southern City Boundary (PIN was 16924) | Reconstruct with improvements to Drainage, Curb, Gutter, Sidewalk, and Shoulder | 2018 | \$ 4,975,600 | \$ 4,300,000 | \$ 2,000,000 | \$ 2,300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,500,000 | |
| Salt Lake | Salt Lake City | NEWPROJ() | 15908 | 1300 East; 2100 South to Highland Drive | Pavement Rehabilitation including curb, gutter, and pedestrian improvements | 2017 | \$ 3,901,300 | \$ 3,548,613 | \$ 1,548,613 | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Newproject-013(2020) | 17850 | Westside Multimodal Transit Hub; North Temple Area between 900 West & Redwood Road | Construct a new intermodal center/ bus hub to connect TRAX Green Line to bus routes and alternative transportation | 2020 | \$ 3,936,600 | \$ 2,270,092 | \$ - | \$ - | \$ - | \$ 2,270,092 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Newproject-S_STP-005(2021) | 19633 | 700 North; 2200 West to Redwood Rd (1700 West) | Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain | 2021 | \$ 4,680,600 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Newproject-S_STP-01(2022) | 20309 | 900 West; North Temple to 600 North | Roadway Reconstruction including improvements to enhance transit, pedestrian, bicycle, and access to opportunities for residents | 2022 | \$ 7,688,865 | \$ 6,215,816 | \$ - | \$ - | \$ - | \$ 3,215,816 | \$ - | \$ - | \$ 3,000,000 | \$ - | \$ - | |
| Salt Lake | Salt Lake County | NEWPROJ() | 14036 | Salt Lake County Area Signal Detection Upgrade Suggest (ATSPM Implementation (Advance Traffic Signal Performance Metrix)) | Improve Signal Detection and Coordination by ITS Measures | 2015 | \$ 3,657,400 | \$ 1,842,009 | \$ 1,842,009 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake County | NEWPROJ() | 17493 | Salt Lake County Area Signal Detection Upgrade | Improve Signal Detection and Coordination by ITS Measures | 2015 | \$ 3,657,400 | \$ 1,521,846 | \$ 1,521,846 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake County/ West Valley/ Kearns | F-2240(2)0 | 11085 | 4700 South; 4000 West to 5600 West | Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk | 2012 | \$ 23,675,426 | \$ 14,175,040 | \$ 14,175,040 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Sandy | F-0089 (392)0 | 13114 | 9270 South & State Street; 150 East to State Street | Intersection Improvements and Signal Installation | 2014 | \$ 7,332,000 | \$ 5,810,094 | \$ 5,810,094 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Sandy | NEWPROJ() | 16921 | Monroe and 90th Street (SR-209) | Intersection Improvements - dual left turns in all directions | 2018 | \$ 6,145,100 | \$ 4,433,075 | \$ 4,433,075 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|-----------------------|---|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|--------------|------------------|-----------------------------|--------------------------------|---------------------|------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Sandy & Draper Cities | NEWPROJ() | 14035 | Highland Drive EIS | Environmental Study to determine Project Purpose and Needs | 2015 | \$ 4,680,000 | \$ 4,300,000 | \$ | \$ | \$ - | \$ - | \$ - | \$ 4,300,000 | \$ - | \$ - | \$ - |
| Salt Lake | Sandy, Midvale | Newproject-S_STP-002(2021) | 19630 | 9000 South & 700 West Southbound Dual Left Lanes | Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements | 2021 | \$ 6,831,560 | \$ 1,529,729 | \$ | \$ | \$ - | \$ - | \$ - | \$ 1,529,729 | \$ - | \$ - | \$ - |
| Salt Lake | South Jordan | NEWPROJ() | 14040 | | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2015 | \$ 4,505,900 | \$ 6,428,155 | \$ 6,428,155 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Jordan | NEWPROJ() | 15910 | 2700 West; 10000 South to 10200 South | Reconstruction with minor widening to 3-lanes; including improvements to Curb, Gutter, Sidewalk, Parkstrips, Shoulders, and Streetlights | 2017 | \$ 1,053,200 | \$ 777,788 | \$ 777,788 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Jordan | NEWPROJ() | 15914 | Riverfront Parkway; 11050 South 11400 South | Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights. | 2017 | \$ 1,840,900 | \$ 1,632,271 | \$ 186,544 | \$ | \$ - | \$ 1,445,727 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Jordan | New Project - 005() | 17836 | Bacchus Highway (SR-111); 10200 South to 10700 South | Reconstruct existing roadway and improve the vertical curve to increase site distance | 2019 | \$ 2,301,300 | \$ 2,145,502 | \$ | \$ 1,930,952 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Jordan | Newproject-006(2020) | 18821 | 1300 West & White Peach Drive (11170 South) | Install a Signal at the T-intersection | 2020 | \$ 460,800 | \$ 429,604 | \$ 368,390 | \$ 61,214 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Jordan | Newproject-S_STP-009(2021) | 19676 | 1300 West & Shield's Lane Intersection Improvements | Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes | 2021 | \$ 3,775,900 | \$ 3,020,272 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,020,272 | \$ - | \$ - |
| Salt Lake | South Jordan | Newproject-S_STP-03(2022) | 20311 | 4000 W / South Jordan Parkway Intersection Improvements | Project to improve intersection visibility by; - One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & West approach | 2022 | \$ 5,152,400 | \$ 4,715,816 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,215,816 | \$ 1,500,000 | \$ - |
| Salt Lake | South Salt Lake | NEWPROJ() | 14034 | 500 West; 3300 South to 3900 South | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2015 | \$ 7,718,985 | \$ 4,364,600 | \$ 4,364,600 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Salt Lake | NEWPROJ() | 14034 | 500 West; 3300 South to 3900 South | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2015 | | \$ 2,500,000 | \$ 2,500,000 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Salt Lake | Newproject-005(2020) Original PIN 18820 | 16925 | 700 West Reconstruction Phase II; Carlisle Street to 3900 South | Reconstruct with Minor Widening Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk | 2020 | \$ 4,908,805 | \$ 4,200,000 | \$ | \$ - | \$ - | \$ 4,200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Salt Lake | NEWPROJ() Possibly Combine PINs | 16925 | 700 West; 3300 South to Carlisle Avenue (3655 South) | Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders | 2018 | \$ 6,571,575 | \$ 4,000,000 | \$ 840,002 | \$ 881,311 | \$ 2,278,687 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | South Salt Lake/UDOT | New Project - 006() | 17837 | 3300 South and 900 West | Pedestrian and Signal Improvement Projects | 2019 | \$ 840,000 | \$ 783,132 | \$ 783,132 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Taylorsville | NEWPROJ() | 11082 | | New Construction including curb, gutter, sidewalk, and shoulder improvements | 2018 | \$ - | \$ - | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Taylorsville | F-0068 (73)52 | 11082 | Redwood Road; 4100 South to 5400 South | Access Management and Safety Improvements | 2012 | \$ 13,767,800 | \$ 12,159,548 | \$ 7,338,758 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|-------------------|-----------------------------|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|-----------|------------------|-----------------------------|--------------------------------|---------------------|------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Taylorsville | F-0068 (73)52 | 11082 | Redwood Road; 4100 South to 5400 South | Access Management and Safety Improvements | 2012 | \$ - \$ 4,820,791 | \$ 4,820,791 | \$ 4,820,791 | \$ - | \$ - \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Taylorsville/UDOT | New Project - 008() | 17840 | 5400 South and 1900 West | Intersection and Signal Improvements | 2019 | \$ 406,500 | \$ 364,995 | \$ 364,995 | \$ - | \$ - \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT | Newproject-010(2020) | 18825 | Redwood Road (SR-68); 6200 South to I-215 (Funding moved to PIN 17627) | Add an additional NB lane on Redwood Rd, Including option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the 6200 So intersection. | 2020 | \$ 9,858,600 | \$ 1,000,000 | \$ 1,000,000 | \$ - | \$ - \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT | Newproject-S_STP-007(2021) | 19634 | North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor | Construct a right turn acceleration lane from Rosecrest onto NB MVC | 2021 | \$ 1,599,600 | \$ 1,486,646 | \$ 1,410,650 | \$ 75,996 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT | Newproject-S_STP-009(2022) | 20316 | 700 East (SR-71); 2100 South to 1300 South | Construct a shared use path between Parley's trail (approximately 2000 South) to Liberty Park. | 2022 | \$ 2,985,500 | \$ 1,500,000 | \$ 441,110 | \$ 1,058,890 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT TOC | Newproject-003(2020) | 18818 | Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows | (1) SR-172 (5000 W) from Alameda Barnard Dr to 5500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy | 2020 | \$ 690,000 | \$ 643,287 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT TOC | Newproject-S_STP-001(2021) | 19629 | Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows | (1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd | 2021 | \$ 790,000 | \$ 736,517 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | Newproject-002(2020) | 18817 | UTA - On-Board Technology System | Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching | 2020 | \$ 5,000,000 | \$ 500,000 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | Newproject-004(2020) | 18819 | Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles | (1) SR-172 (5000 W) from Alameda Barnard Dr to 5500 South (2) SR-71 (12300 S & 700 E) from Bangerter Hwy to 400 South (3) U-111 (Bacchus Hwy) from SR-201 to New Bingham Hwy | 2020 | \$ 225,000 | \$ 237,736 | \$ - | \$ 237,736 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | Newproject- O_STP-013(2021) | 19626 | Davis/ Salt Lake Connector Design | Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County | 2021 | \$ 4,700,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 750,000 | \$ - |
| Salt Lake | UTA/ Draper | Newproject-S_STP-011(2021) | 19678 | Point of the Mountain Transit Environmental Study from Lehi to Draper | Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route | 2021 | \$ 8,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | NEWPROJ() | 14039 | 1300 West; 9000 South to 9400 South | Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes | 2015 | \$ 11,442,800 | \$ 4,661,500 | \$ 4,659,391 | \$ 2,109 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | Newproject-S_STP-006(2021) | 14830 | 7800 South; Mountain View Corridor to SR-111 | Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk | 2016 | \$ 5,234,500 | \$ 4,400,000 | \$ 489,691 | \$ 3,910,309 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | NEWPROJ() | 15936 | 8600 South; 5600 West to 6000 West | Construct a bridge over Mountain View Corridor | 2017 | \$ 12,000,000 | \$ 1,700,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | NEWPROJ() | 16922 | 7000 South; 1300 West to Bangerter Hwy (SR-154) | Environmental Impact Statement (EIS) | 2018 | \$ 2,000,000 | \$ 1,000,000 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | NEWPROJ() | 16927 | 7000 South & 1500 West | Construct Pedestrian Bridge | 2018 | \$ 1,608,900 | \$ 1,499,977 | \$ 489,458 | \$ 1,010,520 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|--------------------------|-----------------------------|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|------------|--------------|------------------|-----------------------------|--------------------------------|--------------|--|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Location/ Limits | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | | |
| | | | | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Salt Lake | West Jordan | Newproject-009(2020) | 18824 | 9000 South; New Bingham Highway Intersection | Project will realign and construct full intersection at New Bingham Highway and 6400 West | 2020 | \$ 10,355,800 | \$ 5,500,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 3,000,000 | \$ 2,500,000 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Jordan | Newproject-S_CMAQ-003(2021) | 19685 | 5490 West 7800 South Roundabout | Construct the south side, center and sides of a roundabout. Access control is strict with midblock access provided with RCUT islands. | 2021 | \$ 1,500,000 | \$ 745,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 745,000 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Jordan | NEWPROJ() | 20148 | 1300 West; 9000 South to 7800 South | Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes | 2015 | \$ 11,442,800 | \$ 7,838,500 | \$ 3,311,996 | \$ 4,526,504 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Jordan | NEWPROJ() | 20149 | 1300 West; 7800 South to 6600 South | Widen to include; Center Turn-lane, Right Turn-lanes and Bike Lanes | 2015 | \$ 11,442,800 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 | \$ 0 | \$ 0 | |
| Salt Lake | West Valley City | F-LC35 (253) | 14831 | 4100 South; Bangerter Highway to 5460 West | Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary | 2016 | \$ 5,558,600 | \$ 7,942,288 | \$ 7,806,221 | \$ 136,067 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Valley City | F-LC35 (253) | 14831 | 4100 South; Bangerter Highway to 5460 West | Roadway Reconstruction with improvements to Curb, Gutter, and Sidewalk were necessary | 2016 | \$ 3,421,462 | \$ 3,421,462 | \$ 3,421,462 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Valley City | New Project - 003() | 17806 | Parkway Blvd (2700 So); Mountain View Corridor to 6400 West | Roadway Widening, Including Bike Lanes, Shoulders, Curb, Gutter, and Sidewalk | 2019 | \$ 11,200,000 | \$ 7,071,370 | \$ 3,010,611 | \$ 4,060,759 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Valley City | Newproject-008(2021) | 18823 | 3650 South; 2700 West to 3200 West | Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes | 2020 | \$ 7,965,600 | \$ 5,762,166 | \$ 2,423,153 | \$ 3,339,013 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | |
| Salt Lake | West Valley City & Magna | Newproject-S_STP-04(2022) | 20312 | 7200 West; 3500 South to Copper Hill Drive | Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain | 2022 | \$ 7,081,900 | \$ 7,115,816 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 4,715,816 | \$ 2,400,000 | \$ 0 | |
| Salt Lake | WFRC | F-R299(50) | 11985 | Transportation and Landuse Connections (TLC) - Salt Lake County | Local Planning Assistance | 2003 | \$ 429,046 | \$ 10,314,335 | \$ 5,110,138 | \$ 804,556 | \$ 828,693 | \$ 853,553 | \$ 879,160 | \$ 905,535 | \$ 932,701 | \$ 960,682 | | |
| Salt Lake | WFRC | F-R299(50) | 16849 | Project Planning Support - Salt Lake County WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591 | Planning - Urban Transportation | 2003 | \$ 2,018,867 | \$ 14,092,968 | \$ 8,746,701 | \$ 826,520 | \$ 851,315 | \$ 876,855 | \$ 903,160 | \$ 930,255 | \$ 958,162 | \$ 986,907 | | |
| Salt Lake | WFRC | F-R299(50) | 16849 | Salt Lake\ West Valley Travel Survey | Modeling Update Exercise (Originally Included in the Planning Support Line) | | | \$ 490,750 | \$ 490,750 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | | |
| Salt Lake | West Valley City | Newproject-S_STP-04(2024) | | 3900 South; Redwood Rd to Jordan River Bridge Widening and Reconstruction | Reconstruct with Minor Widening, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk | 2024 | \$ 10,887,000 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 | |
| Salt Lake | Riverton City | Newproject-S_STP-05(2024) | | 1300 West : 13100 South to 13700 South | Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain. | 2024 | \$ 9,493,000 | \$ 1,400,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 1,400,000 | |
| Salt Lake | West Valley City/ Magna | Newproject-S_STP-07(2024) | | 7200 West; 4100 South to 3900 South | Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and storm drain. | 2024 | \$ 5,981,000 | \$ 5,582,067 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 | |
| Salt Lake | Herriman City | Newproject-S_STP-08(2024) | | 6400 West Herriman Blvd. (12600 So) to Midas Creek (approx. 12100 So) | New Construction of a 3-lane roadway including bike lanes, park strip, sidewalks, curb and gutters, and storm drain. | 2024 | \$ 9,220,000 | \$ 2,700,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,700,000 | |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------------------|----------------------|----------------------------|-------------------------------------|---|---|-------------------|------------------------------|--------------------------|------------------------|--------------|--|-----------|------------------|-----------------------------|--------------------------------|---------------------|--------------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Draper | Newproject-S_STP-10(2024) | | Pioneer Road; 1650 East to Highland Drive | Reconstruct with Minor Widening from 2-lane to 3-lane, adding bike lanes, park strip, sidewalks, curb and gutters, and retaining walls. | 2024 | \$ 4,605,100 | \$ 3,000,000 | \$ | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 3,000,000 |
| Salt Lake | UTA | Newproject-S_STP-11(2024) | | TechLink TRAX; Salt Lake International Airport to UofU Research Park | Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantaged populations. | 2024 | \$ 3,800,000 | \$ 2,000,000 | \$ | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 |
| Salt Lake | Salt Lake County | Newproject-S_STP-12(2024) | | 1300 East and Galaxie Drive Intersection Improvements | Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn | 2024 | \$ 86,600 | \$ 80,800 | \$ | \$ 0 | \$ 80,800 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 80,800 |
| OGDEN/ LAYTON URBAN AREA | | | | | | | | | \$ | | | | | | | | |
| Box Elder | Brigham City | NEWPROJ() | 16938 | 1200 West Box Elder Creek Bridge; 550 South to 650 North | Widen Existing Bridge to accommodate the widening of 1200 West | 2018 | \$ 1,750,000 | \$ 1,582,113 | \$ | \$ | \$ 1,582,113 | \$ | \$ | \$ | \$ | \$ | \$ |
| Box Elder | Brigham City | Newproject-O_STP-05(2023) | 21197 | 1200 West; 600 North to Industrial Way | Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes | 2024 | \$ 8,895,400 | \$ 2,000,000 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ 2,000,000 | \$ |
| Davis | Centerville | Newproject-O_STP-01(2023) | 21192 | 1250 West; Parrish Lane to 200 North | Reconstruct Roadway with improvements to bike and pedestrian facilities | 2024 | \$ 752,100 | \$ 500,000 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ 500,000 | \$ |
| Davis | Centerville | Newproject-O_STP-05(2022) | 20304 | 400 East - 100 South to Porter Lane (400 South) | Reconstruct Roadway with improvements to bike and pedestrian facilities | 2022 | \$ 1,415,100 | \$ 1,061,325 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ 1,061,325 | |
| Davis | Centerville | Newproject-O_STP-007(2021) | 19624 | 400 East; Pages Lane to Porter Lane | Reconstruct Roadway with improvements to bike and pedestrian facilities | 2021 | \$ 2,425,300 | \$ 1,697,710 | \$ | \$ | \$ 1,697,710 | \$ | \$ | \$ | \$ | \$ | \$ |
| Davis | Clearfield/ Syracuse | NEWPROJ() | 14843 | 500 West; 2000 South to Antelope Drive (1700 South or SR 108) | New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk | 2016 | \$ 6,766,000 | \$ 4,062,630 | \$ 4,062,630 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Davis | Clearfield/ Syracuse | NEWPROJ() | 14843 | 500 West; 2000 South to Antelope Drive (1700 South or SR 108) | New Construction, 3-lane facility with Signal on SR-108 and Curb, Gutter and Sidewalk | 2016 | | \$ 1,300,000 | \$ 1,300,000 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Davis | Clinton | Newproject-O_STP-01(2022) | 20300 | 1300 North and 1500 West Improvements | This project will reconstruct & widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, including curb and gutter, and sidewalk. | 2022 | \$ 3,876,500 | \$ 3,000,000 | \$ | \$ | \$ | \$ | \$ | \$ | \$ 2,000,000 | \$ 1,000,000 | \$ 1,000,000 |
| Davis | Clinton/West Point | NEWPROJ() | 15899 | 800 North; 2000 West to 3000 West | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2017 | \$ 4,567,100 | \$ 2,784,649 | \$ 2,784,649 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Davis | Farmington | NEWPROJ() | 16933 | Main Street (SR-106); Park Lane to Shepard Lane | Widen roadway (east - side) for curb, gutter, sidewalk and shoulder | 2018 | \$ 5,986,400 | \$ 4,572,231 | \$ 1,565,151 | \$ 3,007,080 | \$ | \$ | \$ | \$ | \$ | \$ | \$ 1,500,000 |
| Davis | Farmington | New Project - 011() | 16933 | Main Street (SR-106); Park Lane to Shepard Lane (Old PIN 17793 - Combined with PIN 16933) | Widen roadway (west - side) for curb, gutter, sidewalk and shoulder | 2019 | \$ 2,287,800 | \$ 2,333,360 | \$ 279,690 | \$ 2,053,670 | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Weber | Farr West | Newproject-O_STP-04(2023) | 21196 | 3300 North; 2700 West to 2575 West | Reconstruct with Minor Widening & Construct Round-about Intersection | 2024 | \$ 3,453,400 | \$ 2,400,000 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ 2,400,000 | \$ |

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2025-2030 Transportation Improvement Program (TIP)
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| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
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| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Weber | Farr West City | Newproject-023(2020) | 18814 | 4000 North; SR-126 to 2800 West | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes | 2020 | \$ 7,100,600 | \$ 2,700,000 | \$ 0 | \$ 0 | \$ 0 | \$ 2,700,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | Harrisville | New Project - 016() | 17797 | West Harrisville Road; Washington Blvd (US-89) to 750 West | Reconstruct and Widen to include Center turn lane, shoulders/ bike lanes, curb, gutter, and sidewalk | 2019 | \$ 3,460,200 | \$ 3,109,407 | \$ 0 | \$ 609,407 | \$ 2,500,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | Hooper | NEWPROJ() | 14045 | 4700 West; 4800 South to 5100 South | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2015 | \$ 2,915,200 | \$ 2,446,057 | \$ 2,446,057 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | Hooper | Newproject-020(2020) | 18811 | 5500 West; 5500 South (SR-97) to Weber/ Davis County Line | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes | 2020 | \$ 2,471,100 | \$ 1,846,980 | \$ 0 | \$ 0 | \$ 0 | \$ 1,846,980 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Davis | Kaysville | Newproject- O_STP-008(2021) | 19625 | Mutton Hollow; Main Street to Fairfield Road | Widen Main Str, Install traffic signals at Main St/Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities | 2021 | \$ 5,050,400 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | Kaysville/ Farmington | NEWPROJ() | 16935 | WDC Connector; West Davis Corridor to Shepard Lane & I-15 | New Construction | 2018 | \$ 10,833,600 | \$ 3,870,000 | \$ 3,870,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Davis | Layton | Newproject- O_STP-010(2021) | 19627 | Gentile Street Safe Routes To School; 3475 West to 3200 West | Roadway widening improvements including constructing missing sidewalk | 2021 | \$ 174,800 | \$ 407,550 | \$ 52,209 | \$ 355,341 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Davis | Layton | NEWPROJ() | 14844 | Gordon Avenue; 1600 East to Highway 89 | Preliminary Engineering & ROW Acquisition | 2016 | \$ 3,500,000 | \$ 2,500,000 | \$ 2,500,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | Marriott-Slaterville | NEWPROJ() | 15904 | 1200 West; 400 North to Farr West Boundary | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2017 | \$ 5,605,300 | \$ 3,385,899 | \$ 3,385,899 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | Marriott-Slaterville | Newproject- O_STP-004(2021) | 19620 | 1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line | Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend | 2021 | \$ 5,075,200 | \$ 2,076,782 | \$ 2,076,782 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | North Ogden | NEWPROJ() | 14842 | 450 East/ 400 East; 2600 North to Elberta Drive | Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks | 2016 | \$ 5,370,300 | \$ 4,140,000 | \$ 4,140,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | North Ogden | NEWPROJ() | 14842 | 450 East/ 400 East; 2600 North to Elberta Drive | Widen existing roadway from 3-lane to 5-lane including improvements to Curb, Gutter, and Sidewalks | 2016 | \$ 1,829,346 | \$ 1,829,346 | \$ 1,829,346 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Davis | North Salt Lake | Newproject-022(2020) | 19623 | Main Street Sidewalk; I-15 Overpass to Pacific Avenue (combined with PIN 19623) Original PIN 18813 | Construct Missing Sidewalk | 2020 | \$ 366,200 | \$ 274,650 | \$ 10,000 | \$ 0 | \$ 0 | \$ 264,650 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | North Salt Lake | NEWPROJ() | 16937 | Main Street; Center Street to 350 North | Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk | 2018 | \$ 1,440,914 | \$ 406,904 | \$ 406,904 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Weber | North Salt Lake | NEWPROJ() | 16937 | Main Street; Center Street to 350 North | Reconstruct with minor improvements to Drainage, Curb, Gutter and Sidewalk | 2018 | \$ - | \$ 750,000 | \$ 750,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| Davis | North Salt Lake | Newproject- O_STP-006(2021) | 19623 | Main Street; Pacific Avenue to 1001 North | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing | 2021 | \$ 3,604,000 | \$ 2,536,702 | \$ 0 | \$ 0 | \$ 0 | \$ 2,536,702 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|----------------------------|-----------------------------|-------------------------------------|--|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|-----------|------------------|-----------------------------|--------------------------------|---------------------|------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Weber | Ogden | Newproject-O_STP-005(2021) | 19621 | 20th Street; Quincy Ave to Harrison Blvd | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements | 2021 | \$ 5,300,000 | \$ 1,800,000 | \$ 1,800,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Ogden | NEWPROJ() | 14840 | 20th Street; Washington Blvd to Monroe Blvd | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2016 | \$ 6,477,200 | \$ 2,850,961 | \$ 2,850,961 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Ogden | Newproject-O_STP-08(2022) | 20307 | 25th Street; Jefferson Ave to Harrison Blvd also 4400 South; McKay Dee Hospital to Harrison Blvd | Roadway Reconstruction including Safety, Lighting, Drainage, and Landscaping | 2022 | \$ 9,086,100 | \$ 3,371,579 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,371,579 | | |
| Weber | Ogden | Newproject-O_STP-02(2023) | 21193 | 2nd Street; Washington Blvd to Monroe Blvd | Reconstruct with Minor Widening with improvements to curb, gutter, sidewalk, and bikelanes | 2024 | \$ 7,549,500 | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,000,000 | \$ - | \$ - |
| Weber | Ogden/ UTA | Transfer to FTA | 16934 | Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction | New Construction | 2018 | \$ 75,000,000 | \$ 1,750,000 | \$ 1,750,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Ogden/ UTA | Transfer to FTA | 15906 | Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Design | Ogden-WSU BRT Project Design | 2017 | \$ 5,000,000 | \$ 1,500,000 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Box Elder | Perry | NEWPROJ() | 14841 | 1200 West; 3600 South to Willard City Boundary | New Construction, 3-lane facility with Shoulders including; improvements to Drainage, Curb, Gutter and Sidewalk | 2016 | \$ 2,915,200 | \$ 2,446,057 | \$ 2,446,057 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Box Elder | Perry | Newproject-O_STP-07(2022) | 20306 | 1200\ 1100 West; 1100 South to 1600 South | New Construction to extend 1100/ 1200 West to 1100 South | 2022 | \$ 5,002,100 | \$ 2,763,803 | \$ 2,964,500 | \$ 200,697 | \$ - | \$ - | \$ - | \$ - | \$ 2,763,803 | | |
| Weber | Plain City | Newproject-O_STP-04(2022) | 20303 | 1900/1975 North; 2700 West to 3600 West (Phase 1) | Roadway widening to include, sidewalk, curb and gutter, and bike lanes | 2022 | \$ 2,661,973 | \$ 2,311,973 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,311,973 | | |
| Weber | Plain City | NEWPROJ() | 15905 | 3600 West; 2600 North to 1975 North | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2017 | \$ 3,111,400 | \$ 2,169,030 | \$ - | \$ 2,169,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Plain City | NEWPROJ() | 15905 | 3600 West; 2600 North to 1975 North | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2017 | \$ - | \$ 290,078 | \$ 290,078 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Plain City | Newproject-018(2020) | 18809 | North Plain City Road; 2917 West to 3350 West | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes | 2020 | \$ 3,988,900 | \$ 3,500,000 | \$ - | \$ 10,000 | \$ - | \$ - | \$ 3,490,000 | \$ - | \$ - | \$ - | \$ - |
| Weber | Pleasant View/ North Ogden | F-LC57(18) | 17954 | Skyline Drive; 1100 West to 4300 North (Pleasant View) | New Construction | 2015 | \$ 7,542,000 | \$ 3,433,500 | \$ 9,323 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,712,089 | \$ 1,712,089 | \$ - |
| Weber | Roy | Newproject- O_STP-011(2021) | 19628 | 4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West | Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk | 2021 | \$ 250,000 | \$ 225,000 | \$ 9,323 | \$ 215,677 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Roy | Newproject-021(2020) | 18812 | 4800 South & Layton Canal | Widen 4800 South with uniform cross section including sidewalk and bike lanes over the canal to improve safety for cyclists and pedestrians. | 2020 | \$ 471,500 | \$ 439,579 | \$ - | \$ 439,579 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | South Ogden | NEWPROJ() | 16936 | 40th Street & Chimes View from Riverdale Road to Washington Blvd | Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk | 2018 | \$ 4,745,200 | \$ 4,186,461 | \$ 1,137,406 | \$ 1,362,594 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| Project Information | | | | | | | | | | | Print Date: | 12-Jun-24 | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------------------|--------------------|-----------------------------|-------------------------------------|--|---|-------------------|------------------------------|--------------------------|------------------------|--------------|--|------------|------------------|-----------------------------|--------------------------------|---------------------|------|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Davis | Sunset | F-LC11 (53) | 11996 | 800 North; Main St (SR-126) to 450 West | Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk | 2013 | \$ 2,547,000 | \$ 2,032,200 | \$ 2,032,200 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Syracuse City | New Project - 013() | 17794 | 500 West Phase II; 2010 South to 2800 South | Widen roadway and Signal Installation | 2019 | \$ 3,990,800 | \$ 3,720,623 | \$ 839,070 | \$ 2,881,553 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Syracuse City | NEWPROJ() | 14043 | Bluff Road; 550 West (on Gentile) to 1000 West | Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk | 2015 | \$ 4,282,100 | \$ 3,010,000 | \$ 3,010,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | UDOT | F-0037(4)0 | 6552 | 1800 North (SR-37); I-15 to 2000 West (SR-108) | 1800 North Environmental Impact Statement (EIS) | 2007 | \$ 31,148,000 | \$ 1,793,733 | \$ 1,793,733 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | UDOT TOC | Newproject-O_STP-003(2021) | 19606 | Ogden/Layton Metro Area Signal Timing and Optimization | Wall Street (SR-204); 1200 S to Riverdale Rd | 2021 | \$ 400,000 | \$ 372,920 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 372,920 | \$ - | \$ - |
| Var | UDOT TOC | Newproject-015(2020) | 18803 | Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows | (1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton) | 2020 | \$ 500,000 | \$ 466,150 | \$ - | \$ - | \$ - | \$ 466,150 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber+L155:AB1 55 | UDOT TOC | Newproject-O_STP-001(2021) | 19569 | Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows | (1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St | 2021 | \$ 670,000 | \$ 624,641 | \$ - | \$ - | \$ - | \$ 624,641 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Var | UTA | Newproject-016(2020) | 18806 | Traffic Signal Priority/Preemption Equipment for Additional Transit Vehicles | (1) US-89 (Washington Blvd) from SR-235 (2nd St) to 40th Street (2) SR-108 (Antelope Dr) from 2000 W (Syracuse) to Fairfield Rd (Layton) | 2020 | \$ 85,000 | \$ 79,245 | \$ 79,245 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | UTA | Newproject- O_STP-009(2021) | 19626 | Davis/ Salt Lake Connector Design | Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County | 2021 | \$ 4,700,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | UTA | Newproject-O_STP-09(2022) | 20308 | Frontrunner Right of Way; 12th Street to the Weber County Border | Right of Way for the 400 North Bridge/ North Street Expansion and Commuter Rail Station/ Maintenance Facility | 2022 | \$ 11,306,464 | \$ 1,500,000 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Var | UTA | Newproject-014(2020) | 18802 | UTA - On-Board Technology System | Develop & Maintain a New Controlling Data System for Route Efficiency, Vehicle Monitoring & Dispatching | 2020 | \$ 5,000,000 | \$ 200,000 | \$ - | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Washington Terrace | New Project - 014() | 17795 | 300 West; 5000 South to Riverdale City Boundary | Reconstruct Roadway and improve Curb, gutter, and sidewalk where necessary | 2019 | \$ 3,024,100 | \$ 2,903,275 | \$ 2,903,275 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | West Bountiful | Newproject-O_STP-02(2022) | 20301 | 1100 West; 200 North to 400 North | Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes | 2022 | \$ 1,048,300 | \$ 807,218 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 657,218 | \$ 150,000 | \$ - |
| Weber | West Haven | Newproject-O_STP-06(2022) | 20305 | 1800 South; 2050 West to 1900 West | Intersection Realignment for a Future Signal Installation | 2022 | \$ 1,957,300 | \$ 1,107,300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,107,300 | \$ - | \$ - |
| Weber | West Haven | New | 13124 | 4700 West; 4000 South to 4600 South | Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk | 2014 | \$ 3,870,700 | \$ 2,324,857 | \$ 2,324,857 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | West Point | Newproject-019(2020) | 18810 | 300 North; 2000 West to 3000 West | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes | 2020 | \$ 3,312,700 | \$ 2,981,216 | \$ - | \$ - | \$ 2,981,216 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| | | | | | | | | | | | Print Date: | 12-Jun-24 | | Amount Obligated | Current Federal Fiscal Year | New Project/Additional Funding | | |
|---------|------------------------|----------------------------|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|------------|------------|------------------|-----------------------------|--------------------------------|--------------|--|
| County | Sponsor | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | | |
| | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Davis | West Point | Newproject-O_STP-002(2021) | 19605 | 300 North; 3000 West to 4000 West | Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes | 2021 | \$ 3,907,800 | \$ 2,643,242 | \$ | \$ | \$ - | \$ - | \$ - | \$ 2,643,242 | \$ - | \$ - | \$ - | |
| Davis | West Point/ Clearfield | F-LC11(54) | 11997 | 300 North; 1000 West to 2000 West | Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk | 2013 | \$ 2,971,000 | \$ 2,250,000 | \$ 2,250,000 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Various | WFRC | New Project - 015() | 17796 | Ogden\ Layton Travel Survey | Modeling Update Exercise (Originally Included in the Planning Support Line) | | | | \$ 323,508 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Var | WFRC | STP-LC57(10) | 11049 | Project Planning Support - Weber/ Davis County, WFRC Planning Master PIN - 19094 FFY 2021 - 18756, FFY 2022 - 19591 | Planning - Urban Transportation | 2003 | \$ 4,890,332 | \$ 7,870,100 | \$ 4,559,256 | \$ 445,049 | \$ 458,400 | \$ 472,152 | \$ 486,317 | \$ 500,907 | \$ 515,934 | \$ 531,412 | | |
| Var | WFRC | F-LC11 (50) | 11990 | Transportation and Landuse Connections (TLC) - Weber & Davis County | Local Planning Assistance | 2003 | \$ 429,046 | \$ 6,652,820 | \$ 3,438,610 | \$ 433,222 | \$ 446,218 | \$ 459,605 | \$ 473,393 | \$ 483,334 | \$ 497,834 | \$ 512,769 | | |
| Davis | Woods Cross | Newproject-O_STP-03(2022) | 20302 | 1100 West; 2185 South to 1100 North (2600 South) | Reconstruct & widen to include uniform cross section with sidewalk, curb and gutter, and bike lanes | 2022 | \$ 3,942,600 | \$ 2,000,000 | \$ | \$ - | \$ - | \$ - | \$ - | \$ 2,000,000 | | | | |
| Davis | Woods Cross | New Project - 015() | 17796 | 800 West & 1500 South | Intersection Improvements and Signal Installation | 2019 | \$ 1,056,500 | \$ 984,975 | \$ 323,508 | \$ 661,467 | \$ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | South Ogden | Newproject-O_STP-01(2024) | | 40th St. and Chimes View Dr Reconstruction Project - Phase II; Between Riverdale Road and Washington Blvd | Reconstruct with Minor Widening with improvements to sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety. | 2024 | \$ 5,483,000 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 | |
| Davis | Bountiful | Newproject-O_STP-02(2024) | | Parkin Overpass (Bamberger Railroad Bridge); 500 West & US-89 (Main Str) | This project will replace the vintage railway structure with a new at-grade, signalized intersection | 2024 | \$ 8,081,000 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 | |
| Davis | West Point | Newproject-O_STP-05(2024) | | 700 South Widening; 4000 West to 4500 West | Project will widen the narrow two lane section to a 3 lane section including shoulder, curb, gutter, and sidewalk on both sides. | 2024 | \$ 4,296,100 | \$ 1,500,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 1,500,000 | |
| Davis | North Salt Lake | Newproject-O_STP-06(2024) | | Main Street; 350 North to Pacific Avenue | Project will reconstruct remaining section of Main Street including improvements to shoulder, curb, gutter, and sidewalk. | 2024 | \$ 1,666,000 | \$ 1,332,800 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 1,000,000 | |
| Weber | Harrisville | Newproject-O_STP-07(2024) | | 750 West; West Harrisville Road to US-89 (via 1750 North) | Project will widen the narrow 2-lane roadway to a 3-lane facility and reconstruct 750 West including center turn lane, shoulder, curb, gutter, and sidewalk. | 2024 | \$ 3,895,000 | \$ 1,500,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 1,500,000 | |

Congestion Mitigation / Air Quality Program CMAQ Funded Projects

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

For the

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

DRAFT

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | PM2.5 Funding | | | | |
|---------------------------------------|--------------|--|-------------|-----------------------------|-------------------------------|--|--|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|------|--------------|---------------------|------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SALT LAKE URBAN AREA | | | | | | | | | | | | | | | | | | | | |
| Salt Lake | Bike | Bluffdale | Regular | New | 13130 | 14600 South (SR-140); Pony Express Road to UPRR Bridge over SR-140 | Construct Bicycle & Pedestrian Facility | 2014 | \$ 669,700 | \$ 624,361 | \$ 45,339 | \$ 624,361 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | Cottonwood Heights | PM2.5 | Newproject-0028() | 8601 | Wasatch Boulevard & 7650 South | Park-n-Ride Lot | 2010 | \$ 1,357,503 | \$ 1,265,600 | \$ 8,801 | \$ 121,199 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Inter | Cottonwood Heights | Regular | New | 12000 | Bengal Blvd & 2300 East Round-About | Intersection Improvements | 2013 | \$ 3,772,918 | \$ 2,655,000 | \$ 255,427 | \$ 3,517,492 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Inter | Holladay | PM2.5 | F-LC35 (210) | 8555 | 6200 South & Holladay Boulevard | Intersection Improvements | 2010 | \$ 2,438,000 | \$ 2,174,000 | \$ 157,867 | \$ 2,174,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Inter | Holladay | PM2.5 | F-LC35 (210) | 8555 | 6200 South & 2300 East Intersection - - Combined with 6200 South & Holladay Blvd - | Intersection Improvements | 2011 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | Holladay | PM2.5 | New Project | 16944 | Highland Drive and 4500 South Intersection | Intersection Improvements | 2018 | \$ 2,597,900 | \$ 1,200,000 | \$ 87,139 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,200,000 | \$ - | |
| Salt Lake | Trans | Murray | PM2.5 | New Project | 15921 | 5300 South & College Drive Intersection Improvements | Dual left-turn lanes SB & WB and dedicated right-turn WB direction. | 2017 | \$ 2,075,400 | \$ 1,694,362 | \$ 123,038 | \$ 1,694,362 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | Murray, West Valley, Taylorsville, UTA | Regular | Newproject-S_CMAQ-004(2023) | 21223 | Electric Buses – replacements for SL County Fleet | Purchase of 2 electric buses for the Midvalley Connector | 2024 | \$ 10,500,000 | \$ 2,000,000 | \$ 145,232 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000,000 | \$ - | |
| Salt Lake | Trans | Riverton | Regular | New Project | 14940 | 13400 South Bike Lanes; 2700 West to 3200 West | Widen and improve the parkstrips along the roadway to create the bike lanes | 2016 | \$ 490,900 | \$ 280,000 | \$ 20,333 | \$ 55,090 | \$ 224,910 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Riverton | Regular | Newproject-S_CMAQ-002(2022) | 20322 | Phase I Welby Jacob Canal Ped/ Bike Trail | Construct an active transportation/pedestrian/bicycle trail which will be incorporated into the safe walking routes for School | 2022 | \$ 1,390,450 | \$ 1,296,317 | \$ 94,133 | \$ - | \$ - | \$ 1,296,317 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | Salt Lake City | Regular | F-LC35(235) | 13631 | Salt Lake Green Bike Share Expansion #1 | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2013 | \$ 1,700,000 | \$ 250,000 | \$ 44,571 | \$ 613,790 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | Salt Lake City | Regular | New Project | 14939 | SLC Emigration Creek Trail; Connor Street to Wasatch Drive | New Construction - Bicycle and Pedestrian Trail Facility | 2016 | \$ 479,700 | \$ 447,000 | \$ 32,459 | \$ - | \$ 447,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | PM2.5 Funding | | | | |
|-----------------------|--------------|------------------------|-------------|-----------------------------|-------------------------------|---|--|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|------|--------------|---------------------|------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Trans | Salt Lake City | Regular | New Project | 15920 | Traffic Signal Synchronization | Install detection to utilize signal performance and synchronize traffic signals. | 2017 | \$ 1,000,000 | \$ 930,000 | \$ 67,533 | \$ 111,876 | \$ 918,124 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | New Project | 16940 | Salt Lake Green Bike Share Expansion #5 | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2018 | \$ 637,027 | \$ 400,000 | \$ 29,046 | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | F-LC35(235) | 17757 | Salt Lake Green Bike Share Expansion #2 | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2014 | \$ 1,700,000 | \$ 224,000 | \$ 16,266 | \$ - | \$ 224,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | F-LC35(235) | 17758 | Salt Lake Green Bike Share Expansion #3 | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2016 | \$ 1,700,000 | \$ 300,530 | \$ 29,085 | \$ - | \$ - | \$ 400,530 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | F-LC35(235) | 17759 | Salt Lake Green Bike Share Expansion #4 | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2016 | \$ 1,700,000 | \$ 300,000 | \$ 29,046 | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | New Project - 020() | 17849 | Salt Lake Green Bike Share Expansion #6 | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2019 | \$ 643,570 | \$ 200,000 | \$ 29,046 | \$ - | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | Newproject-S_CMAQ-003(2022) | 20323 | Salt Lake Green Bike Share Expansion | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2022 | \$ 643,570 | \$ 444,444 | \$ 32,274 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 444,444 | \$ - | \$ - |
| Salt Lake | Bike | Salt Lake City | Regular | Newproject-S_CMAQ-003(2023) | 21222 | Salt Lake Green Bike Share Expansion | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2024 | \$ 690,000 | \$ 641,700 | \$ 46,598 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 641,700 | \$ - | \$ - |
| Salt Lake | Trans | Salt Lake City/ UTA | Regular | Newproject-S_CMAQ-002(2021) | 19684 | East Downtown 200 South Transit Hub (400 East to 300 East) | Construct Bus Parking/ Layover infrastructure | 2021 | \$ 1,991,300 | \$ 1,000,000 | \$ 139,727 | \$ - | \$ - | \$ - | \$ 1,000,000 | \$ 924,189 | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | Salt Lake County & UTA | Regular | F-LC35(255) | 13126 | Hillsborough Pond Park & Ride Expansion; Wasatch Blvd & Creek Rd | Expand and Improve Parking Facility | 2014 | \$ 1,784,700 | \$ 1,663,876 | \$ 120,824 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,663,876 | \$ - | \$ - |
| Salt Lake | Inter | Sandy | PM2.5 | New Project - 022() | 17851 | 9400 South & 700 East | Intersection & Pedestrian Improvements | 2019 | \$ 3,446,300 | \$ 2,600,000 | \$ 188,802 | \$ 2,600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Inter | Sandy | PM2.5 | Newproject-024(2020) | 18831 | 9000 South and 450 W & Parkland Dr Intersection Improvements | Thru-U turn at 450 West and 9000 South. | 2020 | \$ 2,185,000 | \$ 1,984,867 | \$ 144,133 | \$ - | \$ - | \$ - | \$ 1,984,867 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | Sandy | Regular | Newproject-S_CMAQ-005(2023) | 21224 | SR-209 Quarry Bend (9000 South Curve) Pedestrian Bridge; 9050 So & 900 East | Construct pedestrian bridge | 2024 | \$ 9,982,667 | \$ 3,721,592 | \$ 270,248 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,721,592 | \$ - | \$ - |

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | PM2.5 Funding | | | | |
|-----------------------|--------------|------------------------------|-------------|-----------------------------|-------------------------------|--|--|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|------|--------------|---------------------|------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Inter | Sandy/ Draper | | Newproject-S_CMAQ-002(2023) | 21221 | 11400 South & 700 East Intersection | Widen to accommodate dual eastbound and westbound left turn lanes & double storage capacities | 2024 | \$ 3,603,500 | \$ 3,357,119 | \$ 243,781 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,357,119 | \$ - | |
| Salt Lake | Inter | Sandy/ Midvale | Regular | Newproject-S_CMAQ-004(2021) | 19630 | 9000 South 700 West Intersection | Construct dual left turn lanes on SB 700 West & Widen and Improve NB Leg 700 West | 2021 | \$ 6,831,560 | \$ 2,200,000 | \$ 159,755 | \$ - | \$ - | \$ - | \$ - | \$ 2,200,000 | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | Taylorsville | PM2.5 | New Project - 010() | 17842 | Midvalley Connector Bus Rapid Transit (BRT); Atherton Drive to 2700 West | New Construction of BRT | 2019 | \$ 40,400,000 | \$ 2,000,000 | \$ 145,232 | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | UDOT | Regular | New Project | 15919 | Signal Interconnect | Connect traffic signals to improve traffic signal performance | 2017 | \$ 1,608,600 | \$ 900,000 | \$ 65,354 | \$ - | \$ 900,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | ATMS | UDOT | Regular | CM-R299(9) | 5996 | Region 2 Commuter Link | ITS/ATMS - Commuter Link | 1999 | \$ 30,684,350 | \$ 1,198,758 | \$ 813,112 | \$ 9,998,649 | \$ 1,198,758 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | UDOT | Regular | F-ST99(162) | 10018 | TravelWise | Comprehensive Travel Demand Management Program. (For Private & Public Partnership) | 2011 | \$ 2,400,000 | \$ 746,077 | \$ 44,301 | \$ 610,077 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | ATMS | UDOT | Regular | F-LC35(258) | 13129 | 10400 South & Bangerter Hwy VMS; Northbound & Southbound | Install Variable Message Signs (VMS) | 2014 | \$ 915,200 | \$ 863,124 | \$ 62,677 | \$ 795,227 | \$ 67,897 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | ATMS | UDOT | Regular | F-LC35(260) | 13131 | Foothill VMS; Southbound | Install Variable Message Sign (VMS) | 2014 | \$ 462,900 | \$ 431,562 | \$ 31,338 | \$ 431,562 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | ATMS | UDOT | Regular | New Project | 14050 | Connected Vehicle Deployment | Install roadside communication devices and connect to fiber communications along Bangerter Hwy | 2015 | \$ 1,072,800 | \$ 1,000,171 | \$ 72,629 | \$ 1,000,171 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Bike | UDOT | Regular | Newproject-026(2020) | 18833 | 3500 South (SR-171) Sidewalk Improvements | Construct missing sidewalk from 6000 West to 8400 West | 2020 | \$ 2,054,100 | \$ 500,000 | \$ 36,308 | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | UDOT, Murray, Midvale, Sandy | Regular | New Project | 14942 | SR-71 (700 E/ 900 E); Van Winkle to 90th South (Lyndy Drive is the new South terminus) | Construct Bike lanes along roadway | 2016 | \$ 3,510,100 | \$ 1,400,000 | \$ 101,663 | \$ - | \$ 500,000 | \$ 900,000 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | UTA | PM2.5 | F-LC35(254) | 13125 | Sugar House Streetcar Double Track; (was) 500 E to 600 E New limits 300 E to 500 E | Construct a Double Track | 2014 | \$ 3,016,100 | \$ 900,000 | \$ 65,354 | \$ 900,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | UTA | PM2.5 | New Project was PIN 14047 | 13125 | Sugar House Streetcar Double Track; 600 East to 700 East | Construct a Double Track | 2015 | \$ 3,016,100 | \$ 1,000,000 | \$ 72,616 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | PM2.5 Funding | | | | |
|-----------------------|--------------|----------|-------------|-----------------------------|-------------------------------|---|--|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|------|------|---------------------|------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Trans | UTA | Regular | F-LC35(256) | 13127 | Depot District Service Center (DDSC); 669 West 200 South | Construct the CNG Facilities of the DDSC | 2014 | \$ 57,000,000 | \$ 950,000 | \$ 68,985 | \$ 950,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | UTA | PM2.5 | New Project | 14046 | 33/35 MAX Expansion and Optimization | Transit Service Expansion | 2015 | \$ 3,003,325 | \$ 2,800,000 | \$ 203,325 | \$ 2,800,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | UTA | Regular | New Project | 14049 | Bus Route Service Expansion Subsidy | Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service | 2015 | \$ 1,400,000 | \$ 1,280,048 | \$ 92,952 | \$ 1,280,048 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | UTA | PM2.5 | New Project | 14938 | University of Utah Intermodal Center | New Construction - Intermodal Center on U of U Campus | 2016 | \$ 4,073,900 | \$ 2,500,000 | \$ 181,540 | \$ - | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | UTA | PM2.5 | New Project | 15918 | UTA Locomotive Rebuild | Rebuild locomotive prime mover engines to EPA's standard of Tier 1+ | 2017 | \$ 3,516,000 | \$ 2,105,134 | \$ 152,867 | \$ 2,105,134 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | UTA | Regular | New Project - 021() | 17850 | SLC West Intermodal Center; North Temple & Redwood Rd | Construct Intermodal Hub | 2019 | \$ 4,200,300 | \$ 1,400,000 | \$ 101,663 | \$ - | \$ 1,400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | UTA | PM2.5 | Newproject-025(2020) | 18832 | On Route Electric Bus Charging Infrastructure | Construct 2 electric charging stations for 20 electric buses. | 2020 | \$ 3,000,000 | \$ 2,500,000 | \$ 127,078 | \$ 1,750,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | UTA | Regular | CM-9999() | Tran SEC. | ITS/APTS Deployment in S L | Air Quality - FTA Fund Transfer | 1999 | \$ 12,000,000 | \$ - | \$ 60,998 | \$ 840,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Trans | UTA | Regular | CM-9999() | Tran SEC. | Lease Vans in S L | Air Quality - FTA Fund Transfer | 1994 | \$ 1,855,411 | \$ 1,104,800 | \$ 163,125 | \$ 1,141,600 | \$ 276,200 | \$ 276,200 | \$ 276,200 | \$ 276,200 | \$ - | \$ - | \$ - | |
| Salt Lake | Trans | UTA | Regular | Newproject-S_CMAQ-004(2022) | 20315 | Midvalley Connector; Murray Station to West Valley Central Station - Operations | Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West | 2022 | \$ 32,252,889 | \$ 2,300,000 | \$ 167,017 | \$ 2,300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Trans | UTA | NEWPROJ() | | 14044 | Layton FrontRunner Station Parking | New Construction of Parking Structure for the Layton Station | 2015 | \$ 4,200,000 | \$ 2,000,000 | \$ 145,232 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000,000 | |
| Salt Lake | Trans | UTA | PM2.5 | Newproject-S_CMAQ-001(2023) | 21219 | On Route Electric Bus Charging Infrastructure | Construct 2 on-route electric charging stations at key locations | 2024 | \$ 3,000,000 | \$ 1,296,900 | \$ 94,176 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,296,900 | |
| Salt Lake | Trans | UTA\UDOT | Regular | F-0172(18) | 7650 | 5600 West Bus Rapid Transit (BRT) Phase I; 2700 South to 6200 South | ROW & Construction of Bus Rapid Transit (BRT) (Not to be used for Bus Purchase) | 2010 | \$ 5,000,000 | \$ 2,000,000 | \$ 145,232 | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

| Project Information | | | | | | | | | | | | | Print Date: | 12-Jun-24 | Allocation of Programmed Funds per Federal Fiscal Year | | Concept Development | | | |
|---------------------|--------------|--------------|-------------|-----------------------------|-------------------------------|---|---|-------------------|------------------------------|---------------------------|--------------------------|------------------------|--------------|--|--|------|---------------------|------|---------------------|--------------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Location/ Limits | Concept/ Type of Improvement | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | | | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Bike | West Jordan | PM2.5 | F-LC35(219) | 11097 | Jordan River Trail (Gardner Village TRAX Station) | Pedestrian/ Bike Trail | 2012 | \$ 321,785 | \$ 300,000 | \$ 21,785 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Inter | West Jordan | PM2.5 | Newproject-S_CMAQ-001(2022) | 20321 | 7800 South & 6400 West Roundabout | Replace a Controled Stop Intersection with a Round-about | 2022 | \$ 1,461,300 | \$ 1,362,370 | \$ 98,930 | \$ - | \$ 1,362,370 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Bike | South Jordan | Regular | Newproject-S_CMAQ-001(2024) | | Jordan River Trail Connector; Jordan River Trail to 500 West (Ultradent Dr) | Construct new trail and bridge so pedestrians can access the South Jordan Frontrunner Station using the Jordan River Trail. | 2024 | \$ 1,585,000 | \$ 1,450,000 | \$ 105,293 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,450,000 |
| Salt Lake | Inter | UDOT | PM2.5 | Newproject-S_CMAQ-002(2024) | | 12300 South; SB I-15 Offramp to Lone Peak Parkway | Widen 12300 So (SR-71)to extend free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak | 2024 | \$ 6,379,200 | \$ 1,500,000 | \$ 108,924 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,500,000 |
| Salt Lake | Trans | UTA | | Newproject-S_CMAQ-003(2024) | | Davis-SLC Community Connector; Farmington to UofU Research Park | Corridor-based bus rapid transit (BRT) system between Farmington City and SLC. | 2024 | \$ 75,000,000 | \$ 2,000,000 | \$ 72,616 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,000,000 |
| Salt Lake | Inter | Salt Lake | PM2.5 | Newproject-S_CMAQ-004(2024) | | Sunnyside Ave at Crestview Drive Roundabout | Convert an existing 2-way stop intersection to a roundabout | 2024 | \$ 820,000 | \$ 762,000 | \$ 55,333 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 762,000 |
| Salt Lake | Inter | Sandy | PM2.5 | Newproject-S_CMAQ-005(2024) | | 11000 South 1000 East Roundabout | Convert an existing 4-way stop intersection to a roundabout | 2024 | \$ 3,456,167 | \$ 2,100,000 | \$ 152,494 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,100,000 |

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2025-2030 Transportation Improvement Program (TIP)
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|---------------------------------|--------------|-----------------|-------------|-----------------------------|-------------------------------|--|--|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|------------|--------------|---------------------|------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| OGDEN/ LAYTON URBAN AREA | | | | | | | | | | | | | | | | | | | | |
| Box Elder | Trans | Brigham City | Regular | Newproject-O_CMAQ-001(2021) | 19681 | Brigham City Park n Ride Lot approx 1100 W on 1100 S (Hwy. 91) | Construct a park and ride to connect with UTA bus service and support ridesharing to Logan. | 2021 | \$ 1,696,802 | \$ 1,581,929 | \$ 114,874 | \$ - | \$ - | \$ - | \$ 1,581,929 | \$ - | \$ - | \$ - | \$ - | |
| Davis | Trans | Centerville | PM2.5 | New Project | 15917 | | Add turn lanes and storage lanes to reduce delay and improve safety. | 2017 | \$ 1,904,300 | \$ 1,780,040 | \$ 129,260 | \$ 515,877 | \$ 822,513 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Inter | Centerville | PM2.5 | New Project - 017() | 15917 | | Intersection & Pedestrian Improvements | 2019 | \$ 1,757,800 | \$ 1,400,000 | \$ 101,663 | \$ 1,400,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Bike | Clearfield | Regular | New Project | 14053 | Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center | New Construction - Pedestrian/ Bicycle Bridge | 2015 | \$ 2,653,800 | \$ 1,650,000 | \$ 119,817 | \$ 1,650,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Trans | Clinton | Regular | New Project | 14849 | 2000 West (SR-108) & 1300 North | Intersection Improvements | 2016 | \$ 590,600 | \$ 969,577 | \$ 70,407 | \$ 969,577 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Inter | Clinton | Regular | New Project - 019() | 17848 | 1500 West & 1300 North Round-about | Intersection & Pedestrian Improvements | 2019 | \$ 2,190,100 | \$ 850,000 | \$ 61,724 | \$ - | \$ - | \$ 850,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Bike | Clinton | PM2.5 | Newproject-O_CMAQ-004(2023) | 21218 | 2050 North Pedestrian Underpass on 2000 West | Construct an underground pedestrian crossing on SR-108 (2000 West) | 2023 | \$ 5,500,000 | \$ 2,750,000 | \$ 344,927 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,750,000 | \$ 2,000,000 | |
| Davis | Bike | Layton | PM2.5 | Newproject-O_CMAQ-001(2022) | 20317 | Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project | Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/ FrontRunner railway corridor and touch down immediately next to the FrontRunner Station | 2022 | \$ 6,000,000 | \$ 1,254,160 | \$ 91,072 | \$ 197,561 | \$ 1,056,599 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Bike | North Salt Lake | PM2.5 | Newproject-O_CMAQ-003(2023) | 21217 | Center Street Shared Use Trail; Foxboro Drive to Jordan River Trail | Minor Widening and Constructing trail connections to other trail systems and bike lanes, sidewalks | 2023 | \$ 593,400 | \$ 553,227 | \$ 40,173 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 553,227 | \$ - | |
| Weber | Trans | Ogden | PM2.5 | New Project | 14847 | Ogden City Bike Share | Purchase and Install Bike Share Stations and Bikes | 2016 | \$ 659,686 | \$ 601,873 | \$ 43,706 | \$ 601,873 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Trans | Ogden | Regular | New Project | 16946 | Polk Avenue; 36th Street to Franklin | Add sidewalks and intersection improvements | 2018 | \$ 595,302 | \$ 555,000 | \$ 40,302 | \$ 555,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Bike | Ogden | Regular | Newproject-029(2020) | 18830 | Ogden City Bike Share Expansion | Expand the Bike Share Program by adding 24 bikes and 4 kiosks | 2020 | \$ 435,200 | \$ 405,737 | \$ 29,463 | \$ - | \$ - | \$ - | \$ 405,737 | \$ - | \$ - | \$ - | \$ - | |
| Weber | Bike | Ogden | Regular | Newproject-O_CMAQ-002(2022) | 20318 | Ogden Green Bike Share Expansion | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2022 | \$ 760,400 | \$ 500,000 | \$ 36,308 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 | \$ - | \$ - | |

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2025-2030 Transportation Improvement Program (TIP)
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| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | PM2.5 Funding | | | | |
|-----------------------|--------------|-----------------------|-------------|-----------------------------|-------------------------------|--|---|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|------|--------------|---------------------|------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Weber | Bike | Ogden | Regular | Newproject-O_CMAQ-002(2023) | 21216 | Ogden Green Bike Share Expansion | Construct additional Bike Docking Stations/ Purchases additional Bikes | 2023 | \$ 678,500 | \$ 632,518 | \$ 45,931 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 632,518 | \$ - | |
| Weber | Trans | Ogden/ UDOT | Regular | New Project | 16947 | Wall Avenue & 20th Street Intersection | Intersection Improvements | 2018 | \$ 2,700,000 | \$ 563,038 | \$ 40,886 | \$ 563,038 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Trans | Ogden/ UTA | PM2.5 | New Project | 16934 | Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction | New Construction | 2018 | \$ 75,000,000 | \$ 3,250,000 | \$ 236,002 | \$ 3,250,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Trans | Ogden/ UTA | Regular | Newproject-O_CMAQ-001(2023) | 21215 | On Route Electric Bus Charging Infrastructure | Construct an on-route electric charging station at a key location | 2023 | \$ 1,500,000 | \$ 1,398,450 | \$ 101,550 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,398,450 | \$ - | |
| Box Elder | Trans | Perry | Regular | New Project | 14848 | 1200 West; 2250 South (Dale Young Nature Park) to 775 West | Widen road facility to include a dedicated 8' bike path | 2016 | \$ 695,000 | \$ 477,338 | \$ 34,662 | \$ 10,000 | \$ 607,183 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Bike | Plain City | PM2.5 | New Project | 15905 | 3600 West; 2600 North to 1975 North | Pedestrian and Bicycle Improvements | 2017 | \$ 695,000 | \$ 441,650 | \$ 32,071 | \$ - | \$ 441,650 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Trans | Riverdale | Regular | New Project | 14850 | Ritter Drive & SR-60 & 1150 West | Construct Round-About Intersection Improvements | 2016 | \$ 618,000 | \$ 576,161 | \$ 41,839 | \$ 59,201 | \$ 516,960 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Trans | South Ogden/ UDOT | PM2.5 | New Project | 16945 | US-89 & Skyline Drive Intersection | Intersection Improvements | 2018 | \$ 2,515,600 | \$ 220,641 | \$ 16,022 | \$ 220,641 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | ATMS | UDOT | Regular | CM-9999() | 5981 | Region 1 Commuter Link | ITS/ATMS - Commuter Link | 2000 | \$ 750,000 | \$ 699,225 | \$ 50,775 | \$ 7,291,670 | \$ - | \$ 699,225 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Trans | UDOT | Regular | F-ST99(162) | 10018 | TravelWise | Comprehensive Travel Demand Management Program. (For Private & Public Partnership) | 2011 | \$ 2,400,000 | \$ - | \$ 14,523 | \$ 256,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | ATMS | UDOT | Regular | New Project | 14052 | I-15 Corridor Responsive Ramp Metering Management | Corridor Responsive Ramp Metering Software & Hardware | 2015 | \$ 332,900 | \$ 310,363 | \$ 22,537 | \$ 310,363 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Trans | UDOT | PM2.5 | F-R199(160) | 14845 | ATSPM Implementation (Advance Traffic Signal Performance Metrix) | Install and Integrate Advance Signal Detection in Ogden | 2016 | \$ 525,000 | \$ 489,458 | \$ 35,543 | \$ 489,458 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Inter | UDOT/ Kaysville | PM2.5 | Newproject-O_CMAQ-002(2021) | 19682 | 200 North / I-15 Interchange Left Turn Lanes (NB & SB) | The project will provide both eastbound and westbound dual left turns at the I-15 Interchange | 2021 | \$ 906,118 | \$ 845,000 | \$ 61,361 | \$ 845,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Davis | Trans | UDOT/ North Salt Lake | Regular | New Project | 12674 | Redwood Road (SR-68) & Center Street | Intersection Improvements | 2016 | \$ 7,839,300 | \$ 1,000,000 | \$ 72,616 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | PM2.5 Funding | | | | |
|-----------------------|--------------|------------|-------------|-----------------------------|-------------------------------|---|--|-------------------|------------------------------|---------------------------|--------------------------|------------------------|------------------|--|---------------------------------|---------------|--------------|------|---------------------|--------------|
| County | Project Type | Sponsor | CMAQ Source | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Local Matching Funds Due | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Davis | Trans | UTA | Regular | F-LC11(48) | 10021 | Fruit Heights/ Kaysville 400/200 North Park n Ride Lot | Expand Park n Ride Lot | 2011 | \$ 1,498,000 | \$ 1,233,000 | \$ 89,536 | \$ - | \$ - | \$ 1,233,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Trans | UTA | PM2.5 | New Project | 14846 | Weber State University Intermodal Center | New Construction - Intermodal Center on WSU Campus | 2016 | \$ 3,116,900 | \$ 1,000,000 | \$ 72,616 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Trans | UTA | Regular | New Project | 15915 | Davis County Ski Route Buses | Purchase 2 buses for seasonal service from parts of Davis County to Snow Basin Resort. | 2017 | \$ 1,020,000 | \$ 912,830 | \$ 66,286 | \$ 912,830 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Trans | UTA | PM2.5 | New Project | 16939 | UTA Locomotive Rebuild | Rebuild locomotive prime mover engines to EPA's standard of Tier 1+ | 2018 | \$ 1,400,000 | \$ 950,000 | \$ 68,985 | \$ 1,045,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Trans | UTA | Regular | CM-9999() | Tran SEC. | ITS/APTS Deployment in Weber Co | Air Quality - FTA Fund Transfer | 1999 | \$ - | \$ - | \$ - | \$ 1,101,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Trans | UTA | Regular | CM-9999() | Tran SEC. | Lease Vans in Weber Co | Air Quality - FTA Fund Transfer | 1994 | \$ 509,707 | \$ 475,200 | \$ 34,507 | \$ 504,400 | \$ 118,800 | \$ 118,800 | \$ 118,800 | \$ 118,800 | \$ - | \$ - | \$ - | |
| Weber | Trans | UTA | Regular | CM-9999() | Tran. SEC. | Ski Bus Service from Downtown Ogden to Ogden Valley | Purchase Canyon Service Buses | 2013 | \$ 1,027,000 | \$ 2,383,000 | \$ 89,536 | \$ 2,813,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Trans | UTA/ Ogden | Regular | Newproject-027(2020) | 18828 | WSU Bus Rapid Transit - Operating Subsidy | Operating cost subsidy for 3 years for the Ogden/WSU BRT. | 2020 | \$ 1,230,700 | \$ 1,147,382 | \$ 83,318 | \$ 1,147,382 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Inter | West Point | Regular | Newproject-O_CMAQ-003(2022) | 20320 | 4500 West & 300 North Round-about | Construct a Round-about Intersection to Replace an Off-set Intersection | 2022 | \$ 1,357,000 | \$ 1,265,131 | \$ 91,869 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,265,131 | \$ - | \$ - | \$ - |
| Weber | Bike | Ogden | Regular | Newproject-O_CMAQ-001(2024) | | Ogden Green Bike Share Expansion | Construct additional Bike Docking Stations/ Purchases additional Bikes | 2024 | \$ 632,000 | \$ 400,000 | \$ 29,046 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400,000 |
| Davis | Trans | UTA | PM2.5 | Newproject-O_CMAQ-003(2023) | | Davis-SLC Community Connector; Farmington to UofU Research Park | Corridor-based bus rapid transit (BRT) system between Farmington City and SLC. | 2024 | \$ 75,000,000 | \$ 2,000,000 | \$ 145,232 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000,000 |

Transportation Alternatives Program (TAP) Funded Projects

DRAFT
2025 - 2030
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
PROJECTS

For the

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

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

Print Date: 6/12/2024

| County | Sponsor | Route | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
|-----------------------------|-----------------------|------------------|----------------------------|-------------------------------|--|---|-------------------|------------------------------|---------------------------|------------------------|--------------|--|------|------|------|------|---------------------|------|
| | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SALT LAKE URBAN AREA | | | | | | | | | | | | | | | | | | |
| Salt Lake | Cottonwood Heights | | New Project | 16948 | 2600 East Sidewalk; 7550 South to 7655 South | Construct Sidewalk (Safe Routes to School Project) | 2018 | \$ 415,400 | \$ 386,905 | \$ 386,904 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Cottonwood Heights | Fort Union | Newproject-S_TAP-007(2022) | 20345 | Fort Union Blvd Pedestrian Hybrid Beacon | Install a HAWK Pedestrian Crossing System including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk. | 2022 | \$ 487,000 | \$ 454,030 | \$ - | \$ 454,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Draper | | New Project | 14946 | Corner Canyon Creek/ East Jordan Canal Trail; Smith Fields Park (300 E & 13400 S) to Willow Creek Trail (900 East & 12800 South) & Stokes Ave (700 East & 13540 South) | Construct a 10 foot wide multi-use non-motorized paved trail with adjacent soft surface path. | 2016 | \$ 630,500 | \$ 734,722 | \$ 734,722 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Herraman | Rosecrest | Newproject-S_TAP-004(2023) | 21234 | Rosecrest Bike Lane; 13400 South to Mountain View Corridor | Install buffered bike lanes on Rosecrest Road | 2024 | \$ 417,900 | \$ 389,608 | \$ - | \$ 389,608 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Herriman | Juniper Crest | Newproject-S_TAP-003(2021) | 19688 | Juniper Crest Crosswalk & Mt Ogden Peak Dr | This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks | 2021 | \$ 330,000 | \$ 250,000 | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Herriman | Anthem Park Blvd | Newproject-S_TAP-006(2022) | 20344 | Anthem Park Blvd - Bike Lanes; 11800 South to 13400 South | Construct Bike Lanes | 2022 | \$ 125,000 | \$ 97,892 | \$ - | \$ 97,892 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Kearns Metro Township | | New Project | 15926 | Kearns Bicycle Route Signing Wayfinding; Kearns Metro Boundaries | Provide wayfinding and route direction with pavement markings, signing and striping to city bike ways, bus stops, schools, industrial parks, trails, and parks. | 2017 | \$ 80,000 | \$ 60,000 | \$ 60,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Kearns Metro Township | | New Project | 16949 | Northwest Avenue Sidewalk; 5415 South to 5570 South | Construct Sidewalk (Safe Routes to School Project) | 2018 | \$ 259,022 | \$ 227,903 | \$ 227,902 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Kearns Metro Township | 4220 W | Newproject-S_TAP-002(2023) | 21232 | 4220 West Sidewalk; 5415 So to 5500 South | Construct curb, gutter, and sidewalk on both sides of 4220 West | 2024 | \$ 131,000 | \$ 122,131 | \$ - | \$ 122,131 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Magna | 1 | New Project - 026() | 17867 | 2820 South; 7584 West to 7630 West - Sidewalk | Safe Routes to School - Construct Missing Sidewalk | 2019 | \$ 423,900 | \$ 390,234 | \$ 149,168 | \$ 1,306,890 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Magna | 2 | Newproject-030(2020) | 17867 | 2820 South; 7563 West to 7440 West - Sidewalk Original PIN 18836 - Combined with PIN 17867 | Safe Routes to School - Construct Missing Sidewalk | 2020 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Magna | 3 | Newproject-S_TAP-002(2021) | 17867 | 2820 South; 7630 West to 7736 West - Sidewalk Original PIN 19687 - Combined with PIN 17867 | Safe Routes to School - Construct Missing Sidewalk | 2021 | \$ 514,900 | \$ 250,000 | \$ - | \$ 90,000 | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Magna | Var | New Project - 027() | 17868 | Utah & Salt Lake Canal Trail, Phase 5 | New Trail Construction | 2019 | \$ 100,000 | \$ 90,000 | \$ - | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

DRAFT

2025-2030 Transportation Improvement Program (TIP)

Transportation Alternatives Program (TAP)

Print Date: 6/12/2024

| County | Sponsor | Route | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
|-----------|------------------|------------|----------------------------|-------------------------------|---|--|-------------------|------------------------------|---------------------------|------------------------|--------------|--|------|------|------|------|---------------------|------|
| | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Salt Lake | Millcreek | | New Project | 16951 | 3300 South Sidewalk; 2600 East to 2700 East | Construct Sidewalk (Safe Routes to School Project) | 2018 | \$ 429,500 | \$ 400,423 | \$ 400,423 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | Var | New Project - 029() | 17870 | 4500 South (SR-266); 1500 East to 1630 East | Construct Missing Sidewalk | 2019 | \$ 357,600 | \$ 333,390 | \$ 251,255 | \$ 82,136 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Millcreek | Birch Dr | Newproject-S_TAP-005(2023) | 21235 | S Birch Drive; Upland Drive to 3900 South | Construct curb, gutter, sidewalk, and ADA ramps | 2024 | \$ 913,400 | \$ 758,333 | \$ - | \$ - | \$ 758,333 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Murray | 4800 South | Newproject-S_TAP-008(2022) | 20346 | I-15 and 4800 South Bike Lanes; Galleria Drive to 325 West | Widen 4800 South under the I-15 overpass to accommodate bike lanes | 2022 | \$ 880,100 | \$ 600,000 | \$ - | \$ 600,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Riverton | | New Project | 14945 | Midas Creek Trail; Mountain View to 4000 West | Construct the west section of the Midas Creek Trail to connect the trail through 13800 South | 2016 | \$ 212,285 | \$ 202,285 | \$ 202,285 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake | | New Project | 14952 | Beck Street Bicycle Design; Chicago St (1820 North) to South end of the existing shared use path on the Beck Street Frontage Road | Design a dual direction physically separated bicycle facility to replace existing bicycle lanes | 2016 | \$ 55,400 | \$ 51,649 | \$ 51,649 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake | 1300 East | Newproject-S_TAP-003(2022) | 20338 | Foothill Drive; 1300 East to Parley's Interchange | Ped/Bike Safety Improvements Design | 2022 | \$ 584,000 | \$ 300,000 | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | | F-LC35(265) | 14054 | 1300 South Bypass; 200 East to 500 West | Provide Safe Bicycle Route - Parallel to 1300 South and Improve Pedestrian Crossings to access Ballpark TRAX | 2015 | \$ 458,000 | \$ 324,000 | \$ - | \$ 324,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Var | New Project - 030() | 17757 | SLC Bike Share (GREENbike) Expansion | Constructs additional Bike Docking Stations/ Purchases additional Bikes | 2019 | \$ 375,416 | \$ 200,000 | \$ - | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Kensington | Newproject-031(2020) | 18837 | Kensington Avenue; West Temple to 600 East | Enhance Bike/ Ped use of and connectivity for all ages & abilities | 2020 | \$ 538,600 | \$ 300,000 | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake City | Kensington | Newproject-S_TAP-001(2021) | 18837 | Kensington East-West Neighborhood Byway (Phase 2) Original PIN 19686 - Combined with PIN 18837 | Enhance Bike/ Ped use of and connectivity for all ages & abilities | 2021 | \$ 587,900 | \$ 350,000 | \$ - | \$ 350,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake County | | New Project | 14944 | Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride | Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements | 2016 | \$ 822,008 | \$ 537,927 | \$ 537,927 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake County | | New Project | 15929 | Salt Lake County Bicycle Counters | This project will place automatic counters at strategic locations around Salt Lake County to begin collecting vital user data. | 2017 | \$ 299,900 | \$ 200,000 | \$ 194,827 | \$ 5,173 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Salt Lake County | 8425 South | Newproject-032(2020) | 18838 | 8425 South; 1300 East to 1475 East - Sidewalk | Safe Routes to School - Construct Missing Sidewalk | 2020 | \$ 396,200 | \$ 322,855 | \$ 322,855 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

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

Print Date: 6/12/2024

| County | Sponsor | Route | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | | |
|-----------|--------------------------------|-----------------------|----------------------------|-------------------------------|---|---|-------------------|------------------------------|---------------------------|------------------------|--------------|--|------|------|------|------|---------------------|------|------|
| | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Salt Lake | Taylorsville | | New Project | 14949 | Taylorsville Regional Trail; 5140 South to 5400 South | Reconstruct the Sidewalk & construct a pathway for pedestrians, bicyclists, and other non-motorized forms of transportation across I-215. | 2016 | \$ 310,500 | \$ 268,502 | \$ 268,502 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Salt Lake | Taylorsville | 5400 South | Newproject-S_TAP-005(2022) | 20343 | 5400 South;1300 West to Millrace Park | Safe Routes to School - Construct Missing Sidewalk on Northside of 5400 South | 2022 | \$ 600,000 | \$ 559,380 | \$ - | \$ 259,380 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT | 700 East | Newproject-S_TAP-001(2022) | 20316 | 700 East (SR-71); 2100 South to 1300 South Shared Use Path | Construct Shared Use Path along Westside of 700 East | 2022 | \$ 2,985,500 | \$ 1,000,000 | \$ - | \$ 1,200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | | New Project | 16950 | Salt Lake Urbanized Area Bike Rack Expansion | Replace UTA Bus Bike Racks for two bikes to Bike Racks for three bikes | 2018 | \$ 91,200 | \$ 33,198 | \$ 33,198 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | POM | Newproject-S_TAP-009(2022) | 20347 | First/ Last Mile Point of the Mountain Active Transportation Design | Planning study/ Design to identify and evaluate the best locations and alignments for pedestrian and bicycle trails | 2022 | \$ 500,000 | \$ 300,000 | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | | New Project | 15928 | Update Bike Cars on FrontRunner | This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars. | 2017 | \$ 194,800 | \$ 181,612 | \$ 181,612 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | | New Project | 14947 | 7800 South Jordan River Pedestrian Bridge at 1100 West | Construct New Pedestrian Bridge over the Jordan River | 2016 | \$ 347,700 | \$ 324,161 | \$ 265,706 | \$ 58,456 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | TRAX Rail | Newproject-S_TAP-004(2021) | 19689 | TRAX Rail Trail Design | Project will design new trail in and near the UTA TRAX Redline. | 2021 | \$ 160,000 | \$ 120,000 | \$ - | \$ 120,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Jordan | Utah Lake Canal Trail | Newproject-S_TAP-004(2022) | 20340 | Utah Lake Distribution Canal Trail Southern Segment | Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTO) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities | 2022 | \$ 167,000 | \$ 155,694 | \$ - | \$ 155,694 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Valley City | Var | New Project - 028() | 17869 | Cross Towne Trail; 2700 West to Bangerter Hwy | New Trail Construction | 2019 | \$ 600,000 | \$ 451,458 | \$ 102,553 | \$ 348,905 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Valley City | Cross Towne | Newproject-S_TAP-002(2022) | 20337 | Cross Towne Trail; 2700 West to Bangerter Highway | Construction will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening | 2022 | \$ 1,784,200 | \$ 300,000 | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Valley City/ Taylorsville | 3900 So | Newproject-S_TAP-001(2023) | 21231 | 3900 South Bike Lanes; Redwood Road to Jordan River | Add Buffered bike lanes, a 10' trail, street lighting and connecting sidewalk | 2023 | \$ 9,913,000 | \$ 1,129,817 | \$ - | \$ 1,129,817 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | White City Metro Township | Sego Lily | Newproject-S_TAP-003(2023) | 21233 | Sego Lily Crossing at 1300 East | Construct grade appropriate ADA and crosswalk on west leg of intersection | 2023 | \$ 1,108,200 | \$ 1,033,175 | \$ - | \$ 1,033,175 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | West Valley City | 1300 West | Newproject-S_TAP-001(2024) | | 1300 West Bike Lanes; 4000 South to 3300 South | Improve the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. | 2024 | \$ 9,585,000 | \$ 745,000 | \$ - | \$ 745,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| County | Sponsor | Route | Project Number | Project Identification Number | Project Information | | Year Added to TIP | Estimated Total Project Cost | Original Funds Programmed | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
|---------------------------------|---------------------------|-------------------|----------------------------|-------------------------------|---|---|-------------------|------------------------------|---------------------------|------------------------|--------------|--|------|------|------|------|---------------------|------|
| | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| | | | | | | | | | | | | | | | | | | |
| Salt Lake | White City Metro Township | Larkspur | Newproject-S_TAP-002(2024) | | Larkspur Drive; 700 East to Carnation Drive | Construct two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive. | 2024 | \$ 299,000 | \$ 277,288 | \$ - | \$ - | \$ 277,288 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Millcreek | 3776 So | Newproject-S_TAP-003(2024) | | 3776 S 2700 E Crosswalk Enhancement Project | Reconstruct dysfunctioning curb & gutter, sidewalk, crosswalk, and ADA ramps. | 2024 | \$ 403,600 | \$ 376,267 | \$ - | \$ - | \$ 376,267 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Holladay | 2700 East | Newproject-S_TAP-004(2024) | | 2700 East Pedestrian Improvements; Morningside Drive to 4500 South | Project will construct missing sidewalk on the east and west sides plus enhance safe crossings. | 2024 | \$ 971,000 | \$ 740,000 | \$ - | \$ - | \$ 740,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Salt Lake | Various | Newproject-S_TAP-005(2024) | | Bike Share (GREENbike) Capital Care Improvements | This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. | 2024 | \$ 493,200 | \$ 459,810 | \$ - | \$ - | \$ 459,810 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OGDEN/ LAYTON URBAN AREA | | | | | | | | | | | | | | | | | | |
| Davis | Centerville | Parrish Lane | Newproject-O_TAP-006(2022) | 20335 | Parrish Lane/ Legacy Trail Connection from 1250 West to Legacy Trail | Construct Missing Pedestrian/ Bicyclist Pathway | 2022 | \$ 500,000 | \$ 250,000 | \$ - | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Centerville | Porter Lane | Newproject-O_TAP-002(2023) | 21228 | Porter Lane Multi-Use Trail; 400 West to Frontage Road | Construct a Multi-Use Trail on top of the enclosed channel | 2023 | \$ 302,500 | \$ 151,250 | \$ - | \$ - | \$ 151,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Clearfield | Canal Trail | Newproject-O_TAP-002(2021) | 19691 | Clearfield Canal Trail; 200 So to 300 No (Clearfield) | Complete a Section of the Trail, Completing a 3 mile bike/ ped facility | 2021 | \$ 145,500 | \$ 135,650 | \$ - | \$ 135,650 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Davis & Weber County | | New Project | 15924 | Davis and Weber County Bicycle Counters | Project will place automatic counters at strategic locations around Davis and Weber Counties to begin collecting vital user data. | 2017 | \$ 500,000 | \$ 200,000 | \$ - | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Farmington | | New Project | 16953 | State Street and 400 West | Relocate and Signalize Pedestrian Crossing | 2018 | \$ 250,000 | \$ 233,075 | \$ 233,022 | \$ 53 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Farmington | | New Project | 16954 | 326 West Park Lane | Construct missing sidewalk | 2018 | \$ 76,200 | \$ 71,041 | \$ 71,041 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Layton | Kay's Creek | Newproject-034(2020) | 18835 | East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass | New Trail Construction | 2020 | \$ 790,500 | \$ 395,250 | \$ 395,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Layton | 3200 West | Newproject-O_TAP-001(2022) | 20326 | 3200 West Safe Route to School | Safe Routes to School - Construct Missing Sidewalk | 2022 | \$ 166,200 | \$ 81,200 | \$ - | \$ 81,200 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Layton | Davis Weber Canal | Newproject-O_TAP-001(2023) | 21227 | Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W | Extend the Davis Weber Canal Trail into Layton City | 2023 | \$ 654,600 | \$ 327,300 | \$ - | \$ 327,300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | North Salt Lake | Var | New Project - 023() | 17864 | Redwood Road West side path connections | Construct Missing Sidewalk | 2019 | \$ 284,600 | \$ 200,600 | \$ 200,600 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

DRAFT

2025-2030 Transportation Improvement Program (TIP)

Transportation Alternatives Program (TAP)

Print Date: 6/12/2024

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

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

Print Date: 6/12/2024

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

Carbon Reduction Program (CRP) Funded Projects

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

For the

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

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | | | |
|-----------------------------|---------------------------------------|---------------------|-----------------------------|-------------------------------------|---|--|-------------------|------------------------------|--------------------------|------------------------|--------------|--|------------------|-----------------------------|---------------------------------|------|---------------------|------|
| County | Sponsor | Route | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | | | | | | | |
| | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Salt Lake Urban Area | | | | | | | | | | | | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| Salt Lake | Cottonwood Heights | Highland Dr | Newproject-S_CRP-003(2023) | 21241 | Highland Drive Protected Trail; Fort Union Blvd to Villaire Ave | Construct 8-ft asphalt trail on east side of Highland Drive | 2024 | \$ 2,094,300 | \$ 1,952,516 | \$ - | \$ 1,000,000 | \$ 952,516 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Holladay | Var | Newproject-S_CRP-002(2023) | 21240 | Signal Optimization Enhancements (Multiple Intersections) | Signal Optimization, improving travel time and signal timing (19 Intersections) | 2024 | \$ 1,152,800 | \$ 1,074,755 | \$ - | \$ 1,074,755 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Salt Lake City/ West Valley City | Var | Newproject-S_CRP-001(2023) | 21239 | On-Route Charging Infrastructure | Construct 2 on-route electric charging stations at key locations | 2024 | \$ 3,000,000 | \$ 1,500,000 | \$ - | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Salt Lake/ Utah Inland Port Authority | PM2.5 | Newproject-S_CMAQ-001(2021) | 19683 | Electrified Truck Parking Facility (700 North John Glenn Road) | Construct Secure Truck Parking Electrification Facility | 2021 | \$ 9,681,992 | \$ 2,412,792 | \$ - | \$ 1,000,000 | \$ 1,412,792 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT TOC | | Newproject-S_STP-004(2021) | 19632 | Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals | New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd | 2021 | \$ 600,000 | \$ 559,380 | \$ - | \$ 559,380 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | | Newproject-025(2020) | 18832 | On Route Electric Bus Charging Infrastructure | Construct 2 electric charging stations for 20 electric buses. | 2020 | \$ 3,000,000 | \$ 2,500,000 | \$ 2,330,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | | New Project | 15918 | UTA Locomotive Rebuild | Rebuild locomotive prime mover engines to EPA's standard of Tier 1+ | 2017 | \$ 3,516,000 | \$ 325,000 | \$ 325,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | Regular | CM-9999() | Tran SEC. | WFRC Area | Air Quality - Rideshare & Vanpool Management | 1993 | \$ 4,065,825 | \$ 326,305 | \$ 3,464,264 | \$ 326,305 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UTA | Midvalley Connector | Newproject-S_STP- 07(2022) | 20315 | Midvalley Connector; Murray Station to West Valley Central Station - Operations | Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station. | 2022 | \$ 29,035,040 | \$ 2,215,816 | \$ 2,215,816 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Riverton City | | Newproject-S_CRP-002(2024) | | Construction of Electric Vehicle Charging Stations next to Riverton City Hall | Construct four electric car charging stations in the parking area adjacent to Riverton City Hall | 2024 | \$ 425,000 | \$ 385,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | UDOT | 12300 So | Newproject-S_CRP-001(2024) | | 12300 South; SB I-15 Offramp to Lone Peak Parkway | Widen 12300 So (SR-71)to extend free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway. Add additional left turn lane to SB Lone Peak | 2024 | \$ 6,379,200 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt Lake | Sandy | 110000 So | Newproject-S_CRP-003(2024) | | 11000 South 1000 East Roundabout | Convert an existing 4-way stop intersection to a roundabout | 2024 | \$ 3,456,167 | \$ 1,100,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

| Print Date: 12-Jun-24 | | | | | | | | | | | | | Amount Obligated | Current Federal Fiscal Year | New Project/ Additional Funding | | | |
|------------------------------------|------------------|------------------|-----------------------------|-------------------------------------|---|---|-------------------|------------------------------|--------------------------|------------------------|--------------|--|------------------|-----------------------------|---------------------------------|------|---------------------|------|
| County | Sponsor | Route | Project Sequence | Project Identification Number (PIN) | Project Information | | Year Added to TIP | Estimated Total Project Cost | Current Programmed Funds | Total Amount Obligated | Current Year | Allocation of Programmed Funds per Federal Fiscal Year | | | | | Concept Development | |
| | | | | | Location/ Limits | Concept/ Type of Improvement | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Ogden/ Layton Urbanize Area | | | | | | | | | | | | | | | | | | |
| Davis | Layton | | Newproject-O_CMAQ-001(2022) | 20317 | Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project | Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station | 2022 | \$ 6,000,000 | \$ 800,000 | \$ 800,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Weber | Roy | | New Project - 018() | 17847 | 6000 South & 3100 West Round-a-bout | Intersection & Pedestrian Improvements | 2019 | \$ 760,700 | \$ 673,470 | \$ - | \$ 673,470 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Roy | Var | Newproject-O_CRP-001(2023) | 21236 | Roy Municipal Bldg. Electric Vehicle Charging Stations 5051 South 1900 West | Installation of four (4) electric vehicle charging stations | 2024 | \$ 100,500 | \$ 93,696 | \$ - | \$ - | \$ 93,696 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | South Ogden/UDOT | | New Project | 16945 | US-89 & Skyline Drive Intersection | Intersection Improvements | 2018 | \$ 2,515,600 | \$ 1,185,477 | \$ 13,889 | \$ 871,588 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | Syracuse | Antelope Drive | Newproject-O_CRP-003(2023) | 21238 | Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive | Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island | 2024 | \$ 2,246,700 | \$ 349,906 | \$ - | \$ 349,906 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Syracuse | Antelope Drive | Newproject-O_CRP-003(2023) | 21238 | Antelope Drive Shared Use Trail- Phase I; Causeway Gatehouse to Doral Drive | Construct a shared use trail to provide access between neighborhoods, safe route to school and access to island | 2024 | \$ 2,246,700 | \$ 349,906 | \$ - | \$ 349,906 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | UTA | | CM-9999() | Tran SEC. | WFRC Area | Air Quality - Rideshare & Vanpool Management | 1993 | \$ 2,119,280 | \$ 476,014 | \$ 1,608,700 | \$ 161,754 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | UTA | | Newproject-028(2020) | 18829 | On Route Electric Bus Charging Infrastructure | Construct electric charging station for 10 electric buses. | 2020 | \$ 1,500,000 | \$ 1,398,450 | \$ 1,398,450 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Davis | West Point | 1800 North | Newproject-O_CRP-002(2023) | 21237 | 1800 North & 4500 West Intersection | Improve Intersection Functionality Construct Round-about | 2023 | \$ 2,087,300 | \$ 1,013,690 | \$ - | \$ 506,845 | \$ 506,845 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Farr West | Harrisville Road | Newproject-O_CRP-001(2024) | | 1200 West Harrisville Road Roundabout | Convert an existing 4-way stop intersection to a roundabout | 2024 | \$ 1,698,000 | \$ 900,000 | \$ - | \$ 900,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Weber | Roy | 6000 South | Newproject-O_CRP-002(2024) | | 4300 West 6000 South Roundabout | Convert an existing 4-way stop intersection to a roundabout | 2024 | \$ 1,953,000 | \$ 900,000 | \$ - | \$ 900,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

State & Other Federal Highway Administration Funds ePM Tables For –

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

National Highway Performance Program (NHPP)

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

Any Area Statewide Bridge Replacement

Off System – Local

Off System – Optional

Highway Safety Improvement Program (HSIP)

Safety Any Area

Rail/ Highway Crossing – Hazard Elimination

Recreational Trails Program

Safe Routes to School

Economic Recovery

Surface Transportation Program Flexible Funding

Other Federal Funds

State Transportation Investment Funds

Statewide Pavement Program

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|----------------------------------|-------|---------------|-----------------|--------------|------------------------------------|---|------|--------------|---------------------|------|--------------|--------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Box Elder County Projects | | | | | | | | | | | | | |
| BOX EL | 19478 | Advertised | F-R199(320)6 | 30 6 | | | | | | | | | |
| | | Adv Dt: | 04/27/24 | | | | | | | | | | |
| | | NHPP_BR | | \$6,383,472 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,383,472 | \$5,951,311 | \$432,161 |
| | | NHPP_NHS | | \$250,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$233,075 | \$16,925 |
| | | STP_BRIDGE | | \$616,528 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$616,528 | \$574,789 | \$41,739 |
| | | STP_COVID_ST | | \$750,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$750,000 | \$750,000 | \$0 |
| | | | Total | \$8,000,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 | \$7,509,175 | \$490,825 |
| BOX EL | 15677 | Scoping | F-0089(456)423 | 89 423 | 7 | US-89; SR-126 to Perry | | | | | | | |
| | | To Be Adv Dt: | 09/09/24 | | | US-89; MP 423.22 - 430.13 | | | | | | | |
| | | NHPP_NHS | | \$12,618,575 | | \$41,381,425 | | \$0 | \$0 | \$0 | \$54,000,000 | \$50,344,200 | \$3,655,800 |
| | | ST_TRANS_SOL | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total | \$12,618,575 | | \$41,381,425 | | \$0 | \$0 | \$0 | \$54,000,000 | \$50,344,200 | \$3,655,800 |
| BOX EL | 16938 | STIP | F-1098(2)1 | 1098 1 | | 1200 West Box Elder Creek Bridge at 600 North | | | | | | | |
| | | To Be Adv Dt: | | | | Cnty:FA-1098; MP .81 - .81 | | | | | | | |
| | | LOCAL_GOV'T | | \$0 | | \$53,000 | | \$0 | \$0 | \$0 | \$53,000 | \$0 | \$0 |
| | | STP_URB_O/L | | \$0 | | \$1,697,000 | | \$0 | \$0 | \$0 | \$1,697,000 | \$1,582,113 | \$114,887 |
| | | | Total | \$0 | | \$1,750,000 | | \$0 | \$0 | \$0 | \$1,750,000 | \$1,582,113 | \$0 |
| BOX EL | 21197 | STIP | F-1098(3)0 | 1098 | 1 | 1200 West; 600 North to Industrial Way | | | | | | | |
| | | To Be Adv Dt: | | | | Cnty:FA-1098; MP .24 - .81 | | | | | | | |
| | | LOCAL_GOV'T | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$6,750,168 | \$6,750,168 | \$0 |
| | | STP_URB_O/L | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$2,145,232 | \$2,145,232 | \$0 |
| | | | Total | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$8,895,400 | \$8,895,400 | \$0 |
| BOX EL | 18257 | Advertised | F-I84-4(7)0 | MULT | | Bridge Replacement & Rehabilitation near Tremonton | | | | | | | |
| | | Adv Dt: | 05/11/24 | | | POCATELLO/VALLEY - OVERPASS; MP .00 - .25 & BOTHWELL INT. - OVERPASS; MP .00 - .12 & SR-102; MP 14.00 - 14.49 | | | | | | | |
| | | BFP_BR_MAIN | | \$6,000,000 | | \$0 | | \$0 | \$0 | \$0 | \$6,000,000 | \$5,593,800 | \$406,200 |
| | | NHPP_BR | | \$11,539,994 | | \$960,006 | | \$0 | \$0 | \$0 | \$12,500,000 | \$11,653,750 | \$846,250 |
| | | | Total | \$17,539,994 | | \$960,006 | | \$0 | \$0 | \$0 | \$18,500,000 | \$17,247,550 | \$1,252,450 |
| BOX EL | 20773 | STIP | F-I84-4(9)22 | MULT | | I-84 Bridge Replacements; Blue Creek & Howell | | | | | | | |
| | | To Be Adv Dt: | | | | I-84; MP 20.17 - 20.38 & I-84; MP 26.44 - 26.62 | | | | | | | |
| | | NHPP_BR | | \$0 | | \$0 | | \$24,500,000 | \$0 | \$0 | \$24,500,000 | \$22,841,350 | \$1,658,650 |
| | | ST_BRIDGE | | \$0 | | \$0 | | \$3,000,000 | \$0 | \$0 | \$3,000,000 | \$0 | \$3,000,000 |
| | | | Total | \$0 | | \$0 | | \$24,500,000 | \$0 | \$0 | \$27,500,000 | \$22,841,350 | \$4,658,650 |
| BOX EL | 21862 | Scoping | S-I15-8(177)366 | MULT | | I-15; SR-13 to SR-240 Passing Lanes | | | | | | | |
| | | To Be Adv Dt: | 02/03/25 | | | I-15; MP 365.70 - 373.30 & I-15; MP 365.70 - 373.30 | | | | | | | |
| | | ST_TIF | | \$0 | | \$19,000,000 | | \$0 | \$0 | \$0 | \$19,000,000 | \$0 | \$19,000,000 |
| BOX EL | 13932 | Scoping | F-LC03(22) | OTHER | | 750 North 200 West, Willard City | | | | | | | |
| | | To Be Adv Dt: | 12/09/25 | | | 750 North 200 West, Willard City, Utah | | | | | | | |
| | | CMAQ_BOX_ELD | | \$0 | | \$91,172 | | \$0 | \$0 | \$0 | \$91,172 | \$85,000 | \$0 |
| | | | | | | | | | | | | | \$6,172 |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | |
|----------------------------------|-------|-----------------------------------|--------------------|-------------|------------------------------------|---|------|---------------------|--------------------------------------|-------------|-------------|-------------|-------------|
| | | | | | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
| Box Elder County Projects | | | | | | | | | | | | | |
| BOX EL | 20552 | Scoping Will Not Adv | S-R199(358) | OTHER | | Historic Orchard Parkway Shared Use Path Historic Orchard Drive 750 N to 8700 S. Willard | | | Local/MPO/Other Agency Pass-Through | | | | |
| | | LOCAL_MATCH | | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$1,200,000 |
| | | ST_TIF_ACT | | \$0 | \$4,800,000 | \$0 | \$0 | \$0 | \$0 | \$4,800,000 | \$0 | \$4,800,000 | \$0 |
| | | | Total | \$0 | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | \$0 | \$4,800,000 | \$1,200,000 |
| BOX EL | 20553 | Scoping Will Not Adv | S-R199(359) | OTHER | | 1200 W. Trail from 2250 S. to 3600 S. Perry 1200 West Trail from 2250 South to 3600 South in Perry | | | Local/MPO/Other Agency Pass-Through | | | | |
| | | LOCAL_MATCH | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | | \$0 | \$480,000 | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$0 | \$480,000 |
| | | ST_TIF_ACT | | \$15,859 | \$1,904,141 | \$0 | \$0 | \$0 | \$0 | \$1,920,000 | \$0 | \$1,920,000 | \$0 |
| | | | Total | \$15,859 | \$2,384,141 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$0 | \$1,920,000 | \$480,000 |
| BOX EL | 14841 | Scoping Will Not Adv | S-LC03(25) | OTHER | | 1200 West; 3600 S. to S. Perry Boundary Extension 1200 West; 3600 South to Southern Perry Boundary | | | TIF - Transportation Investment Fund | | | | |
| | | LOCAL_MATCH | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | | \$0 | \$207,915 | \$0 | \$0 | \$0 | \$0 | \$207,915 | \$0 | \$0 | \$207,915 |
| | | STP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF_EXCH | | \$1,875,028 | \$204,121 | \$0 | \$0 | \$0 | \$0 | \$2,079,148 | \$0 | \$2,079,148 | \$0 |
| | | | Total | \$1,875,028 | \$412,035 | \$0 | \$0 | \$0 | \$0 | \$2,287,063 | \$0 | \$2,079,148 | \$207,915 |
| BOX EL | 14848 | Scoping To Be Adv Dt: 11/18/24 | F-LC03(26) | OTHER | | 1200 W; 2250 S. to 775 W., Bike Trail, Perry 1200 West, 2250 South to 775 West | | | Pedestrian/Bike facility | | | | |
| | | CMAQ_BOX_ELD | | \$10,726 | \$651,274 | \$0 | \$0 | \$0 | \$0 | \$662,000 | \$617,183 | \$0 | \$44,817 |
| | | LOCAL_GOVT | | \$0 | \$33,000 | \$0 | \$0 | \$0 | \$0 | \$33,000 | \$0 | \$0 | \$33,000 |
| | | | Total | \$10,726 | \$684,274 | \$0 | \$0 | \$0 | \$0 | \$695,000 | \$617,183 | \$0 | \$77,817 |
| BOX EL | 19681 | STIP To Be Adv Dt: | F-R199(328) | OTHER | | Brigham City Park n Ride Lot 1100 So (HWY 91) Brigham City Park n Ride Lot - approx 1100 West on 1100 South (Hwy 91) | | | UTA/Transit | | | | |
| | | CMAQ_WFRC | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,581,929 | \$1,581,929 | \$1,474,832 | \$0 | \$107,097 |
| BOX EL | 20306 | STIP To Be Adv Dt: | F-R199(348) | OTHER | | 1200\ 1100 West; 1100 South to 1600 South, Perry Project will extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor | | | Intersection Modification | | | | |
| | | LOCAL_GOVT | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,037,600 | \$2,037,600 | \$0 | \$0 | \$2,037,600 |
| | | STP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,964,500 | \$2,964,500 | \$2,763,803 | \$0 | \$200,697 |
| | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,002,100 | \$5,002,100 | \$2,763,803 | \$0 | \$2,238,297 |
| BOX EL | 20336 | STIP To Be Adv Dt: | F-R199(354) | OTHER | | Utha Idaho Central Railroad - Trail Design Utah Idaho Central (UIC) Railroad Corridor - Multi-Use Trail Design; 8700 South (Box Elder County) to Willard City Boundary | | | Pedestrian/Bike facility | | | | |
| | | TAP_URB_O/L | | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$186,460 | \$0 | \$13,540 |
| BOX EL | 19557 | STIP To Be Adv Dt: | UT-FTBR-PA-WIBA(1) | | | WILLARD BAY WEST ACCESS ROAD PHASE I - STUDY WILLARD BAY WEST ACCESS ROAD PHASE I - UT FTBR PA WIBA(1) | | | Federal Lands Access Program | | | | |
| | | FLHP | | \$0 | \$100 | \$0 | \$0 | \$0 | \$0 | \$100 | \$100 | \$0 | \$0 |

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Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | State | Other |
|----------------------------------|-------|-----------------------|---------------------------|-------------|------------------------------------|-------|-------------|---|------|------|-------|------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | | |
| Box Elder County Projects | | | | | | | | | | | | |
| BOX EL | 19563 | STIP To Be Adv Dt: | UT-FTFW-BERI(10)1 FLHP | | | | | Auto Tour Route - UT FTFW BERI 10(1) Auto Tour Route - Rehabilitate Auto Tour Route 10 | | | | Federal Lands Access Program |
| | | | | | \$0 | | \$1,300,000 | | \$0 | \$0 | | \$0 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$0 |



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STIP 2025-2030

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| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|------------------------------|-------|-----------------------------------|-----------------|-------------|--|---------------|------|------|---------------------|------|-------------------------------------|-------------|---------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Davis County Projects | | | | | | | | | | | | | |
| DAVIS | 17812 | Scoping Will Not Adv | S-I15-7(361)313 | 15 313 24 | I-15 Ramp Destination Sensors in Davis County I-15; MP 313.00 - 337.00 | | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | LOCAL_GOV | | \$0 | \$250,000 | | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$0 |
| DAVIS | 20465 | STIP To Be Adv Dt: | S-0037(21)0 | 37 | 2 SR-37; SR-108 to 250 W. Reconstruct & Widening SR-37; MP .00 - 2.00 | | | | | | Widen Existing Facility | | |
| | | ST_TIF | | \$0 | \$0 | \$110,000,000 | | \$0 | \$0 | \$0 | \$110,000,000 | \$0 | \$110,000,000 |
| DAVIS | 21237 | STIP To Be Adv Dt: | F-0037(23)4 | 37 5 | 1800 North & 4500 West Intersection SR-37; MP 4.51 - 4.51 | | | | | | Intersection Modification | | |
| | | CARBON_O/L | | \$0 | \$1,087,300 | | \$0 | \$0 | \$0 | \$0 | \$1,087,300 | \$1,013,690 | \$0 |
| | | LOCAL_GOV | | \$0 | \$1,000,000 | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 |
| | | Total | | \$0 | \$2,087,300 | | \$0 | \$0 | \$0 | \$0 | \$2,087,300 | \$1,013,690 | \$0 |
| | | | | | | | | | | | | | \$1,073,610 |
| DAVIS | 13363 | Undr Const Will Not Adv | S-R199(190) | 68 66 | FY2015 Region One TAP, North Salt Lake SR-68; MP 65.62 - 65.82 | | | | | | Trails | | |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | | \$0 | \$34,250 | | \$0 | \$0 | \$0 | \$0 | \$34,250 | \$0 | \$0 |
| | | ST_PVMT | | \$98,750 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$98,750 | \$0 | \$98,750 |
| | | Total | | \$98,750 | \$34,250 | | \$0 | \$0 | \$0 | \$0 | \$133,000 | \$0 | \$98,750 |
| | | | | | | | | | | | | | \$34,250 |
| DAVIS | 20328 | STIP To Be Adv Dt: | F-0068(139)64 | 68 65 | 1 Redwood Road Missing Sidewalks; 75 No to 965 No SR-68; MP 64.64 - 65.61 | | | | | | Pedestrian/Bike facility | | |
| | | LOCAL_GOV | | \$0 | \$40,202 | | \$0 | \$0 | \$0 | \$0 | \$40,202 | \$0 | \$0 |
| | | TAP_URB_O/L | | \$0 | \$243,098 | | \$0 | \$0 | \$0 | \$0 | \$243,098 | \$226,640 | \$0 |
| | | Total | | \$0 | \$283,300 | | \$0 | \$0 | \$0 | \$0 | \$283,300 | \$226,640 | \$0 |
| | | | | | | | | | | | | | \$56,660 |
| DAVIS | 13480 | Scoping Will Not Adv | S-R199(198) | 89 399 | US-89; Nicholls Rd Grade Separation, Frontage Rds. US-89; MP 398.60 - 398.80 & US-89; Mutton Hollow to Oak Hills, East and West side Frontage Roads | | | | | | New Capacity | | |
| | | ST_CONCPT_D1 | | \$34,668 | \$17,460 | | \$0 | \$0 | \$0 | \$0 | \$52,128 | \$0 | \$52,128 |
| | | ST_TIF | | \$953,277 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$953,277 | \$0 | \$953,277 |
| | | Total | | \$987,945 | \$17,460 | | \$0 | \$0 | \$0 | \$0 | \$1,005,405 | \$0 | \$1,005,405 |
| | | | | | | | | | | | | | \$0 |
| DAVIS | 10021 | Scoping To Be Adv Dt: 08/06/26 | F-LC11(48) | 89 400 | Fruit Heights / Kaysville 400/200 North US-89; MP 399.70 - 399.80 | | | | | | UTA/Transit | | |
| | | CMAQ_WFRC | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,322,536 | \$1,322,536 | \$1,233,000 |
| | | | | | | | | | | | | | \$89,536 |
| DAVIS | 13120 | STIP To Be Adv Dt: 09/06/16 | F-LC11(59) | 89 399 | Nicholls Road / US-89 Grade Separation US-89; MP 398.50 - 398.90 | | | | | | PE | | |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,081,100 | \$1,081,100 | \$1,007,910 |
| | | | | | | | | | | | | | \$73,190 |
| DAVIS | 18835 | Undr Const Adv Dt: 01/06/24 | F-0089(537)402 | 89 402 | East/ West Kay's Creek Trail Connections US-89; MP 401.91 - 402.16 | | | | | | Transportation Alternatives | | |
| | | LOCAL_GOV | | \$632,893 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$632,893 | \$0 | \$0 |
| | | TAP_URB_O/L | | \$423,952 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$423,952 | \$395,250 | \$0 |
| | | Total | | \$1,056,844 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,056,844 | \$395,250 | \$0 |
| | | | | | | | | | | | | | \$661,594 |



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STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | |
|------------------------------|-------|------------------------|-------------|--------------|------------------------------------|--|-------------|---------------------|------|------|---------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD |
| Davis County Projects | | | | | | | | | | | |
| DAVIS | 15917 | Scoping | F-0105(8)1 | 105 1 | | | | | | | Intersection Improvements |
| | | To Be Adv Dt: 08/22/24 | | | | | | | | | |
| | | CMAQ_PM2.5 | | \$553,337 | \$882,241 | | \$0 | \$0 | \$0 | \$0 | \$1,435,579 |
| | | CMAQ_WFRC | | \$1,501,663 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,501,663 |
| | | LOCAL_GOV | | \$0 | \$288,208 | | \$0 | \$0 | \$0 | \$0 | \$288,208 |
| | | STP_COVID_O | | \$441,652 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$441,652 |
| | | Total | | \$2,496,652 | \$1,170,450 | | \$0 | \$0 | \$0 | \$0 | \$3,667,102 |
| | | | | | | | | | | | \$3,180,042 |
| | | | | | | | | | | | \$0 |
| | | | | | | | | | | | \$487,060 |
| DAVIS | 16933 | Active | F-0106(21)8 | 106 8 | 1 | Main Street (SR-106); Park Lane to Shepard Lane | | | | | Reconstruct & Widening |
| | | To Be Adv Dt: 02/03/25 | | | | SR-106; MP 8.30 - 9.05 | | | | | |
| | | LOCAL_GOV | | \$810,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$810,000 |
| | | STP_URB_O/L | | \$2,324,155 | \$4,010,277 | | \$1,072,616 | \$0 | \$0 | \$0 | \$7,407,048 |
| | | TAP_FLEX | | \$1,072,616 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$6,905,591 |
| | | Total | | \$4,206,771 | \$4,010,277 | | \$1,072,616 | \$0 | \$0 | \$0 | \$1,072,616 |
| | | | | | | | | | | | \$72,616 |
| | | | | | | | | | | | \$0 |
| | | | | | | | | | | | \$1,311,458 |
| DAVIS | 21194 | STIP | F-0106(30)5 | 106 5 | 1 | 200 East (SR-106); Grovers Lane to Lund Lane | | | | | Pedestrian/Bicycle Safety |
| | | To Be Adv Dt: | | | | SR-106; MP 5.19 - 6.07 | | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,770,868 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,145,232 |
| | | Total | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| | | | | | | | | | | | \$0 |
| | | | | | | | | | | | \$1,916,100 |
| DAVIS | 19605 | STIP | F-0107(16)0 | 107 | 1 | 300 North; 3000 West to 4000 West - Reconstruction | | | | | Reconstruct & Widening |
| | | To Be Adv Dt: | | | | SR-107; MP .49 - 1.50 | | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,072,616 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,835,184 |
| | | Total | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,643,242 |
| | | | | | | | | | | | \$0 |
| | | | | | | | | | | | \$1,264,558 |
| DAVIS | 15680 | Undr Const | S-0108(36)6 | 108 6 | 2 | SR-108; 300 North to 1800 North | | | | | Widen Existing Facility |
| | | Adv Dt: 06/03/23 | | | | SR-108; MP 6.00 - 7.51 | | | | | |
| | | L_BETTERMENT | | \$348,430 | \$6,723,648 | | \$0 | \$0 | \$0 | \$0 | \$7,072,078 |
| | | ST_APPROP | | \$214,022 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$214,022 |
| | | ST_TIF | | \$21,607,356 | \$57,178,622 | | \$0 | \$0 | \$0 | \$0 | \$78,785,978 |
| | | Total | | \$22,169,808 | \$63,902,270 | | \$0 | \$0 | \$0 | \$0 | \$86,072,078 |
| | | | | | | | | | | | \$0 |
| | | | | | | | | | | | \$79,000,000 |
| | | | | | | | | | | | \$7,072,078 |
| DAVIS | 21218 | STIP | F-0108(45)7 | 108 8 | | 2050 North Pedestrian Underpass on 2000 West | | | | | Pedestrian/Bike facility |
| | | To Be Adv Dt: | | | | SR-108; MP 7.75 - 7.75 | | | | | |
| | | CMAQ_WFRC | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,949,694 |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,550,306 |
| | | Total | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$5,500,000 |
| | | | | | | | | | | | \$2,750,000 |
| DAVIS | 19855 | Undr Const | S-0193(26)0 | 193 | | SR-193 Extension; SR-110 to SR-177 | | | | | New Capacity |
| | | Adv Dt: 03/25/23 | | | | SR-193; MP .00 - .10 | | | | | |
| | | ST_TIF | | \$1,048,114 | \$8,951,886 | | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |
| | | Total | | \$1,048,114 | \$8,951,886 | | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |
| | | | | | | | | | | | \$0 |



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STIP 2025-2030

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epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|-----------------------------------|-------------|-------------|------------------------------------|-------------|-----------|---|------|------|-------------------------------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Davis County Projects | | | | | | | | | | | | |
| DAVIS | 19623 | Scoping To Be Adv Dt: 07/19/24 | F-1384(2)1 | 1384 | 1 | | | NSL - Main Street Sidewalk; I-15 to 1001 North Cnty:FA-1384; MP 1.09 - 1.56 | | | Reconstruct & Widening | |
| | | LOCAL_GOVT | | | | \$0 | \$0 | \$71,606 | \$0 | \$0 | \$883,093 | \$954,699 |
| | | STP_URB_O/L | | | | \$10,726 | \$0 | \$283,868 | \$0 | \$0 | \$2,720,907 | \$3,015,501 |
| | | | Total | | | \$10,726 | \$0 | \$355,474 | \$0 | \$0 | \$3,604,000 | \$3,970,200 |
| | | | | | | | | | | | | |
| DAVIS | 20302 | STIP To Be Adv Dt: | F-1384(3)1 | 1384 | 2 | | | 1100 West; 2185 South to 1100 North (2600 South) Cnty:FA-1384; MP 1.57 - 1.97 | | | Reconstruct no widening | |
| | | LOCAL_GOVT | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,797,368 | \$1,797,368 |
| | | STP_URB_O/L | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,145,232 |
| | | | Total | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,942,600 | \$3,942,600 |
| | | | | | | | | | | | | |
| DAVIS | 19624 | STIP To Be Adv Dt: | F-1388(1)4 | 1388 | 4 | | | Centerville - 400 East; Pages Lane to Porter Lane Cnty:FA-1388; MP 3.91 - 4.37 | | | Reconstruct no widening | |
| | | LOCAL_GOVT | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$604,309 | \$604,309 |
| | | STP_URB_O/L | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,820,991 | \$1,820,991 |
| | | | Total | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,425,300 | \$2,425,300 |
| | | | | | | | | | | | | |
| DAVIS | 20304 | STIP To Be Adv Dt: | F-1388(2)4 | 1388 | 4 | | | 400 East - 100 South to Porter Lane (400 South) Cnty:FA-1388; MP 4.36 - 4.59 | | | Reconstruct no widening | |
| | | LOCAL_GOVT | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$276,706 | \$276,706 |
| | | STP_URB_O/L | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,138,394 | \$1,138,394 |
| | | | Total | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,415,100 | \$1,415,100 |
| | | | | | | | | | | | | |
| DAVIS | 20544 | Scoping Will Not Adv | S-1395(3)2 | 1392 | 2 | | | Town Center I-15 Trail NSL Cnty:FA-1392; MP 2.07 - 2.27 | | | Local/MPO/Other Agency Pass-Through | |
| | | LOCAL_MATCH | | | | \$0 | \$250,800 | \$0 | \$0 | \$0 | \$250,800 | \$250,800 |
| | | ST_TIF_ACT | | | | \$0 | \$376,200 | \$0 | \$0 | \$0 | \$376,200 | \$376,200 |
| | | | Total | | | \$0 | \$627,000 | \$0 | \$0 | \$0 | \$627,000 | \$627,000 |
| | | | | | | | | | | | | |
| DAVIS | 20549 | Scoping Will Not Adv | S-1392(2)2 | 1392 | 2 | | | Center Street Sidewalk; US-89 to Orchard Drive NSL Cnty:FA-1392; MP 2.35 - 2.60 | | | Local/MPO/Other Agency Pass-Through | |
| | | LOCAL_MATCH | | | | \$0 | \$253,620 | \$0 | \$0 | \$0 | \$253,620 | \$253,620 |
| | | ST_TTIF_FMLM | | | | \$0 | \$322,380 | \$0 | \$0 | \$0 | \$322,380 | \$322,380 |
| | | | Total | | | \$0 | \$576,000 | \$0 | \$0 | \$0 | \$576,000 | \$576,000 |
| | | | | | | | | | | | | |
| DAVIS | 17796 | Advertised Adv Dt: 04/20/24 | F-R199(8) | 1418 | 1 | | | 800 West & 1500 South Intersection Cnty:FA-1418; MP .71 - 1.01 & 800 West & 1500 South Intersection, Woods Cross, Utah 84087 | | | Intersection Modification | |
| | | LOCAL_GOVT | | | | \$420,000 | \$0 | \$0 | \$0 | \$0 | \$420,000 | \$420,000 |
| | | STP_URB_O/L | | | | \$1,324,654 | \$0 | \$0 | \$0 | \$0 | \$1,324,654 | \$1,234,975 |
| | | | Total | | | \$1,744,654 | \$0 | \$0 | \$0 | \$0 | \$1,744,654 | \$1,234,975 |
| | | | | | | | | | | | | |



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STIP 2025-2030

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| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|------------------------------|-------|-----------------------------------|-------------|-------------|---|-------|------|------|---------------------|------|-------------------------------------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Davis County Projects | | | | | | | | | | | | | |
| DAVIS | 20548 | Scoping Will Not Adv | S-1431(2)1 | 1431 1 1 | 10' multi use trail along 1250 W in Centerville Cnty:FA-1431; MP 1.04 - 1.69 | | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | LOCAL_MATCH | | \$0 | \$280,200 | | \$0 | \$0 | \$0 | \$0 | \$280,200 | \$0 | \$0 |
| | | ST_TIF_ACT | | \$0 | \$420,300 | | \$0 | \$0 | \$0 | \$0 | \$420,300 | \$0 | \$420,300 |
| | | | Total | \$0 | \$700,500 | | \$0 | \$0 | \$0 | \$0 | \$700,500 | \$0 | \$280,200 |
| DAVIS | 21192 | STIP To Be Adv Dt: | F-1431(3)0 | 1431 1 | 1250 West; Parrish Lane to 200 North Cnty:FA-1431; MP .87 - 1.04 | | | | | | Reconstruct no widening | | |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$215,792 | \$215,792 | \$0 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$536,308 | \$536,308 | \$500,000 |
| | | | Total | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$752,100 | \$752,100 | \$252,100 |
| DAVIS | 20547 | Scoping Will Not Adv | S-1448(1)0 | 1448 1 1 | Sidewalk & Bike lanes on Crestwood Rd Kaysville Cnty:FA-1448; MP .74 - 1.84 | | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | LOCAL_MATCH | | \$21,805 | \$898,195 | | \$0 | \$0 | \$0 | \$0 | \$920,000 | \$0 | \$0 |
| | | ST_TIF_ACT | | \$0 | \$1,380,000 | | \$0 | \$0 | \$0 | \$0 | \$1,380,000 | \$0 | \$1,380,000 |
| | | | Total | \$21,805 | \$2,278,195 | | \$0 | \$0 | \$0 | \$0 | \$2,300,000 | \$0 | \$920,000 |
| DAVIS | 19625 | STIP To Be Adv Dt: | F-1450(0)0 | 1450 | 1 Mutton Hollow; Main Street to Fairfield Road Cnty:FA-1450; MP .00 - .78 | | | | | | Intersection Modification | | |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,905,168 | \$2,905,168 | \$0 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,145,232 | \$2,000,000 |
| | | | Total | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$5,050,400 | \$5,050,400 | \$3,050,400 |
| DAVIS | 19627 | Scoping To Be Adv Dt: 08/15/24 | F-1458(1)0 | 1458 | Gentile Street SRTS; 3475 W - 3200 W Cnty:FA-1458; MP .48 - .76 | | | | | | Pedestrian/Bicycle Safety | | |
| | | LOCAL_GOV | | \$13,655 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$13,655 | \$0 | \$0 |
| | | STP_URB_O/L | | \$149,100 | \$288,045 | | \$0 | \$0 | \$0 | \$0 | \$437,145 | \$407,550 | \$0 |
| | | | Total | \$162,755 | \$288,045 | | \$0 | \$0 | \$0 | \$0 | \$450,800 | \$407,550 | \$0 |
| DAVIS | 20326 | STIP To Be Adv Dt: | F-1466(2)0 | 1466 1 | 3200 West Safe Route to School Cnty:FA-1466; MP .50 - .66 | | | | | | Pedestrian/Bike facility | | |
| | | LOCAL_GOV | | \$0 | \$79,104 | | \$0 | \$0 | \$0 | \$0 | \$79,104 | \$0 | \$0 |
| | | TAP_URB_O/L | | \$0 | \$87,096 | | \$0 | \$0 | \$0 | \$0 | \$87,096 | \$81,200 | \$0 |
| | | | Total | \$0 | \$166,200 | | \$0 | \$0 | \$0 | \$0 | \$166,200 | \$81,200 | \$0 |
| DAVIS | 19740 | Scoping Will Not Adv | S-R199(340) | 1478 4 | Kays Creek Parkway Shared Use Path Cnty:FA-1478; MP 3.90 - 4.00 & Kays Creek Parkway Shared Use Path | | | | | | Pedestrian/Bike facility | | |
| | | L_PASS_MATCH | | \$0 | \$78,800 | | \$0 | \$0 | \$0 | \$0 | \$78,800 | \$0 | \$0 |
| | | ST_TIF_ACT | | \$0 | \$315,200 | | \$0 | \$0 | \$0 | \$0 | \$315,200 | \$0 | \$315,200 |
| | | | Total | \$0 | \$394,000 | | \$0 | \$0 | \$0 | \$0 | \$394,000 | \$0 | \$78,800 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|------------------------------|-------|------------------------|-----------------|-------------|------------------------------------|--|-------------|------|---------------------|------|-------------------------------------|---------------|---------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Davis County Projects | | | | | | | | | | | | | |
| DAVIS | 18810 | STIP | F-1489(1)0 | 1489 | 1 | 300 North; 2000 West to 3000 West Cnty:FA-1489; MP .00 - 1.01 | | | | | Reconstruct & Widening | | |
| | | To Be Adv Dt: | | | | | | | | | | | |
| | | LOCAL_GOV | | | \$0 | \$0 | \$115,000 | \$0 | \$0 | \$0 | \$0 | \$115,000 | \$0 |
| | | STP_URB_O/L | | | \$0 | \$0 | \$3,197,700 | \$0 | \$0 | \$0 | \$0 | \$3,197,700 | \$2,981,216 |
| | | | Total | | \$0 | \$0 | \$3,312,700 | \$0 | \$0 | \$0 | \$0 | \$3,312,700 | \$2,981,216 |
| | | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | | \$331,484 |
| DAVIS | 17848 | STIP | F-1504(1)3 | 1504 | 3 | 1500 West & 1300 North Round-a-bout Cnty:FA-1504; MP 3.01 - 3.01 | | | | | Intersection Modification | | |
| | | To Be Adv Dt: | | | | | | | | | | | |
| | | CMAQ_WFRC | | | \$0 | \$911,724 | \$0 | \$0 | \$0 | \$0 | \$0 | \$911,724 | \$850,000 |
| | | LOCAL_GOV | | | \$0 | \$1,278,376 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,278,376 | \$0 |
| | | | Total | | \$0 | \$2,190,100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,190,100 | \$850,000 |
| | | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | | \$1,340,100 |
| DAVIS | 17365 | Undr Const | F-I84-5(50)1 | 1508 | 1 | Adams Ave over I-84 Deck Replacement (0C 644) Cnty:FA-1508; MP .60 - .82 | | | | | Deck Repair/Replacement | | |
| | | Adv Dt: 02/25/23 | | | | | | | | | | | |
| | | STP_BRIDGE | | | \$6,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,100,000 | \$5,687,030 |
| | | ST_BRIDGE | | | \$0 | \$499,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$499,000 | \$0 |
| | | | Total | | \$6,100,000 | \$499,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,599,000 | \$5,687,030 |
| | | | | | | | | | | | | | \$911,970 |
| | | | | | | | | | | | | | \$0 |
| DAVIS | 15682 | Active | S-I15-8(157)336 | MULT | | I-15; 1800 North Interchange I-15; MP 336.40 - 337.40 & I-15; MP 336.40 - 337.40 & SR-37; MP .00 - 2.00 & To add the map for the widening of roadway on sr-37 | | | | | New Interchange on Existing Freeway | | |
| | | To Be Adv Dt: 11/06/24 | | | | | | | | | | | |
| | | ST_APPROP | | | \$414,237 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$414,237 | \$0 |
| | | ST_TIF | | | \$28,648,889 | \$40,935,111 | \$0 | \$0 | \$0 | \$0 | \$0 | \$69,584,000 | \$0 |
| | | | Total | | \$29,063,126 | \$40,935,111 | \$0 | \$0 | \$0 | \$0 | \$0 | \$69,998,237 | \$0 |
| | | | | | | | | | | | | | \$0 |
| DAVIS | 15684 | Undr Const | S-I15-7(340)325 | MULT | | I-15; Shepard Ln Intchg & Ped Overpass I-15; MP 323.00 - 328.00 & I-15; MP 323.00 - 328.00 | | | | | New Interchange on Existing Freeway | | |
| | | Adv Dt: 06/17/23 | | | | | | | | | | | |
| | | L_BETTERMENT | | | \$269,207 | \$5,209,687 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,478,894 | \$0 |
| | | ST_APPROP | | | \$213,760 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$213,760 | \$0 |
| | | ST_TIF | | | \$124,786,240 | \$17,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$141,786,240 | \$0 |
| | | | Total | | \$125,269,207 | \$22,209,687 | \$0 | \$0 | \$0 | \$0 | \$0 | \$147,478,894 | \$0 |
| | | | | | | | | | | | | | \$142,000,000 |
| | | | | | | | | | | | | | \$5,478,894 |
| DAVIS | 20300 | STIP | F-R199(346) | MULT | | 1300 North and 1500 West Improvements 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N | | | | | Reconstruct & Widening | | |
| | | To Be Adv Dt: | | | | | | | | | | | |
| | | LOCAL_GOV | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,731,268 |
| | | TAP_URB_O/L | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,000,000 |
| | | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,876,500 | \$2,000,000 |
| | | | | | | | | | | | | | \$0 |
| DAVIS | 20320 | STIP | F-0107(17)0 | MULT | | 4500 West & 300 North Round-about SR-107; MP .00 - .00 & SR-107; MP .00 - .00 | | | | | Intersection Modification | | |
| | | To Be Adv Dt: | | | | | | | | | | | |
| | | CMAQ_WFRC | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,357,000 | \$1,357,000 |
| | | | | | | | | | | | | \$1,265,131 | \$0 |
| | | | | | | | | | | | | | \$91,869 |

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UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|-------------------------------|-------------|--------------|------------------------------------|-------|------|---------------------|------|------|--------------|-----------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Davis County Projects | | | | | | | | | | | | |
| DAVIS | 20335 | Scoping | F-0105(11)0 | MULT | | | | | | | | |
| | | <i>To Be Adv Dt: 12/11/24</i> | | | | | | | | | | |
| | | LOCAL_GOVT | | \$0 | \$231,846 | | \$0 | \$0 | \$0 | \$0 | \$231,846 | \$0 |
| | | TAP_URB_O/L | | \$50,000 | \$218,154 | | \$0 | \$0 | \$0 | \$0 | \$268,154 | \$250,000 |
| | | | Total | \$50,000 | \$450,000 | | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$250,000 |
| DAVIS | 21238 | STIP | F-0127(9)0 | MULT | | | | | | | | |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | |
| | | CARBON_O/L | | \$0 | \$375,315 | | \$0 | \$0 | \$0 | \$0 | \$375,315 | \$349,906 |
| | | LOCAL_GOVT | | \$0 | \$1,871,385 | | \$0 | \$0 | \$0 | \$0 | \$1,871,385 | \$0 |
| | | | Total | \$0 | \$2,246,700 | | \$0 | \$0 | \$0 | \$0 | \$2,246,700 | \$349,906 |
| DAVIS | 16935 | Scoping | S-LC11(74) | OTHER | | | | | | | | |
| | | <i>Will Not Adv</i> | | | | | | | | | | |
| | | LOCAL_GOVT | | \$0 | \$365,500 | | \$0 | \$0 | \$0 | \$0 | \$365,500 | \$0 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_PVMT | | \$0 | \$3,289,500 | | \$0 | \$0 | \$0 | \$0 | \$3,289,500 | \$0 |
| | | | Total | \$0 | \$3,655,000 | | \$0 | \$0 | \$0 | \$0 | \$3,655,000 | \$0 |
| DAVIS | 20927 | Scoping | S-R199(381) | OTHER | | | | | | | | |
| | | <i>To Be Adv Dt: 10/30/25</i> | | | | | | | | | | |
| | | ST_TIF | | \$0 | \$20,000,000 | | \$0 | \$0 | \$0 | \$0 | \$20,000,000 | \$0 |
| DAVIS | 21158 | STIP | S-0177(5)0 | OTHER | | | | | | | | |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | |
| | | ST_TIF | | \$0 | \$5,000,000 | | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 |
| DAVIS | 7176 | Scoping | S-0067(14)0 | OTHER | | | | | | | | |
| | | <i>Will Not Adv</i> | | | | | | | | | | |
| | | ST_APPROP | | \$753,073 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$753,073 | \$0 |
| | | ST_GF_CHN | | \$9,453,585 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$9,453,585 | \$0 |
| | | ST_TIF | | \$1,413,400 | \$383,527 | | \$0 | \$0 | \$0 | \$0 | \$1,796,927 | \$0 |
| | | ST_TIF_SB229 | | \$5,000,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 |
| | | | Total | \$16,620,058 | \$383,527 | | \$0 | \$0 | \$0 | \$0 | \$17,003,585 | \$0 |
| DAVIS | 7318 | Active | S-R199(50) | OTHER | | | | | | | | |
| | | <i>Will Not Adv</i> | | | | | | | | | | |
| | | L_CORR_DAVIS | | \$12,861,887 | \$2,753,565 | | \$0 | \$0 | \$0 | \$0 | \$15,615,452 | \$0 |
| | | L_CORR_MATCH | | \$2,844,501 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,844,501 | \$0 |
| | | | Total | \$15,706,388 | \$2,753,565 | | \$0 | \$0 | \$0 | \$0 | \$18,459,953 | \$0 |

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|------------|-------------|-------------|------------------------------------|-------------|-------------|---|-------------------------------------|------|-----------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Davis County Projects | | | | | | | | | | | | |
| DAVIS | 11990 | Active | F-LC11(50) | OTHER | Will Not Adv | | | Transportation and Land Use Connection Program | Local/MPO/Other Agency Pass-Through | | | |
| | | | | | L_PASS_MATCH | \$263,954 | \$31,459 | \$32,403 | \$33,375 | \$0 | \$34,376 | \$395,567 |
| | | | | | STP_URB_O/L | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | STP_UR_O/L@1 | \$3,634,929 | \$433,222 | \$446,218 | \$459,605 | \$0 | \$473,393 | \$5,447,367 |
| | | | | | ST_STUDIES | \$624,350 | \$157,500 | \$0 | \$0 | \$0 | \$0 | \$781,850 |
| | | | | | ST_TRANS_SOL | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| | | | | | Total | \$4,973,233 | \$622,181 | \$478,621 | \$492,980 | \$0 | \$507,769 | \$7,074,784 |
| | | | | | | | | | | | | \$5,447,367 |
| | | | | | | | | | | | | \$1,231,850 |
| | | | | | | | | | | | | \$395,567 |
| DAVIS | 14855 | Undr Const | S-LC11(72) | OTHER | Will Not Adv | | | Pages Lane; 800 W. to SR-67, Bike Lane, W. Btfl. | Pedestrian/Bike facility | | | |
| | | | | | L_PASS_MATCH | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | ST_PVMT_TAP | \$375,103 | \$0 | \$0 | \$0 | \$0 | \$0 | \$375,103 |
| | | | | | TAP_URB_WFRC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | Total | \$375,103 | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$375,103 |
| | | | | | | | | | | | | \$75,000 |
| DAVIS | 15915 | STIP | F-R199(238) | OTHER | Will Not Adv | | | Davis County Ski Bus, Layton to Snow Basin, Layton | Transportation Alternatives | | | |
| | | | | | CMAQ_WFRC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | LOCAL_GOV | \$0 | \$40,884 | \$0 | \$0 | \$0 | \$0 | \$40,884 |
| | | | | | TFER_2_UTA | \$0 | \$979,116 | \$0 | \$0 | \$0 | \$0 | \$979,116 |
| | | | | | Total | \$0 | \$1,020,000 | \$0 | \$0 | \$0 | \$0 | \$1,020,000 |
| | | | | | | | | | | | | \$912,830 |
| | | | | | | | | | | | | \$66,286 |
| | | | | | | | | | | | | \$40,884 |
| DAVIS | 15924 | Scoping | F-R199(237) | OTHER | To Be Adv Dt: 08/14/25 | | | Davis/ Weber Bicycle Counters | Transportation Alternatives | | | |
| | | | | | LOCAL_GOV | \$0 | \$285,477 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | TAP_URB_WFRC | \$0 | \$214,523 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| | | | | | Total | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| | | | | | | | | | | | | \$0 |
| DAVIS | 17794 | Scoping | F-R199(9) | OTHER | To Be Adv Dt: 03/19/25 | | | 500 West Phase II; 2010 South to 2800 South | Reconstruct & Widening | | | |
| | | | | | STP_URB_O/L | \$976,111 | \$3,014,689 | 500 West Phase II; 2010 South to 2800 South, Syracuse Utah | \$0 | \$0 | \$0 | \$0 |
| | | | | | | | | | | | | \$270,177 |
| DAVIS | 18807 | STIP | F-LC11(75)0 | OTHER | To Be Adv Dt: | | | Commerce Drive Road; Burke Lane to 950 North | New Capacity | | | |
| | | | | | LOCAL_GOV | \$0 | \$4,904,652 | \$0 | \$0 | \$0 | \$0 | \$4,904,652 |
| | | | | | STP_URB_O/L | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$4,904,652 | \$0 | \$0 | \$0 | \$0 | \$4,904,652 |
| DAVIS | 19690 | Scoping | F-R199(331) | OTHER | To Be Adv Dt: 10/02/24 | | | Weber River Parkway Trailhead Connection | Pedestrian/Bike facility | | | |
| | | | | | | | | Weber River Parkway Trailhead Connection Phase 1 - Fisherman's Trailhead (Weber River and I-84) to US-89 Crossing (Weber River and US-89) | \$0 | \$0 | \$0 | \$0 |
| | | | | | LOCAL_GOV | \$408,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$408,000 |
| | | | | | TAP_URB_O/L | \$0 | \$1,681,600 | \$0 | \$0 | \$0 | \$0 | \$1,567,756 |
| | | | | | Total | \$408,000 | \$1,681,600 | \$0 | \$0 | \$0 | \$0 | \$113,844 |
| | | | | | | | | | | | | \$521,845 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|-----------------------------------|--------------|-------------|--|-------|------|---------------------|-------------------------------|--------------|-------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Davis County Projects | | | | | | | | | | | | |
| DAVIS | 19691 | STIP To Be Adv Dt: | F-R199(332) | OTHER | Clearfield Canal Trail; 200 So to 300 No Clearfield Canal Trail; 200 S Clearfield to 300 N Clearfield | | | | Pedestrian/Bike facility | | | |
| | | TAP_URB_O/L | | \$0 | \$145,500 | | \$0 | \$0 | \$0 | \$0 | \$145,500 | \$135,650 |
| DAVIS | 20317 | Scoping To Be Adv Dt: 01/24/25 | F-R199(350) | OTHER | Kay's Creek Trail Overpass @ Layton FrontRunner Construct a Pedestrian Overpass Bridge to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station | | | | New Bridge/Bridge Replacement | | | |
| | | CARBON_O/L | | \$858,093 | \$0 | \$0 | \$0 | \$0 | \$0 | \$858,093 | \$800,000 | \$0 |
| | | CMAQ_WFRC | | \$211,907 | \$1,133,325 | \$0 | \$0 | \$0 | \$0 | \$1,345,232 | \$1,254,160 | \$0 |
| | | LOCAL_GOV | | \$0 | \$2,505,000 | \$0 | \$0 | \$0 | \$0 | \$2,505,000 | \$0 | \$0 |
| | | ST_TIF_ACT | | \$0 | \$3,600,000 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 | \$0 | \$3,600,000 |
| | | Total | | \$1,070,000 | \$7,238,325 | \$0 | \$0 | \$0 | \$0 | \$8,308,325 | \$2,054,160 | \$3,600,000 |
| DAVIS | 21227 | STIP To Be Adv Dt: | F-R199(375)0 | OTHER | Davis Weber Canal Trail Phase I Davis Weber Canal Trail Phase I; University Park Blvd & 1300 So to 2225 N & 525 W | | | | Pedestrian/Bike facility | | | |
| | | LOCAL_GOV | | \$0 | \$303,533 | \$0 | \$0 | \$0 | \$0 | \$303,533 | \$0 | \$0 |
| | | TAP_URB_O/L | | \$0 | \$351,067 | \$0 | \$0 | \$0 | \$0 | \$351,067 | \$327,300 | \$0 |
| | | Total | | \$0 | \$654,600 | \$0 | \$0 | \$0 | \$0 | \$654,600 | \$327,300 | \$0 |
| DAVIS | 21228 | STIP To Be Adv Dt: | F-R199(376)0 | OTHER | Porter Lane Multi-Use Trail Porter Lane Multi-Use Trail; 400 West to Frontage Road | | | | Pedestrian/Bike facility | | | |
| | | LOCAL_GOV | | \$0 | \$140,267 | \$0 | \$0 | \$0 | \$0 | \$140,267 | \$0 | \$0 |
| | | TAP_URB_O/L | | \$0 | \$162,233 | \$0 | \$0 | \$0 | \$0 | \$162,233 | \$151,250 | \$0 |
| | | Total | | \$0 | \$302,500 | \$0 | \$0 | \$0 | \$0 | \$302,500 | \$151,250 | \$0 |
| DAVIS | 21230 | STIP Will Not Adv | F-R199(377)0 | OTHER | Weber River Parkway Phase 5 (PIN 19690) Weber River Parkway Trailhead Connection Phase 5; End of Phase 3 to End of Phase 4 | | | | Pedestrian/Bike facility | | | |
| | | TAP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| DAVIS | 4955 | Active Will Not Adv | SP-9999(807) | | West Davis Corridor; Corridor Preservation North Legacy Corridor; N Ext. of Legacy Parkway | | | | | | | |
| | | ST_CORR_PRES | | \$8,244,440 | \$32,061,121 | \$0 | \$0 | \$0 | \$0 | \$40,305,561 | \$0 | \$40,305,561 |
| DAVIS | 14044 | STIP To Be Adv Dt: 12/16/24 | F-LC11(64) | | Layton FrontRunner Station Parking Layton FrontRunner Station Parking | | | | UTA/Transit | | | |
| | | CMAQ_WFRC | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,145,232 | \$2,000,000 | \$0 |
| | | STP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,145,232 | \$2,000,000 | \$0 |
| DAVIS | 14053 | STIP Will Not Adv | F-LC11(67) | | TOD Ped/ Bike; FrontRunner Sta. to Freeport Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center | | | | Pedestrian/Bicycle Safety | | | |
| | | CMAQ_WFRC | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | TFER_2_UTA | | \$0 | \$1,769,817 | \$0 | \$0 | \$0 | \$0 | \$1,769,817 | \$1,650,000 | \$119,817 |
| | | Total | | \$0 | \$1,769,817 | \$0 | \$0 | \$0 | \$0 | \$1,769,817 | \$1,650,000 | \$119,817 |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | | |
|-------------------------------|-------|--------------------------------|-------------|--------------|---|-------|------|------|---------------------|------|-------------------------------|-------------|-------------|-----------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | |
| Morgan County Projects | | | | | | | | | | | | | | |
| MORGAN | 16400 | Scoping Will Not Adv | S-0084(1)93 | 84 93 1 | I-84; Mt Green Interchange (Env. Study) I-84; MP 93.40 - 94.40 | | | | | | Document EA/EIS | | | |
| | | ST_TIF | | \$406,776 | \$4,593,224 | | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$0 | \$5,000,000 | |
| MORGAN | 15896 | Active Will Not Adv | S-0167(7)2 | 167 2 | Mtn. Green Interchange Corridor Preservation SR-167; MP 1.50 - 1.65 | | | | | | Corridor Preservation | | | |
| | | ST_CORR_PRES | | \$6,559,063 | \$34,696 | | \$0 | \$0 | \$0 | \$0 | \$6,593,758 | \$0 | \$6,593,758 | |
| MORGAN | 19312 | Awarded Adv Dt: 03/23/24 | F-1978(2)1 | 1978 1 | 9 Old Highway Road; Trapper's Loop to North Morgan Cnty:FA-1978; MP .88 - 10.18 & Old Highway Road; Trapper's Loop to North Morgan | | | | | | Non-Urban | | | |
| | | STP_RURAL | | \$2,145,231 | \$1 | | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,000,000 | \$0 | \$145,232 |
| MORGAN | 12624 | Undr Const Adv Dt: 08/28/21 | F-R199(194) | 1980 | Devils Slide Bridge, Near Croydon, 029014D Cnty:FA-1980; MP .00 - .14 | | | | | | New Bridge/Bridge Replacement | | | |
| | | NHPP_BR | | \$150,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$139,845 | \$0 | \$10,155 |
| | | STP_BRIDGE | | \$3,989,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$3,989,000 | \$3,718,945 | \$0 | \$270,055 |
| | | STP_FLX_ST | | \$6,249,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$6,249,000 | \$5,825,943 | \$0 | \$423,057 |
| | | Total | | \$10,388,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$10,388,000 | \$9,684,732 | \$0 | \$703,268 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|----------------------------------|-------|---------------|-----------------|--------------|------------------------------------|--|--------------|---------------|---------------------|------|---------------------------|---------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Salt Lake County Projects | | | | | | | | | | | | | |
| SALT L | 18449 | Scoping | S-I15-7(375)289 | 15 290 | 6 | I-15 NB; Bangeter Hwy to 9000 S I-15; MP 289.76 - 295.50 | | | | | New Capacity | | |
| | | To Be Adv Dt: | 02/03/25 | ST_TIF | | \$81,000,000 | \$14,000,000 | \$140,000,000 | \$140,000,000 | \$0 | \$0 | \$375,000,000 | \$0 |
| SALT L | 19211 | STIP | S-I15-7(376)299 | 15 299 | 9 | I-15 NB; I-215 to 600 South I-15; MP 298.81 - 307.50 | | | | | Widen Existing Facility | | |
| | | To Be Adv Dt: | | ST_TIF | | \$0 | \$0 | \$0 | \$0 | \$0 | \$365,000,000 | \$365,000,000 | \$0 |
| SALT L | 16927 | Active | F-0048(42)2 | 48 2 | | 7000 South & 1500 West Pedestrian Bridge SR-48; MP 2.29 - 2.29 | | | | | Pedestrian/Bike facility | | |
| | | To Be Adv Dt: | 11/01/24 | CMAQ_WFRC | | \$201,049 | \$932,875 | \$0 | \$0 | \$0 | \$1,133,924 | \$1,057,158 | \$76,767 |
| | | | | STP_URB_SL | | \$475,000 | \$0 | \$0 | \$0 | \$0 | \$475,000 | \$442,843 | \$0 |
| | | | | Total | | \$676,049 | \$932,875 | \$0 | \$0 | \$0 | \$1,608,924 | \$1,500,000 | \$76,767 |
| SALT L | 11082 | Undr Const | F-0068(73)52 | 68 51 | 2 | Redwood Road 4100 South to 5400 South SR-68; MP 51.31 - 53.37 | | | | | Intersection Improvements | | |
| | | Adv Dt: | 11/27/21 | LOCAL_GOV | | \$365,590 | \$1,929,410 | \$0 | \$0 | \$0 | \$2,295,000 | \$0 | \$0 |
| | | | | L_BETTERMENT | | \$290,087 | \$0 | \$0 | \$0 | \$0 | \$290,087 | \$0 | \$0 |
| | | | | STP_FLX_ST | | \$455,000 | \$0 | \$0 | \$0 | \$0 | \$455,000 | \$424,197 | \$0 |
| | | | | STP_HIF_SL | | \$5,170,858 | \$0 | \$0 | \$0 | \$0 | \$5,170,858 | \$4,820,791 | \$0 |
| | | | | STP_URB_SL | | \$7,871,670 | \$0 | \$0 | \$0 | \$0 | \$7,871,670 | \$7,338,758 | \$0 |
| | | | | Total | | \$14,153,205 | \$1,929,410 | \$0 | \$0 | \$0 | \$16,082,615 | \$12,583,745 | \$0 |
| SALT L | 14942 | Scoping | F-LC35(303) | 71 12 | 4 | SR-71; Lyndy Dr to Van Winkle Bike Lanes SR-71; MP 12.00 - 15.72 | | | | | Pedestrian/Bicycle Safety | | |
| | | To Be Adv Dt: | 08/01/24 | CMAQ_WFRC | | \$0 | \$1,501,662 | \$0 | \$0 | \$0 | \$1,501,662 | \$1,399,999 | \$0 |
| | | | | LOCAL_GOV | | \$0 | \$2,110,100 | \$0 | \$0 | \$0 | \$2,110,100 | \$0 | \$0 |
| | | | | Total | | \$0 | \$3,611,762 | \$0 | \$0 | \$0 | \$3,611,762 | \$1,399,999 | \$0 |
| SALT L | 20316 | Awarded | F-0071(73)20 | 71 20 | 1 | 700 East (SR-71); 2100 South to 1300 South SR-71; MP 20.05 - 21.17 | | | | | Pedestrian/Bicycle Safety | | |
| | | Adv Dt: | 03/23/24 | STP_URB_SL | | \$536,308 | \$0 | \$0 | \$0 | \$0 | \$536,308 | \$500,000 | \$36,308 |
| | | | | ST_PVMT_LV2 | | \$703,960 | \$0 | \$0 | \$0 | \$0 | \$703,960 | \$0 | \$703,960 |
| | | | | TAP_FLEX | | \$1,072,616 | \$0 | \$0 | \$0 | \$0 | \$1,072,616 | \$1,000,000 | \$72,616 |
| | | | | TAP_URB_WFRC | | \$1,272,616 | \$250,000 | \$0 | \$0 | \$0 | \$1,522,616 | \$1,419,535 | \$103,081 |
| | | | | Total | | \$3,585,500 | \$250,000 | \$0 | \$0 | \$0 | \$3,835,500 | \$2,919,535 | \$915,965 |
| SALT L | 21221 | STIP | F-0017(0)7 | 71 7 | | 11400 South & 700 East Intersection SR-71; MP 7.22 - 7.22 | | | | | Intersection Modification | | |
| | | To Be Adv Dt: | | CMAQ_WFRC | | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,600,900 | \$3,357,119 | \$0 |
| | | | | LOCAL_GOV | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,600 | \$2,600 | \$0 |
| | | | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,603,500 | \$3,357,119 | \$0 |
| SALT L | 8166 | Active | S-0154(58)3 | 154 | 12 | BANGERTER HWY CORRIDOR PRESERVATION SR-154; BANGERTER HWY @ REDWOOD RD. CORRIDOR PRESERVATION | | | | | | | |
| | | Will Not Adv | | ST_CORR_PRES | | \$3,676,995 | \$3,817,049 | \$0 | \$0 | \$0 | \$7,494,044 | \$0 | \$7,494,044 |

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | | | | |
|--|-----|--------|-------------|-------------|------------------------------------|-------|------|------|---------------------|------|----|-------|---------|--|--|--|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | | | |
| Salt Lake County Projects | | | | | | | | | | | | | | | | |
| SALT L 18448 STIP To Be Adv Dt: 18/08/2023 S-0154(98)17 ST_TIF | | | | | | | | | | | | | | | | |
| 154 17 5 Bangerter Interchanges; 4100 S to California SR-154; MP 17.47 - 22.64 | | | | | | | | | | | | | | | | |
| \$0 \$5,000,000 \$32,000,000 \$250,000,000 \$0 \$763,000,000 \$1050,000,000 \$0 \$1050,000,000 \$0 \$0 | | | | | | | | | | | | | | | | |
| SALT L 18808 Scoping Will Not Adv S-0154(92)0 ST_TIF | | | | | | | | | | | | | | | | |
| 154 22 Bangerter Highway Corridor - Environmental SR-154; MP .00 - 22.35 | | | | | | | | | | | | | | | | |
| \$8,149,916 \$545,084 \$0 \$0 \$0 \$0 \$8,695,000 \$0 \$8,695,000 \$0 \$0 | | | | | | | | | | | | | | | | |
| SALT L 20414 Undr Const Adv Dt: 11/14/23 S-0154(249)17 L_BETTERMENT ST_TIF | | | | | | | | | | | | | | | | |
| 154 16 1 Bangerter Highway @ 4700 South SR-154; MP 16.30 - 17.61 | | | | | | | | | | | | | | | | |
| \$2,000,000 \$0 \$0 \$0 \$0 \$0 \$2,000,000 \$0 \$0 \$0 \$0 \$2,000,000 | | | | | | | | | | | | | | | | |
| \$43,000,000 \$75,000,000 \$12,000,000 \$0 \$0 \$0 \$130,000,000 \$0 \$130,000,000 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| Total \$45,000,000 \$75,000,000 \$12,000,000 \$0 \$0 \$0 \$132,000,000 \$0 \$130,000,000 \$0 \$0 \$2,000,000 | | | | | | | | | | | | | | | | |
| SALT L 20994 Undr Const Adv Dt: 05/04/23 S-0154(105)17 ST_TIF | | | | | | | | | | | | | | | | |
| 154 16 1 Aqueduct Relocation at Bangerter Hwy @ 4700 South SR-154; MP 16.30 - 17.61 | | | | | | | | | | | | | | | | |
| \$18,827 \$20,481,173 \$0 \$0 \$0 \$0 \$0 \$20,500,000 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| SALT L 18833 Awarded Adv Dt: 01/20/24 F-0171(65)0 CMAQ_WFRC | | | | | | | | | | | | | | | | |
| 171 4 3500 South (SR-171) Sidewalk Improvements SR-171; MP .00 - 4.02 | | | | | | | | | | | | | | | | |
| \$636,308 \$0 \$0 \$0 \$0 \$0 \$636,308 \$593,230 \$43,078 \$0 \$0 | | | | | | | | | | | | | | | | |
| HSIP \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| HSIP_VRU \$755,000 \$0 \$0 \$0 \$0 \$0 \$755,000 \$703,887 \$51,114 \$0 \$0 | | | | | | | | | | | | | | | | |
| LOCAL_GOV'T \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| L_BETTERMENT \$323,640 \$0 \$0 \$0 \$0 \$0 \$323,640 \$0 \$0 \$0 \$0 \$323,640 | | | | | | | | | | | | | | | | |
| STP_FLX_ST \$1,031,215 \$0 \$0 \$0 \$0 \$0 \$1,031,215 \$961,402 \$69,813 \$0 \$0 | | | | | | | | | | | | | | | | |
| ST_SAFE_SIDE \$0 \$337,000 \$0 \$0 \$0 \$0 \$337,000 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| ST_TRANS_SOL \$67,000 \$0 \$0 \$0 \$0 \$0 \$67,000 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| TAP_URB_WFRC \$321,785 \$0 \$0 \$0 \$0 \$0 \$321,785 \$300,000 \$21,785 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| Total \$3,134,948 \$337,000 \$0 \$0 \$0 \$0 \$0 \$3,471,948 \$2,558,518 \$589,790 \$323,640 | | | | | | | | | | | | | | | | |
| SALT L 7650 Scoping Will Not Adv F-0172(18) CMAQ_WFRC | | | | | | | | | | | | | | | | |
| 172 1 SR-172; 5600 WEST BUS RAPID TRANSIT (BRT) SR-172; 5600 WEST BUS RAPID TRANSIT (BRT) | | | | | | | | | | | | | | | | |
| \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| STP_URB_SL \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| TRANSFER2UTA \$0 \$2,000,000 \$0 \$0 \$0 \$0 \$0 \$2,000,000 \$2,000,000 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |
| Total \$0 \$2,000,000 \$0 \$0 \$0 \$0 \$0 \$2,000,000 \$2,000,000 \$0 \$0 | | | | | | | | | | | | | | | | |
| SALT L 20343 Scoping To Be Adv Dt: 03/26/26 F-0173(43)8 TAP_URB_WFRC | | | | | | | | | | | | | | | | |
| 173 8 5400 South; 1300 West to Millrace Park SR-173; MP 7.74 - 8.09 | | | | | | | | | | | | | | | | |
| \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$600,000 \$559,380 \$0 \$0 | | | | | | | | | | | | | | | | |
| SALT L 21400 Scoping Will Not Adv S-R299(489) ST_TIF | | | | | | | | | | | | | | | | |
| 190 17 Big Cottonwood Canyon Environmental Study SR-190; MP .00 - 17.00 | | | | | | | | | | | | | | | | |
| \$0 \$2,000,000 \$0 \$0 \$0 \$0 \$0 \$2,000,000 \$0 \$0 \$0 | | | | | | | | | | | | | | | | |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | |
|----------------------------------|-------|-----------------------------------|---------------|--------------|--|-------|------|------|---------------------|------|-------------------------------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 19504 | Advertised Adv Dt: 04/20/24 | F-0201(56)14 | 201 14 | SR-201 over 3200 W Bridge Rehabilitation (0C 709) SR-201; MP 13.71 - 14.04 | | | | | | Major Rehabilitation - Structure | |
| | | NHPP_BR | \$1,350,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,350,000 | \$1,258,605 |
| | | STP_BRIDGE | \$12,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,500,000 | \$11,653,750 |
| | | STP_FLX_ST | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | \$13,850,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,850,000 | \$12,912,355 |
| SALT L | 20431 | Scoping Will Not Adv | S-0201(55)18 | 201 18 | 2100 S @ State Street Pedestrian and Bike Crossing SR-201; MP 18.26 - 18.26 | | | | | | Local/MPO/Other Agency Pass-Through | |
| | | L_PASS_MATCH | \$0 | \$170,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$170,400 | \$0 |
| | | ST_TTIF_FMLM | \$0 | \$255,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$255,600 | \$0 |
| | | Total | \$0 | \$426,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$426,000 | \$0 |
| SALT L | 14412 | Undr Const Adv Dt: 02/04/23 | S-0209(35)10 | 209 10 | 3 SR-209 (9000 S); Redwood Rd to State St. SR-209; MP 9.52 - 12.23 | | | | | | Widen Existing Facility | |
| | | L_BETTERMENT | \$0 | \$685,654 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$685,654 | \$0 |
| | | ST_APPROP | \$659,294 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$659,294 | \$0 |
| | | ST_PVMT_LV2 | \$1,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$0 |
| | | ST_TIF | \$12,393,472 | \$42,374,850 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,768,322 | \$0 |
| | | Total | \$14,652,766 | \$43,060,504 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$57,713,270 | \$0 |
| SALT L | 21224 | STIP To Be Adv Dt: | F-0209(56)14 | 209 14 | SR-209 Quarry Bend Ped Bridge SR-209; MP 13.67 - 13.67 | | | | | | Pedestrian/Bike facility | |
| | | CMAQ_WFRC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,991,840 | \$3,721,592 |
| | | LOCAL_GOV'T | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,990,827 | \$0 |
| | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,982,667 | \$3,721,592 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$6,261,075 |
| SALT L | 16092 | Scoping Will Not Adv | S-R299(281) | 210 11 | Little Cottonwood Canyon (EIS) SR-210; MP .00 - 10.75 | | | | | | Document EA/EIS | |
| | | ST_APPROP | \$210,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,400 | \$0 |
| | | ST_GF_HB3 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 |
| | | ST_TIF | \$15,419,317 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,419,317 | \$0 |
| | | Total | \$16,129,717 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,129,717 | \$0 |
| SALT L | 15689 | Scoping To Be Adv Dt: 09/17/24 | F-I215(192)19 | 215 19 | 4 I-215; SR-201 to North Temple I-215; MP 19.29 - 22.80 | | | | | | High Volume | |
| | | NHPP_NHS | \$11,800,000 | \$58,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$70,000,000 | \$65,261,000 |
| | | STP_COVID_ST | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | \$11,800,000 | \$58,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$70,000,000 | \$65,261,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$4,739,000 |
| | | | | | | | | | | | | \$0 |
| SALT L | 18460 | Undr Const Adv Dt: 01/06/24 | S-R299(433) | 215 16 | 1 I-215 SB; Frontage Rd (4100 to 4700 South) I-215; MP 15.51 - 16.85 | | | | | | Other | |
| | | L_BETTERMENT | \$638,992 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$638,992 | \$0 |
| | | ST_TIF | \$2,190,823 | \$29,809,177 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,000,000 | \$0 |
| | | Total | \$2,829,815 | \$29,809,177 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,638,992 | \$0 |
| | | | | | | | | | | | | \$638,992 |



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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

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



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|------------------------|-------------|-------------|------------------------------------|-------|-------------|---|------------------------------|------|-------------------------------------|---------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 19685 | Scoping | F-2036(1)2 | | 2036 | 2 | | 5490 West 7800 South Roundabout | Cnty:FA-2036; MP 1.82 - 1.82 | | | Intersection Modification |
| | | To Be Adv Dt: 09/09/27 | | | | | | \$700,901 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOV | | | \$0 | | \$0 | | | | | \$700,901 |
| | | STP_URB_SL | | | \$0 | | \$0 | \$799,099 | \$0 | \$0 | \$745,000 | \$54,099 |
| | | | Total | | \$0 | | \$0 | \$1,500,000 | \$0 | \$0 | \$745,000 | \$54,099 |
| | | | | | | | | | | | | \$700,901 |
| SALT L | 19665 | Active | F-ST99(794) | | 2040 | 14 | | RUC Customer Experience Federal STSFA Grant | | | Research | |
| | | Will Not Adv | | | | | | Cnty:FA-2040; MP 13.89 - 14.02 | | | | |
| | | FA_MISC_50% | | | \$2,500,000 | | \$0 | \$0 | \$0 | \$0 | \$2,500,000 | \$1,250,000 |
| | | | Total | | | | | | | | | \$1,250,000 |
| SALT L | 21258 | Active | S-ST99(935) | | 2040 | 14 | | FY24 Roadway Asset Data Collection | | | Data System Development/Enhancement | |
| | | Will Not Adv | | | | | | Cnty:FA-2040; MP 13.83 - 14.10 & Cnty:FA-2040; MP 13.83 - 14.10 | | | | |
| | | ST_PVMT | | | \$0 | | \$750,000 | \$0 | \$0 | \$0 | \$750,000 | \$750,000 |
| | | | Total | | | | | | | | | \$0 |
| SALT L | 15910 | Undr Const | F-2040(1)7 | | 2040 | 7 | 1 | 2700 West; 10000 S to 10200 S, Recon - So Jordan | | | Reconstruct & Widening | |
| | | Adv Dt: 05/06/23 | | | | | | Cnty:FA-2040; MP 6.65 - 7.16 | | | | |
| | | LOCAL_GOV | | | \$0 | | \$218,932 | \$0 | \$0 | \$0 | \$218,932 | \$0 |
| | | STP_URB_SL | | | \$834,268 | | \$0 | \$0 | \$0 | \$0 | \$834,268 | \$777,788 |
| | | | Total | | \$834,268 | | \$218,932 | \$0 | \$0 | \$0 | \$1,053,200 | \$777,788 |
| | | | | | | | | | | | | \$275,412 |
| SALT L | 18822 | Scoping | F-2048(1)1 | | 2048 | 1 | 1 | Fort Street; Pioneer Road to 13200 South | | | Reconstruct & Widening | |
| | | To Be Adv Dt: 05/30/25 | | | | | | Cnty:FA-2048; MP .83 - 1.75 | | | | |
| | | LOCAL_GOV | | | \$0 | | \$0 | \$981,759 | \$0 | \$0 | \$0 | \$981,759 |
| | | STP_URB_SL | | | \$10,726 | | \$0 | \$3,458,615 | \$0 | \$0 | \$3,469,341 | \$3,234,467 |
| | | | Total | | \$10,726 | | \$0 | \$4,440,374 | \$0 | \$0 | \$4,451,100 | \$3,234,467 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$1,216,633 |
| SALT L | 20148 | Scoping | F-2066(4)7 | | 2066 | 7 | 2 | 1300 West; 9000 South to 7800 South | | | Reconstruct & Widening | |
| | | To Be Adv Dt: 01/24/25 | | | | | | Cnty:FA-2066; MP 7.20 - 8.70 | | | | |
| | | LOCAL_GOV | | | \$0 | | \$2,143,196 | \$0 | \$0 | \$0 | \$2,143,196 | \$0 |
| | | STP_URB_SL | | | \$3,552,500 | | \$4,855,201 | \$0 | \$0 | \$0 | \$8,407,701 | \$7,838,500 |
| | | | Total | | \$3,552,500 | | \$6,998,397 | \$0 | \$0 | \$0 | \$10,550,897 | \$7,838,500 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$2,712,397 |
| SALT L | 21233 | STIP | F-2068(2)4 | | 2068 | 4 | | Sego Lily Crossing at 1300 East | | | Pedestrian/Bike facility | |
| | | To Be Adv Dt: | | | | | | Cnty:FA-2068; MP 4.40 - 4.40 | | | | |
| | | TAP_URB_WFRC | | | \$0 | | \$1,108,200 | \$0 | \$0 | \$0 | \$1,108,200 | \$1,033,175 |
| | | | Total | | | | | | | | | \$75,025 |
| SALT L | 15908 | Active | F-2076(2)4 | | 2076 | 4 | 1 | 1300 East; 2100 South to Southern City Boundary | | | Reconstruct no widening | |
| | | To Be Adv Dt: 10/18/24 | | | | | | Cnty:FA-2076; MP 3.55 - 4.59 | | | | |
| | | LOCAL_GOV | | | \$0 | | \$458,350 | \$0 | \$0 | \$0 | \$458,350 | \$0 |
| | | STP_URB_SL | | | \$1,584,147 | | \$6,834,402 | \$0 | \$0 | \$0 | \$8,418,549 | \$7,848,613 |
| | | | Total | | \$1,584,147 | | \$7,292,752 | \$0 | \$0 | \$0 | \$8,876,899 | \$7,848,613 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$1,028,286 |

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UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | |
|----------------------------------|-------|---------------|--------------|-------------|------------------------------------|-------------|--|-------------|---------------------|------|-----|--------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 19631 | Awarded | F-2076(4)1 | 2076 | 1 | | 1300 East; 4220 South to 4500 South | | | | | Reconstruct no widening |
| | | Adv Dt: | 02/24/24 | | | | Cnty:FA-2076; MP 1.04 - 1.39 | | | | | |
| | | LOCAL_GOV | | \$0 | | \$267,952 | | \$0 | | \$0 | \$0 | \$267,952 |
| | | STP_URB_SL | | \$3,217,848 | | \$0 | | \$0 | | \$0 | \$0 | \$3,217,848 |
| | | | Total | \$3,217,848 | | \$267,952 | | \$0 | | \$0 | \$0 | \$3,000,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$485,800 |
| SALT L | 20310 | STIP | F-2076(5)2 | 2076 | 2 | 1 | 1300 East: 3300 South to 3600 South | | | | | Major Rehabilitation - Roadway |
| | | To Be Adv Dt: | | | | | Cnty:FA-2076; MP 2.24 - 2.81 | | | | | |
| | | LOCAL_GOV | | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$2,979,476 |
| | | STP_URB_SL | | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$3,985,644 |
| | | | Total | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$3,715,816 |
| | | | | | | | | | | | | \$3,249,304 |
| SALT L | 19676 | STIP | F-2080(3)3 | 2080 | 3 | | 1300 W & Shield's Lane Intersection Improvements | | | | | Intersection Modification |
| | | To Be Adv Dt: | | | | | Cnty:FA-2080; MP 2.51 - 2.51 | | | | | |
| | | LOCAL_GOV | | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$536,308 |
| | | STP_URB_SL | | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$219,320 |
| | | | Total | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$755,628 |
| SALT L | 21241 | STIP | F-2082(13)12 | 2082 | 12 | 1 | Highland Drive Protected Trail | | | | | Pedestrian/Bike facility |
| | | To Be Adv Dt: | | | | | Cnty:FA-2082; MP 11.57 - 12.12 | | | | | |
| | | CARBON_SL | | \$0 | | \$2,094,300 | | \$0 | | \$0 | \$0 | \$1,952,516 |
| | | | Total | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$141,784 |
| SALT L | 18831 | STIP | F-2093(1)4 | 2093 | 4 | | 9000 South and 450 W & Parkland Dr Intersection | | | | | Intersection Improvements |
| | | To Be Adv Dt: | | | | | Cnty:FA-2093; MP 4.47 - 4.66 | | | | | |
| | | CMAQ_WFRC | | \$0 | | \$0 | | \$2,129,000 | | \$0 | \$0 | \$144,133 |
| | | LOCAL_GOV | | \$0 | | \$0 | | \$56,000 | | \$0 | \$0 | \$56,000 |
| | | | Total | \$0 | | \$0 | | \$2,185,000 | | \$0 | \$0 | \$200,133 |
| SALT L | 17851 | Undr Const | F-2098(1)1 | 2098 | 1 | | 9400 South & 700 East Intersection | | | | | Intersection Modification |
| | | Adv Dt: | 09/30/23 | | | | Cnty:FA-2098; MP 1.28 - 1.57 | | | | | |
| | | CMAQ_WFRC | | \$2,788,802 | | \$0 | | \$0 | | \$0 | \$0 | \$2,600,000 |
| | | LOCAL_GOV | | \$0 | | \$657,498 | | \$0 | | \$0 | \$0 | \$657,498 |
| | | | Total | \$2,788,802 | | \$657,498 | | \$0 | | \$0 | \$0 | \$846,300 |
| SALT L | 14947 | Active | F-LC35(308) | 2105 | 1 | | 7800 So Jordan River Pedestrian Bridge at 1100 W | | | | | Pedestrian/Bicycle Safety |
| | | To Be Adv Dt: | 07/03/24 | | | | Cnty:FA-2105; MP .93 - .93 | | | | | |
| | | LOCAL_GOV | | \$0 | | \$0 | | \$0 | | \$0 | \$0 | \$0 |
| | | LOCAL_MATCH | | \$0 | | \$340,000 | | \$0 | | \$0 | \$0 | \$340,000 |
| | | ST_TTIF_FMLM | | \$0 | | \$510,000 | | \$0 | | \$0 | \$0 | \$510,000 |
| | | TAP_URB_WFRC | | \$322,000 | | \$25,700 | | \$0 | | \$0 | \$0 | \$324,161 |
| | | | Total | \$322,000 | | \$875,700 | | \$0 | | \$0 | \$0 | \$363,539 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|----------------------------------|-------|-----------------------------------|-------------|-------------|------------------------------------|---|------|------|---------------------|--------------|-------------------------------------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Salt Lake County Projects | | | | | | | | | | | | | |
| SALT L | 20311 | STIP To Be Adv Dt: | F-2107(1)21 | 2107 | 3 | 4000 W & South Jordan Parkway Intersection Cnty:FA-2107; MP 2.80 - 2.80 | | | | | Intersection Modification | | |
| | | LOCAL_GOV'T | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,703,064 | \$1,703,064 | \$0 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,449,336 | \$3,449,336 | \$3,215,816 | \$0 |
| | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,152,400 | \$5,152,400 | \$3,215,816 | \$0 |
| SALT L | 19630 | STIP To Be Adv Dt: | F-2108(1)0 | 2108 | | 9000 South & 700 West Southbound Dual Left Lanes Cnty:FA-2108; MP .00 - .12 | | | | | Intersection Modification | | |
| | | CMAQ_WFRC | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,359,755 | \$2,359,755 | \$2,200,000 | \$0 |
| | | LOCAL_GOV'T | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,830,993 | \$2,830,993 | \$0 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,640,812 | \$1,640,812 | \$1,529,729 | \$0 |
| | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,831,560 | \$6,831,560 | \$3,729,729 | \$0 |
| SALT L | 20417 | Scoping Will Not Adv | S-2113(2)0 | 2113 | 2 | Center Park Drive Shared Use Trail (West Jordan) Cnty:FA-2113; MP .00 - 1.58 | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | L_PASS_MATCH | | \$0 | \$89,831 | \$0 | \$0 | \$0 | \$0 | \$89,831 | \$0 | \$0 | \$89,831 |
| | | ST_TIF_ACT | | \$0 | \$134,747 | \$0 | \$0 | \$0 | \$0 | \$134,747 | \$0 | \$134,747 | \$0 |
| | | Total | | \$0 | \$224,578 | \$0 | \$0 | \$0 | \$0 | \$224,578 | \$0 | \$134,747 | \$89,831 |
| SALT L | 20419 | Scoping Will Not Adv | S-2116(5)3 | 2116 | 3 | Fort Union Blvd; 1674 E to Brookhill Dr. Cnty:FA-2116; MP 2.53 - 2.77 | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | L_PASS_MATCH | | \$0 | \$159,949 | \$0 | \$0 | \$0 | \$0 | \$159,949 | \$0 | \$0 | \$159,949 |
| | | ST_TIF_ACT | | \$0 | \$399,872 | \$0 | \$0 | \$0 | \$0 | \$399,872 | \$0 | \$399,872 | \$0 |
| | | Total | | \$0 | \$559,821 | \$0 | \$0 | \$0 | \$0 | \$559,821 | \$0 | \$399,872 | \$159,949 |
| SALT L | 20313 | STIP To Be Adv Dt: | F-2122(3)1 | 2122 | 1 | 1 5600 South; 900 East to 1300 East Cnty:FA-2122; MP 1.19 - 1.80 | | | | | Major Rehabilitation - Roadway | | |
| | | LOCAL_GOV'T | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,145,124 | \$3,145,124 | \$0 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,433,676 | \$5,433,676 | \$5,065,816 | \$0 |
| | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,578,800 | \$8,578,800 | \$5,065,816 | \$0 |
| SALT L | 18845 | Scoping Will Not Adv | S-2128(1)6 | 2128 | 6 | 2 300 W; 400 S to 2100 S - Separated Bike Lanes Cnty:FA-2128; MP 5.93 - 8.37 | | | | | Transportation Alternatives | | |
| | | LOCAL_MATCH | | \$0 | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 | \$0 | \$0 | \$1,400,000 |
| | | ST_TIF_ACT | | \$0 | \$2,100,000 | \$0 | \$0 | \$0 | \$0 | \$2,100,000 | \$0 | \$2,100,000 | \$0 |
| | | Total | | \$0 | \$3,500,000 | \$0 | \$0 | \$0 | \$0 | \$3,500,000 | \$0 | \$2,100,000 | \$1,400,000 |
| SALT L | 16925 | Scoping To Be Adv Dt: 11/26/24 | F-2138(1)0 | 2138 | 1 | 700 West; 3300 South to 3900 South Cnty:FA-2138; MP .00 - .87 | | | | | Reconstruct & Widening | | |
| | | LOCAL_GOV'T | | \$0 | \$2,281,110 | \$403,817 | \$0 | \$0 | \$0 | \$2,684,927 | \$0 | \$0 | \$2,684,927 |
| | | STP_URB_SL | | \$2,151,000 | \$2,139,465 | \$4,504,988 | \$0 | \$0 | \$0 | \$8,795,453 | \$8,200,001 | \$0 | \$595,452 |
| | | Total | | \$2,151,000 | \$4,420,575 | \$4,908,805 | \$0 | \$0 | \$0 | \$11,480,380 | \$8,200,001 | \$0 | \$3,280,379 |

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|-------------------------------|-------------|-------------|------------------------------------|-------|---|--|------|------|-----|-------------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 20346 | Scoping | F-2142(1)2 | 2142 2 | | | | I-15 & 4800 South Bike Lanes; Galleria Dr to 325 W Cnty:FA-2142; MP 1.96 - 2.09 | | | | Pedestrian/Bike facility |
| | | <i>To Be Adv Dt: 10/31/24</i> | | | | | | | | | | |
| | | LOCAL_GOV | | | \$0 | | \$236,530 | | \$0 | | \$0 | \$236,530 |
| | | TAP_URB_WFRC | | | \$0 | | \$643,570 | | \$0 | | \$0 | \$600,000 |
| | | | Total | | \$0 | | \$880,100 | | \$0 | | \$0 | \$280,100 |
| SALT L | 16928 | Scoping | F-2151(1)1 | 2151 1 | 1 | 1 | 8000 West; 2600 South to 3100 South - Magna Cnty:FA-2151; MP 1.49 - 2.21 | | | | | Pedestrian/Bike facility |
| | | <i>To Be Adv Dt: 06/16/25</i> | | | | | | | | | | |
| | | STP_URB_SL | | | \$546,308 | | \$3,479,392 | | \$0 | | \$0 | \$3,753,160 |
| SALT L | 20344 | STIP | F-2153(1)4 | 2153 4 | 2 | 2 | Anthem Park Blvd - Bike Lanes; 11800 S to 13400 S Cnty:FA-2153; MP 3.76 - 5.83 | | | | | Pedestrian/Bike facility |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | |
| | | LOCAL_GOV | | | \$0 | | \$19,999 | | \$0 | | \$0 | \$19,999 |
| | | TAP_URB_WFRC | | | \$0 | | \$105,001 | | \$0 | | \$0 | \$97,892 |
| | | | Total | | \$0 | | \$125,000 | | \$0 | | \$0 | \$97,892 |
| | | | | | | | | | | | | \$27,108 |
| SALT L | 21234 | STIP | F-2153(2)1 | 2153 1 | 3 | 3 | Rosecrest Bike Lane; 13400 So to MVC Cnty:FA-2153; MP 1.25 - 3.76 | | | | | Pedestrian/Bike facility |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | |
| | | STP_URB_WFRC | | | \$0 | | \$417,900 | | \$0 | | \$0 | \$389,608 |
| SALT L | 19679 | Scoping | F-2146(1)8 | 2156 8 | | | Cougar Lane; Niagara Way to Kearns High Drive Cnty:FA-2156; MP 7.92 - 8.31 | | | | | Adding a lane/shoulder |
| | | <i>To Be Adv Dt: 02/25/25</i> | | | | | | | | | | |
| | | LOCAL_GOV | | | \$0 | | \$536,308 | | \$0 | | \$0 | \$536,308 |
| | | STP_URB_SL | | | \$843,000 | | \$1,424,692 | | \$0 | | \$0 | \$2,114,169 |
| | | | Total | | \$843,000 | | \$1,961,000 | | \$0 | | \$0 | \$2,804,000 |
| | | | | | | | | | | | | \$689,831 |
| SALT L | 17869 | Undr Const | F-2162(2)1 | 2162 | 1 | 1 | Cross Towne Trail; 2700 West to Bangerter Hwy Cnty:FA-2162; MP .37 - 1.60 | | | | | Transportation Alternatives |
| | | <i>Adv Dt: 02/03/24</i> | | | | | | | | | | |
| | | LOCAL_GOV | | | \$2,658,070 | | \$0 | | \$0 | | \$0 | \$2,658,070 |
| | | TAP_URB_WFRC | | | \$806,130 | | \$0 | | \$0 | | \$0 | \$751,555 |
| | | | Total | | \$3,464,200 | | \$0 | | \$0 | | \$0 | \$2,712,645 |
| SALT L | 21231 | STIP | F-2172(7)8 | 2172 8 | 1 | 1 | 3900 South Bike Lanes; Redwood Rd to Jordan River Cnty:FA-2172; MP 8.04 - 9.02 | | | | | Pedestrian/Bike facility |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | |
| | | LOCAL_GOV | | | \$0 | | \$8,701,140 | | \$0 | | \$0 | \$8,701,140 |
| | | TAP_URB_WFRC | | | \$0 | | \$1,211,860 | | \$0 | | \$0 | \$1,129,817 |
| | | | Total | | \$0 | | \$9,913,000 | | \$0 | | \$0 | \$8,783,183 |
| SALT L | 20420 | Scoping | S-2173(1)1 | 2173 1 | 1 | 1 | 1300 West Bike Lanes; 3300 South and 3900 South Cnty:FA-2173; MP 1.24 - 2.23 | | | | | Local/MPO/Other Agency Pass-Through |
| | | <i>Will Not Adv</i> | | | | | | | | | | |
| | | L_PASS_MATCH | | | \$0 | | \$2,000,000 | | \$0 | | \$0 | \$2,000,000 |
| | | ST_TIF_ACT | | | \$0 | | \$3,000,000 | | \$0 | | \$0 | \$3,000,000 |
| | | | Total | | \$0 | | \$5,000,000 | | \$0 | | \$0 | \$2,000,000 |



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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|------------------------|-------------|-------------|---|---|--|-------------------------|-------------------------|------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 15914 | Scoping | F-2179(1)0 | 2179 | Riverfront Parkway; 11050 S to 11400 S, Widen | | | | Widen Existing Facility | | | |
| | | To Be Adv Dt: 02/27/25 | | | Cnty:FA-2179; MP .00 - .42 | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$90,100 | | \$0 | \$0 | \$0 | \$0 | \$90,100 | \$0 |
| | | STP_URB_SL | | \$436,000 | \$1,314,800 | | \$0 | \$0 | \$0 | \$0 | \$1,750,800 | \$1,632,271 |
| | | Total | | \$436,000 | \$1,404,900 | | \$0 | \$0 | \$0 | \$0 | \$1,840,900 | \$1,632,271 |
| | | | | | | | | | | | | |
| SALT L | 15911 | Undr Const | F-2180(3)1 | 2180 | 1 | 1 | 900 East; 3900 S to 4500 S, Safety/ Recon, Millcre | Spot Safety Improvement | | | | |
| | | Adv Dt: 02/11/23 | | | Cnty:FA-2180; MP .59 - 1.47 | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$700,064 | | \$0 | \$0 | \$0 | \$0 | \$700,064 | \$0 |
| | | LOCAL_MATCH | | \$217,848 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$217,848 | \$0 |
| | | STP_COVID_SL | | \$3,000,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$0 |
| | | STP_HIF_SL | | \$1,364,299 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,271,936 | \$0 |
| | | STP_URB_SL | | \$2,187,988 | \$268,154 | | \$0 | \$0 | \$0 | \$0 | \$2,456,142 | \$2,289,861 |
| | | Total | | \$6,770,135 | \$968,218 | | \$0 | \$0 | \$0 | \$0 | \$7,738,353 | \$6,561,797 |
| | | | | | | | | | | | | |
| SALT L | 21240 | STIP | F-2186(3)3 | 2186 | 3 | Holladay Signal Optimization Enhancements | | | Signal Operations | | | |
| | | To Be Adv Dt: | | | Cnty:FA-2186; MP 2.62 - 2.62 | | | | | | | |
| | | CARBON_SL | | \$0 | \$1,152,800 | | \$0 | \$0 | \$0 | \$0 | \$1,152,800 | \$1,074,755 |
| | | Total | | | | | | | | | | |
| SALT L | 19688 | Undr Const | F-2189(1)0 | 2189 | Juniper Crest Crosswalk & Mt Ogden Peak Dr | | | | Safe Routes to Schools | | | |
| | | Adv Dt: 02/18/23 | | | Cnty:FA-2189; MP .23 - .23 | | | | | | | |
| | | LOCAL_GOV | | \$41,431 | \$238,569 | | \$0 | \$0 | \$0 | \$0 | \$280,000 | \$0 |
| | | TAP_URB_WFRC | | \$268,154 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$268,154 | \$250,000 |
| | | Total | | \$309,585 | \$238,569 | | \$0 | \$0 | \$0 | \$0 | \$548,154 | \$250,000 |
| | | | | | | | | | | | | |
| SALT L | 21239 | STIP | F-2190(3)4 | 2190 | 4 | On-Route Charging Infrastructure | | | UTA/Transit | | | |
| | | To Be Adv Dt: | | | Cnty:FA-2190; MP 4.18 - 4.18 | | | | | | | |
| | | CARBON_SL | | \$0 | \$1,608,924 | | \$0 | \$0 | \$0 | \$0 | \$1,608,924 | \$1,500,000 |
| | | LOCAL_GOV | | \$0 | \$1,391,076 | | \$0 | \$0 | \$0 | \$0 | \$1,391,076 | \$0 |
| | | Total | | \$0 | \$3,000,000 | | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$1,500,000 |
| | | | | | | | | | | | | |
| SALT L | 21200 | Scoping | F-2204(1)0 | 2204 | 1 | 2000 East; 3300 South to Atkin Ave | Pedestrian/Bicycle Safety | | | | | |
| | | To Be Adv Dt: 02/03/26 | | | Cnty:FA-2204; MP .00 - .67 | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$5,129,952 | \$0 |
| | | STP_URB_SL | | \$0 | \$10,726 | | \$0 | \$0 | \$0 | \$0 | \$3,207,122 | \$3,000,000 |
| | | Total | | \$0 | \$10,726 | | \$0 | \$0 | \$0 | \$0 | \$8,337,074 | \$3,000,000 |
| | | | | | | | | | | | | |
| SALT L | 17807 | Scoping | F-2213(1)1 | 2213 | 1 | Lone Peak Parkway; 12650 South to 12300 South | | | Reconstruct & Widening | | | |
| | | To Be Adv Dt: 10/14/25 | | | Cnty:FA-2213; MP 1.23 - 1.65 | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$870,988 | | \$0 | \$0 | \$0 | \$0 | \$870,988 | \$0 |
| | | STP_URB_SL | | \$375,416 | \$3,893,596 | | \$0 | \$0 | \$0 | \$0 | \$4,269,012 | \$3,980,000 |
| | | Total | | \$375,416 | \$4,764,584 | | \$0 | \$0 | \$0 | \$0 | \$5,140,000 | \$3,980,000 |
| | | | | | | | | | | | | |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|----------------------------------|-------|--------------------------------|---|-------------|------------------------------------|---|------|------|---------------------|-------------|-------------------------------------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Salt Lake County Projects | | | | | | | | | | | | | |
| SALT L | 18823 | Active | F-2215(1)0 <i>To Be Adv Dt: 10/10/24</i> | 2215 | 1 | 3650 South; 2700 West to 3200 West Cnty:FA-2215; MP .00 - 1.00 | | | | | Reconstruct & Widening | | |
| | | | LOCAL_GOV'T | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | LOCAL_MATCH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | STP_URB_SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | STP_URB_SL@1 | \$2,423,153 | \$3,348,336 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,771,489 | \$5,771,489 | \$0 |
| | | | ST_TTIF_FMLM | \$27,305 | \$2,166,806 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,194,111 | \$0 | \$2,194,111 |
| | | | Total | \$2,450,458 | \$5,515,142 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,965,600 | \$5,771,489 | \$2,194,111 |
| SALT L | 18816 | Scoping | F-2218(1)0 <i>To Be Adv Dt: 10/03/25</i> | 2218 | | Bengal Blvd; Highland Drive to 2160 East Cnty:FA-2218; MP .00 - .28 | | | | | Intersection Improvements | | |
| | | | LOCAL_GOV'T | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$10,000 | \$0 | \$0 |
| | | | STP_URB_SL | \$10,000 | \$2,124,200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,134,200 | \$1,989,715 | \$0 |
| | | | Total | \$10,000 | \$2,124,200 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$2,144,200 | \$1,989,715 | \$0 |
| SALT L | 17806 | Awarded Adv Dt: 02/24/24 | F-2233(1)1 | 2233 | 1 | 1 Parkway Blvd (2700 S); MVC to 6400 West Cnty:FA-2233; MP 1.00 - 1.93 | | | | | Reconstruct & Widening | | |
| | | | LOCAL_GOV'T | \$0 | \$3,615,135 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,615,135 | \$0 | \$0 |
| | | | STP_URB_SL | \$7,584,865 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,584,865 | \$7,071,370 | \$0 |
| | | | Total | \$7,584,865 | \$3,615,135 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,200,000 | \$7,071,370 | \$0 |
| SALT L | 17867 | Undr Const Adv Dt: 01/06/24 | F-2236(1)2 | 2236 | 2 | 2820 South; 7440 West to 7736 West Cnty:FA-2236; MP 1.84 - 2.28 | | | | | Safe Sidewalk | | |
| | | | LOCAL_GOV'T | \$0 | \$552,075 | \$0 | \$0 | \$0 | \$0 | \$0 | \$552,075 | \$0 | \$0 |
| | | | TAP_URB_WFRC | \$1,502,549 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,502,549 | \$1,400,826 | \$0 |
| | | | Total | \$1,502,549 | \$552,075 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,054,624 | \$1,400,826 | \$0 |
| SALT L | 20312 | STIP <i>To Be Adv Dt:</i> | F-2238(2)0 | 2238 | 1 | 7200 West; 3500 South to Copper Hill Drive Cnty:FA-2238; MP .38 - 1.00 | | | | | Major Rehabilitation - Roadway | | |
| | | | LOCAL_GOV'T | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,023,640 | \$2,023,640 | \$0 | \$0 |
| | | | STP_URB_SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,058,260 | \$5,058,260 | \$4,715,816 | \$0 |
| | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,081,900 | \$7,081,900 | \$4,715,816 | \$0 |
| SALT L | 21130 | Awarded Adv Dt: 03/09/24 | F-2240(5)0 | 2240 | | 4700 South; 5400 West to 5600 West Cnty:FA-2240; MP .00 - .25 | | | | | Reconstruct & Widening | | |
| | | | HIP_COMMUNITY | \$2,145,232 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,000,000 | \$0 |
| | | | LOCAL_GOV'T | \$2,140,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,140,000 | \$0 | \$2,140,000 |
| | | | Total | \$4,285,232 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,285,232 | \$2,000,000 | \$0 |
| SALT L | 20422 | Scoping <i>Will Not Adv</i> | S-2250(1)6 | 2250 | 6 | 1 400 S Viaduct Multi-use Trail Cnty:FA-2250; MP 5.80 - 6.55 | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | | L_PASS_MATCH | \$0 | \$4,237,333 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,237,333 | \$0 | \$0 |
| | | | ST_TTIF_FMLM | \$0 | \$6,356,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,356,000 | \$0 | \$6,356,000 |
| | | | Total | \$0 | \$10,593,333 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,593,333 | \$0 | \$4,237,333 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|----------------------------------|-------|-----------------------------------|-------------|-------------|------------------------------------|--|---|------|---------------------------|-------------------------------------|--------------------------------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Salt Lake County Projects | | | | | | | | | | | | | |
| SALT L | 20309 | STIP To Be Adv Dt: | F-2258(3)5 | 2258 | 5 | 1 | 900 West; North Temple to 600 North Cnty:FA-2258; MP 4.98 - 5.73 | | | | Major Rehabilitation - Roadway | | |
| | | LOCAL_GOVT | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$4,239,529 | \$4,239,529 | \$0 |
| | | STP_URB_SL | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$3,449,336 | \$3,449,336 | \$3,215,816 |
| | | | Total | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$7,688,865 | \$7,688,865 | \$3,215,816 |
| SALT L | 20323 | STIP To Be Adv Dt: | F-2258(4)4 | 2258 | 4 | Salt Lake Green Bike Share Expansion Cnty:FA-2258; MP 4.23 - 4.23 | | | Pedestrian/Bike facility | | | | |
| | | CMAQ_WFRC | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$476,718 | \$476,718 | \$444,444 |
| | | LOCAL_GOVT | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$166,852 | \$166,852 | \$0 |
| | | | Total | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$643,570 | \$643,570 | \$444,444 |
| SALT L | 21222 | STIP To Be Adv Dt: | F-2258(5)4 | 2258 | 4 | Salt Lake Green Bike Share Expansion Cnty:FA-2258; MP 4.21 - 4.21 | | | Pedestrian/Bike facility | | | | |
| | | CMAQ_WFRC | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$688,298 | \$688,298 | \$641,700 |
| | | LOCAL_GOVT | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,702 | \$1,702 | \$0 |
| | | | Total | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$690,000 | \$690,000 | \$641,700 |
| SALT L | 20397 | Scoping Will Not Adv | S-2266(3)6 | 2266 | 6 | 1 | Parleys Trail Gap In Sugar House (Salt Lake City) Cnty:FA-2266; MP 5.70 - 6.30 | | | Local/MPO/Other Agency Pass-Through | | | |
| | | L_PASS_MATCH | | | \$0 | | \$633,333 | \$0 | \$0 | \$0 | \$633,333 | \$0 | \$0 |
| | | ST_TIF_ACT | | | \$0 | | \$950,000 | \$0 | \$0 | \$0 | \$950,000 | \$0 | \$950,000 |
| | | | Total | | \$0 | | \$1,583,333 | \$0 | \$0 | \$0 | \$1,583,333 | \$0 | \$950,000 |
| SALT L | 16944 | Scoping To Be Adv Dt: 07/26/24 | F-2266(2)2 | 2266 | 2 | Highland Drive & 4500 South Intersection Imp Cnty:FA-2266; MP 2.43 - 2.43 | | | Intersection Modification | | | | |
| | | CMAQ_PM2.5 | | | \$0 | | \$1,287,139 | \$0 | \$0 | \$0 | \$1,287,139 | \$1,200,000 | \$0 |
| | | CMAQ_WFRC | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOVT | | | \$0 | | \$1,309,861 | \$0 | \$0 | \$0 | \$1,309,861 | \$0 | \$1,309,861 |
| | | | Total | | \$0 | | \$2,597,000 | \$0 | \$0 | \$0 | \$2,597,000 | \$1,200,000 | \$0 |
| SALT L | 20416 | Scoping Will Not Adv | S-2292(1)13 | 2292 | 13 | 1 | Emigration Cyn Rd; Margarethe to Pinecrest Cyn Rd Cnty:FA-2292; MP 12.54 - 13.83 | | | Local/MPO/Other Agency Pass-Through | | | |
| | | L_PASS_MATCH | | | \$0 | | \$2,104,840 | \$0 | \$0 | \$0 | \$2,104,840 | \$0 | \$0 |
| | | ST_TIF_ACT | | | \$0 | | \$3,157,260 | \$0 | \$0 | \$0 | \$3,157,260 | \$0 | \$3,157,260 |
| | | | Total | | \$0 | | \$5,262,100 | \$0 | \$0 | \$0 | \$5,262,100 | \$0 | \$3,157,260 |
| SALT L | 21203 | STIP To Be Adv Dt: | F-2292(2)12 | 2292 | 12 | 3 | 5655 Emigration Cyn to 9698 Emigration Cyn Cnty:FA-2292; MP 12.10 - 15.52 | | | Spot Safety Improvement | | | |
| | | LOCAL_GOVT | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$3,301,052 | \$3,301,052 | \$0 |
| | | STP_URB_SL | | | \$0 | | \$80,446 | \$0 | \$0 | \$0 | \$3,137,402 | \$3,217,848 | \$3,000,000 |
| | | | Total | | \$0 | | \$80,446 | \$0 | \$0 | \$0 | \$6,438,454 | \$6,518,900 | \$3,000,000 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|--------------------------------|---------------|--------------|------------------------------------|-------|---|--|------|--------------|--|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 19684 | STIP To Be Adv Dt: | F-2322(1)4 | 2322 | 4 | | | East Downtown 200 So Transit Hub (400 E to 300 E) Cnty:FA-2322; MP 3.64 - 3.79 | | | UTA/Transit | |
| | | CMAQ_WFRC | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$1,072,616 | \$1,072,616 | \$1,000,000 |
| | | LOCAL_GOV'T | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$918,684 | \$918,684 | \$0 |
| | | | Total | \$0 | \$0 | | \$0 | \$0 | \$0 | \$1,991,300 | \$1,991,300 | \$1,000,000 |
| SALT L | 20424 | Scoping Will Not Adv | S-2324(1)0 | 2324 | 1 | 1 | West Temple Walk Bike Transit Connections Cnty:FA-2324; MP .00 - .75 | | | | Local/MPO/Other Agency Pass-Through | |
| | | L_PASS_MATCH | | \$0 | \$884,000 | | \$0 | \$0 | \$0 | \$884,000 | \$0 | \$0 |
| | | ST_TTIF_FMLM | | \$0 | \$1,326,000 | | \$0 | \$0 | \$0 | \$1,326,000 | \$0 | \$1,326,000 |
| | | | Total | \$0 | \$2,210,000 | | \$0 | \$0 | \$0 | \$2,210,000 | \$0 | \$1,326,000 |
| SALT L | 20423 | Scoping Will Not Adv | S-2330(2)3 | 2330 | 3 | 1 | North Temple Active Transportation Project Cnty:FA-2330; MP 2.98 - 3.73 | | | | Local/MPO/Other Agency Pass-Through | |
| | | L_PASS_MATCH | | \$0 | \$2,200,000 | | \$0 | \$0 | \$0 | \$2,200,000 | \$0 | \$0 |
| | | ST_TTIF_FMLM | | \$0 | \$3,300,000 | | \$0 | \$0 | \$0 | \$3,300,000 | \$0 | \$3,300,000 |
| | | | Total | \$0 | \$5,500,000 | | \$0 | \$0 | \$0 | \$5,500,000 | \$0 | \$2,200,000 |
| SALT L | 17850 | STIP To Be Adv Dt: | F-2330(1)1 | 2330 | 1 | | | SLC West Intermodal Center Cnty:FA-2330; MP 1.30 - 1.30 | | | UTA/Transit | |
| | | CMAQ_WFRC | | \$0 | \$1,501,663 | | \$0 | \$0 | \$0 | \$1,501,663 | \$1,400,000 | \$0 |
| | | LOCAL_GOV'T | | \$0 | \$2,698,637 | | \$0 | \$0 | \$0 | \$2,698,637 | \$0 | \$2,698,637 |
| | | STP_URB_SL | | \$0 | \$0 | | \$2,270,092 | \$0 | \$0 | \$2,270,092 | \$2,116,407 | \$0 |
| | | | Total | \$0 | \$4,200,300 | | \$2,270,092 | \$0 | \$0 | \$6,470,392 | \$3,516,407 | \$0 |
| SALT L | 19633 | STIP To Be Adv Dt: | F-2354(3)1 | 2354 | 1 | 1 | 700 North; 2200 West to Redwood Rd (1700 West) Cnty:FA-2354; MP .99 - 1.72 | | | | Major Rehabilitation - Roadway | |
| | | LOCAL_GOV'T | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$1,462,752 | \$1,462,752 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$3,217,848 | \$3,217,848 | \$3,000,000 |
| | | | Total | \$0 | \$0 | | \$0 | \$0 | \$0 | \$4,680,600 | \$4,680,600 | \$3,000,000 |
| SALT L | 15264 | Scoping Will Not Adv | S-R299(244) | MULT | | | | I-80 and State Street Interchange R/W US-89; MP 375.64 - 375.91 & I-80; MP 122.93 - 123.46 | | | PE | |
| | | ST_HB377/TF | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF | | \$0 | \$500,000 | | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 |
| | | | Total | \$0 | \$500,000 | | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 |
| SALT L | 16490 | Undr Const Adv Dt: 11/11/23 | F-I215(197)11 | MULT | | | | 700 W, 300 W & TRAX over I-215 Bridge Rehabs I-215; MP 11.14 - 11.19 & I-215; MP 11.11 - 11.22 & Cnty:FA-2118; MP 1.00 - 1.08 | | | Replacement and Rehabilitation - Structure | |
| | | NHPP_BR | | \$3,600,000 | \$0 | | \$0 | \$0 | \$0 | \$3,600,000 | \$3,356,280 | \$243,720 |
| | | STP_BRIDGE | | \$7,600,000 | \$0 | | \$0 | \$0 | \$0 | \$7,600,000 | \$7,085,480 | \$514,520 |
| | | ST_BRIDGE | | \$0 | \$400,000 | | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$400,000 |
| | | | Total | \$11,200,000 | \$400,000 | | \$0 | \$0 | \$0 | \$11,600,000 | \$10,441,760 | \$1,158,240 |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|-----------------------------------|---------------|---------------|---|--------------|------|---------------------|---------------|-----------|--------------------------------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 18452 | Scoping To Be Adv Dt: 04/27/26 | S-0085(19)4 | MULT | MVC; Old Bing Hwy to Porter Rockwell SR-85; MP 3.53 - 12.46 & SR-85; MP 3.53 - 12.46 | | | | | | New Capacity | |
| | | ST_APPROP | \$239,710 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$239,710 | \$0 | \$239,710 |
| | | ST_CONCPT_D2 | \$45,823 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,823 | \$0 | \$45,823 |
| | | ST_TIF | \$470,108 | \$22,029,892 | \$12,500,000 | \$50,000,000 | \$0 | \$405,000,000 | \$490,000,000 | \$0 | \$490,000,000 | \$0 |
| | | Total | \$755,641 | \$22,029,892 | \$12,500,000 | \$50,000,000 | \$0 | \$405,000,000 | \$490,285,533 | \$0 | \$490,285,533 | \$0 |
| SALT L | 18844 | Scoping Will Not Adv | S-2354(2)1 | MULT | 600/700 N Active Transportation Improvements Cnty:FA-2354; MP .99 - 3.09 & SR-268; MP .00 - .73 | | | | | | Transportation Alternatives | |
| | | LOCAL_MATCH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | \$0 | \$1,600,000 | \$0 | \$0 | \$0 | \$0 | \$1,600,000 | \$0 | \$0 | \$1,600,000 |
| | | ST_TIF_ACT | \$0 | \$2,400,000 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$0 | \$2,400,000 | \$0 |
| | | Total | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$2,400,000 | \$1,600,000 |
| SALT L | 18847 | Scoping Will Not Adv | S-2066(3)10 | MULT | 1300 W; 6400 S to 4800 S - Active Transportation Cnty:FA-2066; MP 10.03 - 11.72 | | | | | | Transportation Alternatives | |
| | | LOCAL_MATCH | \$0 | \$1,120,000 | \$0 | \$0 | \$0 | \$0 | \$1,120,000 | \$0 | \$0 | \$1,120,000 |
| | | ST_TIF_ACT | \$0 | \$1,680,000 | \$0 | \$0 | \$0 | \$0 | \$1,680,000 | \$0 | \$0 | \$1,680,000 |
| | | Total | \$0 | \$2,800,000 | \$0 | \$0 | \$0 | \$0 | \$2,800,000 | \$0 | \$1,680,000 | \$1,120,000 |
| SALT L | 19632 | STIP To Be Adv Dt: | F-R299(421) | MULT | SLC Metro - Signal Timing and Optimization Cnty:FA-2161; MP 1.51 - 4.25 & SR-48; MP .00 - 2.00 | | | | | | Traffic Signal Coordination | |
| | | CARBON_SL | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$559,380 | \$40,620 | \$0 |
| | | STP_URB_SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$559,380 | \$40,620 | \$0 |
| SALT L | 20415 | Undr Const Adv Dt: 02/16/23 | S-0154(250)4 | MULT | Bangerter Highway South Interchanges SR-154; MP 9.84 - 11.43 & SR-154; MP 3.71 - 4.77 & SR-154; MP 5.21 - 6.40 | | | | | | TIF - Transportation Investment Fund | |
| | | L_BETTERMENT | \$5,412,890 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,412,890 | \$0 | \$0 | \$5,412,890 |
| | | ST_APPROP | \$314,785 | \$0 | \$0 | \$0 | \$0 | \$0 | \$314,785 | \$0 | \$314,785 | \$0 |
| | | ST_TIF | \$43,646,603 | \$144,105,000 | \$25,000,000 | \$0 | \$0 | \$0 | \$212,751,603 | \$0 | \$212,751,603 | \$0 |
| | | ST_TIF_HB433 | \$7,608,284 | \$40,140,113 | \$0 | \$0 | \$0 | \$0 | \$47,748,397 | \$0 | \$47,748,397 | \$0 |
| | | Total | \$56,982,562 | \$184,245,113 | \$25,000,000 | \$0 | \$0 | \$0 | \$266,227,675 | \$0 | \$260,814,785 | \$5,412,890 |
| SALT L | 20430 | Scoping Will Not Adv | S-0186(46)1 | MULT | Bicycle Lanes up Capitol Hill SR-186; MP 1.18 - 1.50 & Cnty:FA-2148; MP 6.84 - 7.14 | | | | | | Local/MPO/Other Agency Pass-Through | |
| | | L_PASS_MATCH | \$0 | \$270,734 | \$0 | \$0 | \$0 | \$0 | \$270,734 | \$0 | \$0 | \$270,734 |
| | | ST_TTIF_FMLM | \$0 | \$406,102 | \$0 | \$0 | \$0 | \$0 | \$406,102 | \$0 | \$406,102 | \$0 |
| | | Total | \$0 | \$676,836 | \$0 | \$0 | \$0 | \$0 | \$676,836 | \$0 | \$406,102 | \$270,734 |
| SALT L | 20518 | Undr Const Adv Dt: 11/05/22 | S-0154(103)10 | MULT | Bangerter Highway Aqueduct Protection SR-154; MP 9.98 - 10.91 & SR-154; MP 16.30 - 17.34 | | | | | | Other | |
| | | ST_TIF | \$1,286,428 | \$1,713,572 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$0 | \$3,000,000 | \$0 |



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Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | |
|----------------------------------|---------------|---------------|-----------------|---------------|------------------------------------|--|------|---------------------|-----|-------------------------------|--------------|---------------|--------------|
| | | | | | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
| Salt Lake County Projects | | | | | | | | | | | | | |
| SALT L | 20777 | STIP | F-I80-3(215)131 | MULT | | I-80 Bridge Deck Replacements and Rehabilitation | | | | Rehabilitation or Replacement | | | |
| | | To Be Adv Dt: | | | | I-80; MP 131.48 - 132.91 & FROM SR-186 TO I-215; MP .30 - .37 & I-80; MP 130.37 - 131.03 | | | | | | | |
| | NHPP_BR | | | \$0 | \$0 | \$21,700,000 | \$0 | \$0 | \$0 | \$21,700,000 | \$20,230,910 | \$1,469,090 | \$0 |
| | STP_BRIDGE | | | \$0 | \$0 | \$3,800,000 | \$0 | \$0 | \$0 | \$3,800,000 | \$3,542,740 | \$257,260 | \$0 |
| | ST_BRIDGE | | | \$0 | \$3,100,000 | \$0 | \$0 | \$0 | \$0 | \$3,100,000 | \$0 | \$3,100,000 | \$0 |
| | ST_TIF_PRS_S | | | \$0 | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 | \$0 | \$1,400,000 | \$0 |
| | | | Total | \$0 | \$4,500,000 | \$25,500,000 | \$0 | \$0 | \$0 | \$30,000,000 | \$23,773,650 | \$6,226,350 | \$0 |
| SALT L | 21097 | Advertised | S-R299(479) | MULT | | Cottonwood Canyon Variable Message Signs | | | | ITS Communication | | | |
| | | Adv Dt: | 04/27/24 | | | SR-190; MP .41 - .71 & SR-209; MP 15.05 - 15.30 & SR-210; MP .51 - 1.06 | | | | | | | |
| | ST_TIF | | | \$2,119 | \$3,197,881 | \$0 | \$0 | \$0 | \$0 | \$3,200,000 | \$0 | \$3,200,000 | \$0 |
| SALT L | 21456 | Scoping | F-R299(492) | MULT | | Salt Lake City's Reconnecting Communities Study | | | | Planning | | | |
| | Will Not Adv | | | | | I-15; MP 304.15 - 310.25 & I-15; MP 304.15 - 310.25 | | | | | | | |
| | FA_MISC_100% | | | \$1,970,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,970,000 | \$1,970,000 | \$0 | \$0 |
| | LOCAL_GOV'T | | | \$0 | \$1,270,000 | \$0 | \$0 | \$0 | \$0 | \$1,270,000 | \$0 | \$0 | \$1,270,000 |
| | UTA_FUNDS | | | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| | | | Total | \$1,970,000 | \$1,770,000 | \$0 | \$0 | \$0 | \$0 | \$3,740,000 | \$1,970,000 | \$0 | \$1,770,000 |
| SALT L | 21798 | Scoping | S-0190(32)2 | MULT | | BCC: SR-190 at Ft Union; Merge Lane and Dual Left | | | | Intersection Modification | | | |
| | To Be Adv Dt: | 05/22/25 | | | | SR-190; MP 1.65 - 2.38 & Cnty:FA-2116; MP 5.47 - 5.50 & SR-210; MP .00 - .07 & SR-190; SR-190 at Fort Union | | | | | | | |
| | ST_TIF | | | \$0 | \$15,000,000 | \$0 | \$0 | \$0 | \$0 | \$15,000,000 | \$0 | \$15,000,000 | \$0 |
| SALT L | 21818 | Active | S-R299(496)0 | MULT | | Cottonwood Canyons Transit & Roadway Corridor | | | | Corridor Preservation | | | |
| | To Be Adv Dt: | 02/01/28 | | | | Cnty:FA-2074; MP 4.42 - 5.59 & SR-210; MP .00 - 3.97 & SR-190; MP .84 - 2.02 & Cottonwood Canyons Transit and Roadway Corridor | | | | | | | |
| | ST_CORR_PRES | | | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$2,000,000 | \$0 |
| SALT L | 7703 | Undr Const | MP-0182(6) | MULT | | MVC; Salt Lake County PM | | | | Staffing Support | | | |
| | Will Not Adv | | | | | MVC; Salt Lake County PM | | | | | | | |
| | LOCAL_INKIND | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | L_BETTERMENT | | | \$38,333,979 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,333,979 | \$0 | \$0 | \$38,333,979 |
| | ST_BONDS_MVC | | | \$55,800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$55,800,000 | \$0 | \$55,800,000 | \$0 |
| | ST_CHF_TIF | | | \$193,845,199 | \$0 | \$0 | \$0 | \$0 | \$0 | \$193,845,199 | \$0 | \$193,845,199 | \$0 |
| | ST_CONST | | | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | \$0 |
| | ST_GF_CHN | | | \$128,755,865 | \$0 | \$0 | \$0 | \$0 | \$0 | \$128,755,865 | \$0 | \$128,755,865 | \$0 |
| | ST_GF_TIF | | | \$7,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,500,000 | \$0 | \$7,500,000 | \$0 |
| | ST_TIF | | | \$6,950,957 | \$12,989,822 | \$0 | \$0 | \$0 | \$0 | \$19,940,779 | \$0 | \$19,940,779 | \$0 |
| | | | Total | \$431,685,999 | \$12,989,822 | \$0 | \$0 | \$0 | \$0 | \$444,675,822 | \$0 | \$406,341,843 | \$38,333,979 |
| SALT L | 8312 | Undr Const | S-0085(4)0 | MULT | | MVC; AQ MONITOR AND FILTERS | | | | | | | |
| | Will Not Adv | | | | | MVC; AQ MONITOR AND FILTERS | | | | | | | |
| | ST_CHF_TIF | | | \$3,132,317 | \$967,683 | \$0 | \$0 | \$0 | \$0 | \$4,100,000 | \$0 | \$4,100,000 | \$0 |



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STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | |
|----------------------------------|-------|-----------------------------------|--------------|--------------|---|--------------|------|---------------------|--|---------------|--------------|---------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | |
| Salt Lake County Projects | | | | | | | | | | | | | |
| SALT L | 16382 | Scoping Will Not Adv | S-0154(97)10 | MULT | Multiple Interchanges on Bangerter Hwy. SR-154; MP 16.50 - 17.40 & SR-154; MP 10.04 - 10.68 | | | | Upgrade Existing At-Grade Intersection | | | | |
| | | | ST_APPROP | \$343,855 | \$0 | \$0 | \$0 | \$0 | \$0 | \$343,855 | \$0 | \$343,855 | |
| | | | ST_TIF | \$52,605,000 | \$6,300,000 | \$16,105,000 | \$0 | \$0 | \$0 | \$75,010,000 | \$0 | \$75,010,000 | |
| | | | ST_TIF_HB433 | \$25,895,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,895,000 | \$0 | \$25,895,000 | |
| | | | Total | \$78,843,855 | \$6,300,000 | \$16,105,000 | \$0 | \$0 | \$0 | \$101,248,855 | \$0 | \$101,248,855 | |
| SALT L | 16922 | Scoping Will Not Adv | F-2104(1)1 | MULT | 7000 South; 1300 West to Bangerter Highway - Study Cnty:FA-2104; MP 1.24 - 3.19 & Cnty:FA-2104; MP 3.19 - 3.19 | | | | Document EA/EIS | | | | |
| | | | LOCAL_GOV'T | \$0 | \$0 | \$0 | \$0 | \$0 | \$927,384 | \$927,384 | \$0 | \$927,384 | |
| | | | STP_URB_SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,072,616 | \$1,072,616 | \$1,000,000 | \$72,616 | |
| | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 | \$1,000,000 | \$1,000,000 | |
| SALT L | 16943 | Scoping To Be Adv Dt: 03/29/27 | F-2038(1)1 | MULT | 14600 South; Railroad Bridge to Redwood Bike/ Ped Cnty:FA-2038; MP .92 - 2.17 & Cnty:FA-2038; MP 2.17 - 2.17 | | | | Pedestrian/Bike facility | | | | |
| | | | CARBON_SL | \$0 | \$0 | \$1,142,002 | \$0 | \$0 | \$0 | \$1,142,002 | \$1,064,688 | \$0 | \$77,314 |
| | | | CMAQ_WFRC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total | \$0 | \$0 | \$1,142,002 | \$0 | \$0 | \$0 | \$1,142,002 | \$1,064,688 | \$0 | \$77,314 |
| SALT L | 17838 | Active To Be Adv Dt: 07/01/24 | F-2124(3)1 | MULT | Winchester and 700 West Cnty:FA-2124; MP 1.01 - 1.01 & Cnty:FA-2124; MP .93 - 1.17 | | | | Intersection Modification | | | | |
| | | | STP_URB_SL | \$1,206,237 | \$1,547,663 | \$0 | \$0 | \$0 | \$0 | \$2,753,900 | \$2,567,461 | \$0 | \$186,439 |
| SALT L | 17842 | Scoping Will Not Adv | F-R299(344) | MULT | Midvalley Connector BRT; Atherton DR to 2700 W SR-266; MP .27 - 1.71 & SR-266; MP .00 - .27 & Cnty:FA-2240; MP 3.50 - 3.74 | | | | UTA/Transit | | | | |
| | | | CMAQ_PM2.5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | FTASEC_5309 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,687,500 | \$80,687,500 | \$64,550,000 | \$16,137,500 | \$0 |
| | | | LOCAL_GOV'T | \$0 | \$11,000,000 | \$0 | \$0 | \$0 | \$0 | \$11,000,000 | \$0 | \$0 | \$11,000,000 |
| | | | LOCAL_INKIND | \$0 | \$4,650,000 | \$0 | \$0 | \$0 | \$0 | \$4,650,000 | \$0 | \$0 | \$4,650,000 |
| | | | ST_TTIF | \$22,800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,800,000 | \$0 | \$22,800,000 | \$0 |
| | | | TRANSFER2UTA | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 | \$0 | \$0 |
| | | | Total | \$22,800,000 | \$17,650,000 | \$0 | \$0 | \$0 | \$80,687,500 | \$121,137,500 | \$66,550,000 | \$38,937,500 | \$15,650,000 |
| SALT L | 18818 | STIP To Be Adv Dt: | F-R299(392) | MULT | TSP/ Preemption for Transit, Freight, & Snow Plows SR-172; MP 4.00 - 9.22 & Cnty:FA-2386; MP .00 - .28 & Cnty:FA-2358; MP .00 - .33 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - .00 & SR-71; MP .00 - 22.47 & SR-71; MP .00 - .00 | | | | ATMS | | | | |
| | | | STP_URB_SL | \$0 | \$0 | \$690,000 | \$0 | \$0 | \$0 | \$690,000 | \$643,287 | \$46,713 | \$0 |
| SALT L | 18819 | STIP To Be Adv Dt: | F-R299(393) | MULT | TSP/ Preemption Equipment for Transit Vehicles SR-172; MP 4.03 - 9.22 & Cnty:FA-2386; MP .00 - .30 & SR-111; MP .00 - 10.60 & SR-71; MP .00 - 22.47 & Cnty:FA-2358; MP .00 - .33 | | | | UTA/Transit | | | | |
| | | | STP_URB_SL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | TRANSFER2UTA | \$0 | \$237,737 | \$0 | \$0 | \$0 | \$0 | \$237,737 | \$237,737 | \$0 | \$0 |
| | | | Total | \$0 | \$237,737 | \$0 | \$0 | \$0 | \$0 | \$237,737 | \$237,737 | \$0 | \$0 |



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epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | | | |
|----------------------------------|-------|-----------------------------|-------------|-------------|------------------------------------|--|------|---------------------|---------------------------|--------------|-------------|-------------|--------------|--|--|
| | | | | | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other | | |
| Salt Lake County Projects | | | | | | | | | | | | | | | |
| SALT L | 19569 | STIP To Be Adv Dt: | F-R299(419) | MULT | | Traffic Signal Priority/Preemption SR-266; MP .00 - 8.12 & SR-173; MP 1.67 - 5.03 & SR-173; MP 7.26 - 9.27 & SR-48; MP .00 - 2.00 & Cnty:FA-2161; MP 3.20 - 4.25 & SR-48; MP .00 - .00 & Cnty:FA-2036; MP 1.06 - 3.24 | | | | Detection | | | | | |
| | | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$790,000 | \$790,000 | \$736,517 | \$53,483 | \$0 | | |
| SALT L | 19629 | STIP To Be Adv Dt: | F-R299(420) | MULT | | TSP Project ; SR-266, 5400 So., SR-48 Cnty:FA-2161; MP 1.01 - 4.25 & SR-173; MP 1.69 - 5.04 & SR-48; MP .00 - 2.00 & Cnty:FA-2161; MP .00 - 1.02 & Cnty:FA-2034; MP 3.18 - 3.50 & Cnty:FA-2034; MP 2.62 - 3.17 & SR-266; MP .00 - 8.12 & Cnty:FA-2161; MP 4.25 - 4.25 | | | | | Detection | | | | |
| | | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$790,000 | \$790,000 | \$736,517 | \$53,483 | \$0 | | |
| SALT L | 19678 | Scoping Will Not Adv | F-R299(422) | MULT | | Point of the Mountain Transit Environmental Study https://www.rideuta.com/About-UTA/Active-Projects/Point-of-the-Mountain-Transit-Study | | | UTA/Transit | | | | | | |
| | | LOCAL_GOV | | | \$0 | \$5,854,768 | \$0 | \$0 | \$0 | \$5,854,768 | \$0 | \$0 | \$5,854,768 | | |
| | | STP_URB_SL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | TRANSFER2UTA | | | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 | \$0 | \$0 | | |
| | | Total | | | \$0 | \$7,854,768 | \$0 | \$0 | \$0 | \$7,854,768 | \$2,000,000 | \$0 | \$5,854,768 | | |
| SALT L | 20315 | STIP To Be Adv Dt: | F-R299(444) | MULT | | Midvalley Connector; Operations Operations for the Midvalley Connector bus rapid transit (BRT) route, connecting Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station | | | UTA/Transit | | | | | | |
| | | CARBON_SL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | CMAQ_WFRC | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | LOCAL_GOV | | | \$0 | \$26,658,320 | \$0 | \$0 | \$0 | \$26,658,320 | \$0 | \$0 | \$26,658,320 | | |
| | | STP_URB_SL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | TRANSFER2UTA | | | \$0 | \$4,515,816 | \$0 | \$0 | \$0 | \$4,515,816 | \$4,515,816 | \$0 | \$0 | | |
| | | Total | | | \$0 | \$31,174,136 | \$0 | \$0 | \$0 | \$31,174,136 | \$4,515,816 | \$0 | \$26,658,320 | | |
| SALT L | 20340 | STIP To Be Adv Dt: | F-R299(446) | MULT | | Utah Lake Distribution Canal Trail So. Segment Construct Missing Trail Connection to the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities | | | Pedestrian/Bike facility | | | | | | |
| | | TAP_URB_WFRC | | | \$0 | \$167,000 | \$0 | \$0 | \$0 | \$167,000 | \$155,694 | \$0 | \$11,306 | | |
| SALT L | 20345 | Awarded Adv Dt: 03/23/24 | F-2116(4)3 | MULT | | Fort Union Blvd Pedestrian Hybrid Beacon Cnty:FA-2116; MP 3.27 - 3.31 & Cnty:FA-2116; MP 3.27 - 3.27 | | | Pedestrian/Bike facility | | | | | | |
| | | L_BETTERMENT | | | \$1,793 | \$0 | \$0 | \$0 | \$0 | \$1,793 | \$0 | \$0 | \$1,793 | | |
| | | TAP_URB_WFRC | | | \$487,000 | \$0 | \$0 | \$0 | \$0 | \$487,000 | \$454,030 | \$0 | \$32,970 | | |
| | | Total | | | \$488,793 | \$0 | \$0 | \$0 | \$0 | \$488,793 | \$454,030 | \$0 | \$34,763 | | |
| SALT L | 21198 | STIP To Be Adv Dt: | F-2116(6)5 | MULT | | Fort Union Blvd; Pippen Drive to 3160 East Cnty:FA-2116; MP 4.66 - 5.24 & Cnty:FA-2116; MP 4.66 - 4.67 | | | Pedestrian/Bicycle Safety | | | | | | |
| | | LOCAL_GOV | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,010,560 | \$3,010,560 | \$0 | \$3,010,560 | | |
| | | STP_URB_SL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,681,540 | \$2,681,540 | \$2,500,000 | \$181,540 | | |
| | | Total | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,692,100 | \$5,692,100 | \$2,500,000 | \$3,192,100 | | |



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STIP 2025-2030

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epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|------------------------|-------------|--------------|------------------------------------|--------------|------|---------------------|------|--------------|--------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 21199 | STIP | F-2072(1)1 | MULT | | | | | | | | |
| | | To Be Adv Dt: | | | | | | | | | | |
| | | LOCAL_GOVT | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$1,376,452 | \$1,376,452 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$3,217,848 | \$3,217,848 | \$3,000,000 |
| | | | Total | \$0 | \$0 | | \$0 | \$0 | \$0 | \$4,594,300 | \$4,594,300 | \$3,000,000 |
| | | | | | | | | | | | | |
| SALT L | 21202 | STIP | F-LC35(332) | MULT | | | | | | | | |
| | | To Be Adv Dt: | | | | | | | | | | |
| | | LOCAL_GOVT | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$303,252 | \$303,252 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$3,217,848 | \$3,217,848 | \$3,000,000 |
| | | | Total | \$0 | \$0 | | \$0 | \$0 | \$0 | \$3,521,100 | \$3,521,100 | \$3,000,000 |
| | | | | | | | | | | | | |
| SALT L | 14988 | Scoping | F-LC49(169) | OTHER | | | | | | | | |
| | | To Be Adv Dt: 02/25/26 | | | | | | | | | | |
| | | CMAQ_MAG | \$4,874,344 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$4,874,344 | \$4,874,344 | \$0 |
| | | CMAQ_PM2.5 | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOVT | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_INKIND | \$0 | \$117,985 | | \$0 | \$0 | \$0 | \$0 | \$117,985 | \$0 | \$0 |
| | | LOCAL_MATCH | \$215 | \$235,755 | | \$0 | \$0 | \$0 | \$0 | \$235,970 | \$0 | \$0 |
| | | R/H_HZ_EL90S | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | R/H_HZ_ELM1 | \$720,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$720,000 | \$720,000 | \$0 |
| | | R/H_HZ_ELM90 | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | STP_URB_P/O | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_CONT_R3 | \$0 | \$110,000 | | \$0 | \$0 | \$0 | \$0 | \$110,000 | \$0 | \$110,000 |
| | | ST_EXCH_MAG | \$0 | \$200,000 | | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| | | ST_MATCH | \$0 | \$80,000 | | \$0 | \$0 | \$0 | \$0 | \$80,000 | \$0 | \$80,000 |
| | | ST_TIFEX_MAG | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | UTA_FUNDS | \$0 | \$300,000 | | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$0 | \$300,000 |
| | | | Total | \$5,594,559 | | \$1,043,740 | \$0 | \$0 | \$0 | \$6,638,299 | \$5,594,344 | \$390,000 |
| | | | | | | | | | | | | |
| SALT L | 18885 | Scoping | F-R299(401) | OTHER | | | | | | | | |
| | | Will Not Adv | | | | | | | | | | |
| | | FA_INFRA@100 | \$0 | \$13,647,228 | | \$0 | \$0 | \$0 | \$0 | \$13,647,228 | \$13,647,228 | \$0 |
| | | L_PASS_MATCH | \$0 | \$10,259,246 | | \$0 | \$0 | \$0 | \$0 | \$10,259,246 | \$0 | \$10,259,246 |
| | | OTHER | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total | \$0 | | \$23,906,474 | \$0 | \$0 | \$0 | \$23,906,474 | \$13,647,228 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 19472 | Scoping | S-R299(416) | OTHER | | | | | | | | |
| | | To Be Adv Dt: 10/28/24 | | | | | | | | | | |
| | | ST_TIF_HB433 | \$884,971 | \$40,865,029 | | \$8,000,000 | \$0 | \$0 | \$0 | \$49,750,000 | \$0 | \$49,750,000 |
| | | | | | | | | | | | | |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|-----------------------------------|---------------|-------------|------------------------------------|-------|------|---------------------|------|------|-------------|-------------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 19736 | Undr Const Will Not Adv | S-R299(426) | OTHER | | | | | | | | Transportation Alternatives |
| | | | | | | | | | | | | |
| | | | L_PASS_MATCH | \$0 | \$680,000 | | \$0 | \$0 | \$0 | \$0 | \$680,000 | \$0 |
| | | | ST_TIF_ACT | \$2,720,168 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,720,168 | \$0 |
| | | | Total | \$2,720,168 | \$680,000 | | \$0 | \$0 | \$0 | \$0 | \$3,400,168 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 20398 | Scoping Will Not Adv | S-R299(451) | OTHER | | | | | | | | Local/MPO/Other Agency Pass-Through |
| | | | | | | | | | | | | |
| | | | L_PASS_MATCH | \$0 | \$400,000 | | \$0 | \$0 | \$0 | \$0 | \$400,000 | \$0 |
| | | | ST_TIF_ACT | \$0 | \$600,000 | | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 |
| | | | Total | \$0 | \$1,000,000 | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 20421 | Scoping Will Not Adv | S-R299(452) | OTHER | | | | | | | | Local/MPO/Other Agency Pass-Through |
| | | | | | | | | | | | | |
| | | | L_PASS_MATCH | \$0 | \$1,006,800 | | \$0 | \$0 | \$0 | \$0 | \$1,006,800 | \$0 |
| | | | ST_TIF_ACT | \$1,510,200 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,510,200 | \$0 |
| | | | Total | \$1,510,200 | \$1,006,800 | | \$0 | \$0 | \$0 | \$0 | \$2,517,000 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 20432 | Scoping Will Not Adv | S-R299(455) | OTHER | | | | | | | | Local/MPO/Other Agency Pass-Through |
| | | | | | | | | | | | | |
| | | | L_PASS_MATCH | \$0 | \$540,000 | | \$0 | \$0 | \$0 | \$0 | \$540,000 | \$0 |
| | | | ST_TIF_ACT | \$0 | \$2,160,000 | | \$0 | \$0 | \$0 | \$0 | \$2,160,000 | \$0 |
| | | | Total | \$0 | \$2,700,000 | | \$0 | \$0 | \$0 | \$0 | \$2,700,000 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 20720 | Scoping Will Not Adv | S-R299(465) | OTHER | | | | | | | | Document EA/EIS |
| | | | | | | | | | | | | |
| | | | ST_TIF_HB433 | \$62,154 | \$187,846 | | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 |
| | | | Total | \$0 | \$250,000 | | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 21277 | Scoping To Be Adv Dt: 10/30/24 | F-R299(487) | OTHER | | | | | | | | Trails |
| | | | | | | | | | | | | |
| | | | HIP_COMMUNITY | \$800,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$800,000 | \$0 |
| | | | LOCAL_MATCH | \$0 | \$58,093 | | \$0 | \$0 | \$0 | \$0 | \$58,093 | \$0 |
| | | | Total | \$800,000 | \$58,093 | | \$0 | \$0 | \$0 | \$0 | \$858,093 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 21773 | Scoping Will Not Adv | S-LC35(337) | OTHER | | | | | | | | UTA/Transit |
| | | | | | | | | | | | | |
| | | | LOCAL_GOV'T | \$0 | \$1,800,000 | | \$0 | \$0 | \$0 | \$0 | \$1,800,000 | \$0 |
| | | | ST_TTIF | \$0 | \$4,200,000 | | \$0 | \$0 | \$0 | \$0 | \$4,200,000 | \$0 |
| | | | Total | \$0 | \$6,000,000 | | \$0 | \$0 | \$0 | \$0 | \$6,000,000 | \$0 |
| | | | | | | | | | | | | |
| SALT L | 14939 | Scoping To Be Adv Dt: 10/22/26 | F-LC35(300) | OTHER | | | | | | | | Transportation Alternatives |
| | | | | | | | | | | | | |
| | | | CMAQ_WFRC | \$0 | \$447,000 | | \$0 | \$0 | \$0 | \$0 | \$447,000 | \$0 |
| | | | LOCAL_GOV'T | \$0 | \$32,700 | | \$0 | \$0 | \$0 | \$0 | \$32,700 | \$0 |
| | | | Total | \$0 | \$479,700 | | \$0 | \$0 | \$0 | \$0 | \$479,700 | \$0 |
| | | | | | | | | | | | | |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|------------------------|-------------|-------------|---|-------|------|---------------------|-------------------------------------|--------------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 15912 | Scoping | F-LC35(315) | OTHER | 2810 South at 8000 West Realignment - Magna | | | | Intersection Modification | | | |
| | | To Be Adv Dt: 09/24/24 | | | 2810 South at 8000 West from 8000 West to 8058 West | | | | | | | |
| | | LOCAL_GOV | | \$710,340 | \$0 | \$0 | \$0 | \$0 | \$0 | \$710,340 | \$0 | \$0 |
| | | STP_HIF_SL | | \$136,997 | \$0 | \$0 | \$0 | \$0 | \$0 | \$136,997 | \$127,722 | \$0 |
| | | STP_URB_SL | | \$313,093 | \$840,470 | \$0 | \$0 | \$0 | \$2,376,720 | \$3,530,283 | \$3,291,283 | \$0 |
| | | Total | | \$1,160,430 | \$840,470 | \$0 | \$0 | \$0 | \$2,376,720 | \$4,377,620 | \$3,419,005 | \$0 |
| SALT L | 15918 | STIP | F-R299(271) | OTHER | UTA Locomotive Over Haul | | | | UTA/Transit | | | |
| | | Will Not Adv | | | UTA Frontrunner Station | | | | | | | |
| | | CARBON_SL | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | TRANSFER2UTA | | \$0 | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$325,000 | \$325,000 | \$0 |
| | | Total | | \$0 | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$325,000 | \$325,000 | \$0 |
| SALT L | 15919 | Scoping | F-R299(272) | OTHER | Salt Lake County Signal Interconnect - UDOT TOC | | | | Traffic Signal Coordination | | | |
| | | To Be Adv Dt: 05/27/25 | | | Signal Interconnect - UDOT TOC | | | | | | | |
| | | CMAQ_WFRC | | \$0 | \$965,354 | \$0 | \$0 | \$0 | \$0 | \$965,354 | \$900,000 | \$0 |
| | | LOCAL_GOV | | \$0 | \$643,246 | \$0 | \$0 | \$0 | \$0 | \$643,246 | \$0 | \$0 |
| | | Total | | \$0 | \$1,608,600 | \$0 | \$0 | \$0 | \$0 | \$1,608,600 | \$900,000 | \$0 |
| SALT L | 15920 | Active | F-R299(273) | OTHER | Salt Lake City Traffic Signal Synchronization | | | | Traffic Signal Coordination | | | |
| | | To Be Adv Dt: 09/16/24 | | | 349 South 200 East | | | | | | | |
| | | CMAQ_WFRC | | \$120,000 | \$877,533 | \$0 | \$0 | \$0 | \$0 | \$997,533 | \$930,000 | \$0 |
| | | LOCAL_GOV | | \$0 | \$2,467 | \$0 | \$0 | \$0 | \$0 | \$2,467 | \$0 | \$0 |
| | | Total | | \$120,000 | \$880,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$930,000 | \$0 |
| SALT L | 15936 | Undr Const | S-LC35(322) | OTHER | 8600 South; 5600 West to 6000 West | | | | New Bridge/Bridge Replacement | | | |
| | | Will Not Adv | | | 8600 South Bridge over Mountain View Corridor from 5600 West to 6000 West | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | | \$0 | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 | \$0 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF | | \$3,820,507 | \$888,893 | \$0 | \$0 | \$0 | \$0 | \$4,709,400 | \$0 | \$4,709,400 |
| | | Total | | \$3,820,507 | \$8,888,893 | \$0 | \$0 | \$0 | \$0 | \$12,709,400 | \$0 | \$4,709,400 |
| SALT L | 17868 | Scoping | F-R299(346) | OTHER | Utah & Salt Lake Canal Trail, Phase 5 | | | | Transportation Alternatives | | | |
| | | To Be Adv Dt: 09/05/24 | | | 7200 West (West Valley City) - northwest to the Elk Run Subdivision in the Magna Metro Township | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$3,465 | \$0 | \$0 | \$0 | \$0 | \$3,465 | \$0 | \$0 |
| | | TAP_URB_WFRC | | \$0 | \$96,535 | \$0 | \$0 | \$0 | \$0 | \$96,535 | \$90,000 | \$0 |
| | | Total | | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$90,000 | \$0 |
| SALT L | 18817 | STIP | F-R299(391) | OTHER | UTA - On-Board Technology System | | | | Data System Development/Enhancement | | | |
| | | To Be Adv Dt: | | | UTA - 669 West 200 South, Salt Lake City, Utah 84101 | | | | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | STP_URB_SL | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | TRANSFER2UTA | | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$500,000 | \$0 |
| | | Total | | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$500,000 | \$0 |

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|-----------------------------------|-------------|-------------|------------------------------------|-------------|--------------|---|------|------|-----------------------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 18824 | Scoping To Be Adv Dt: 08/27/26 | F-LC35(324) | OTHER | | | | 9000 South; New Bingham Highway to SR-111 9000 South from New Bingham Highway to SR-111 | | | New Capacity | |
| | | LOCAL_GOV | | | \$0 | \$0 | \$11,957,052 | \$0 | \$0 | \$0 | \$11,957,052 | \$0 |
| | | STP_URB_SL | | | \$0 | \$0 | \$3,217,848 | \$0 | \$0 | \$0 | \$3,217,848 | \$3,000,000 |
| | | | Total | | \$0 | \$0 | \$15,174,900 | \$0 | \$0 | \$0 | \$15,174,900 | \$3,000,000 |
| SALT L | 18832 | Scoping Will Not Adv | F-R299(390) | OTHER | | | | On Route Electric Bus Charging Infrastructure Potential Locations, Salt Lake Intermodal Center North Temple, UTA at 200 South and 600 West | | | UTA/Transit | |
| | | CMAQ_WFRC | | | \$0 | \$182,344 | \$0 | \$0 | \$0 | \$0 | \$182,344 | \$169,999 |
| | | LOCAL_GOV | | | \$0 | \$318,460 | \$0 | \$0 | \$0 | \$0 | \$318,460 | \$0 |
| | | TFER_2_UTA | | | \$0 | \$2,330,000 | \$0 | \$0 | \$0 | \$0 | \$2,330,000 | \$2,330,000 |
| | | | Total | | \$0 | \$2,830,804 | \$0 | \$0 | \$0 | \$0 | \$2,830,804 | \$2,499,999 |
| SALT L | 18837 | Active To Be Adv Dt: 07/18/24 | F-LC35(325) | OTHER | | | | Kensington East-West Neighborhood Byway Kensington Avenue from 600 East to West Temple | | | Transportation Alternatives | |
| | | LOCAL_GOV | | | \$0 | \$429,300 | \$0 | \$0 | \$0 | \$0 | \$429,300 | \$0 |
| | | TAP_URB_WFRC | | | \$251,000 | \$446,200 | \$0 | \$0 | \$0 | \$0 | \$697,200 | \$650,000 |
| | | | Total | | \$251,000 | \$875,500 | \$0 | \$0 | \$0 | \$0 | \$1,126,500 | \$650,000 |
| SALT L | 19683 | Scoping Will Not Adv | F-R299(423) | OTHER | | | | Electrified Truck Parking Facility John Glenn Rd Electrified Truck Parking Facility (700 North John Glenn Road) | | | Other | |
| | | CARBON_SL | | | \$0 | \$2,588,000 | \$0 | \$0 | \$0 | \$0 | \$2,588,000 | \$2,412,792 |
| | | CMAQ_WFRC | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOV | | | \$0 | \$7,093,992 | \$0 | \$0 | \$0 | \$0 | \$7,093,992 | \$0 |
| | | | Total | | \$0 | \$9,681,992 | \$0 | \$0 | \$0 | \$0 | \$9,681,992 | \$2,412,792 |
| SALT L | 19689 | Scoping To Be Adv Dt: 12/17/24 | F-R199(330) | OTHER | | | | TRAX Rail Trail Design TRAX Rail Trail Design - Historic Gardner Village Station to 9000 South/4200 West | | | Concept Development | |
| | | LOCAL_GOV | | | \$0 | \$31,286 | \$0 | \$0 | \$0 | \$0 | \$31,286 | \$0 |
| | | TAP_URB_WFRC | | | \$0 | \$128,714 | \$0 | \$0 | \$0 | \$0 | \$128,714 | \$120,000 |
| | | | Total | | \$0 | \$160,000 | \$0 | \$0 | \$0 | \$0 | \$160,000 | \$120,000 |
| SALT L | 20314 | STIP To Be Adv Dt: | F-R299(443) | OTHER | | | | Tuscany View Rd Extension; 800 W to Holden Extend Tuscan View Road from 800 West to Holden Street | | | Other-Roadway Project | |
| | | LOCAL_GOV | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,284,348 | \$0 |
| | | STP_URB_SL | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,824,752 | \$3,565,816 |
| | | | Total | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,109,100 | \$3,565,816 |
| SALT L | 20322 | STIP To Be Adv Dt: | F-R299(445) | OTHER | | | | Phase I Welby Jacob Canal Ped/ Bike Trail Phase I Welby Jacob Canal Ped/ Bike Trail; 12600 South to 13400 South | | | Pedestrian/Bike facility | |
| | | CMAQ_WFRC | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,390,451 | \$1,390,451 |
| | | | | | | | | | | | \$1,296,317 | \$0 |
| | | | | | | | | | | | | \$94,134 |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

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epm345_stip_report (Rev 2179)

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|-----------------------------------|-------------|-------------|------------------------------------|-------|---------------|---|------|------|---------------|-------------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 20259 | Scoping Will Not Adv | S-ST99(840) | | | | | 200 South Transit Priority Signal System | | | | UTA/Transit |
| | | | | | | | | 200 South | | | | |
| | | | | | LOCAL_MATCH | | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$1,200,000 |
| | | | | | ST_TTIF | | \$0 | \$1,800,000 | \$0 | \$0 | \$0 | \$1,800,000 |
| | | | | | Total | | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| | | | | | | | | | | | | |
| SALT L | 20260 | Scoping Will Not Adv | S-ST99(841) | | | | | 200 South Transit Hub | | | | UTA/Transit |
| | | | | | | | | 200 South | | | | |
| | | | | | LOCAL_MATCH | | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 |
| | | | | | ST_TTIF | | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| | | | | | Total | | \$0 | \$2,500,000 | \$0 | \$0 | \$0 | \$2,500,000 |
| | | | | | | | | | | | | |
| SALT L | 20428 | Scoping Will Not Adv | S-R299(453) | | | | | Westpointe/Jordan Meadows Neighborhood Byway | | | | Local/MPO/Other Agency Pass-Through |
| | | | | | | | | Westpoint/Jordan Meadows Neighborhood Byway | | | | |
| | | | | | L_PASS_MATCH | | \$0 | \$600,000 | \$0 | \$0 | \$0 | \$600,000 |
| | | | | | ST_TTIF_FMLM | | \$0 | \$900,000 | \$0 | \$0 | \$0 | \$900,000 |
| | | | | | Total | | \$0 | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| | | | | | | | | | | | | |
| SALT L | 20651 | Scoping Will Not Adv | S-R299(462) | | | | | Coordinated Ramp Metering Study | | | | Study |
| | | | | | | | | Coordinated Ramp Metering Study | | | | |
| | | | | | ST_FWY_OPS | | \$325,000 | \$0 | \$0 | \$0 | \$325,000 | \$0 |
| | | | | | ST_TIF | | \$189,407 | \$310,593 | \$0 | \$0 | \$0 | \$500,000 |
| | | | | | Total | | \$514,407 | \$310,593 | \$0 | \$0 | \$0 | \$825,000 |
| | | | | | | | | | | | | |
| SALT L | 21207 | Scoping Will Not Adv | S-R299(482) | | | | | Enhanced Bus, Tolling, Mobility Hub & Bus Stops | | | | UTA/Transit |
| | | | | | | | | Big & Little Cottonwood Canyons | | | | |
| | | | | | ST_TIF | | \$126,800,000 | \$0 | \$0 | \$0 | \$126,800,000 | \$0 |
| | | | | | ST_TIF_CC | | \$0 | \$50,000,000 | \$0 | \$0 | \$0 | \$50,000,000 |
| | | | | | Total | | \$126,800,000 | \$50,000,000 | \$0 | \$0 | \$0 | \$176,800,000 |
| | | | | | | | | | | | | |
| SALT L | 21213 | Scoping To Be Adv Dt: 02/28/30 | S-R299(483) | | | | | FrontRunner Point Improvements | | | | UTA/Transit |
| | | | | | | | | FrontRunner Station at Point of the Mountain & Double-Tracking | | | | |
| | | | | | ST_TTIF | | \$200,000,000 | \$200,000,000 | \$0 | \$0 | \$0 | \$400,000,000 |
| | | | | | | | | | | | | |
| SALT L | 21826 | STIP To Be Adv Dt: | S-R299(498) | | | | | S-Line Extension from McClelland Stn to Highland | | | | UTA/Transit |
| | | | | | | | | This project will extend the S-Line from the end of line at Fairmont Station at 1040 East along the north side of Simpson Avenue to the heart of the Sugar House business district at Highland Drive. | | | | |
| | | | | | ST_TIF_HB433 | | \$0 | \$12,000,000 | \$0 | \$0 | \$0 | \$12,000,000 |
| | | | | | ST_TTIF | | \$0 | \$9,900,000 | \$0 | \$0 | \$0 | \$9,900,000 |
| | | | | | Total | | \$0 | \$21,900,000 | \$0 | \$0 | \$0 | \$21,900,000 |

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|------------------------|-------------|-------------|------------------------------------|-------------|------|---------------------|-----------|------|-------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Salt Lake County Projects | | | | | | | | | | | | |
| SALT L | 11985 | Scoping | F-LC35(240) | | | | | | | | | |
| | | Will Not Adv | | | | | | | | | | |
| | | L_PASS_MATCH | | \$393,900 | | \$58,424 | | \$60,176 | \$61,982 | \$0 | \$63,841 | \$638,323 |
| | | STP_URB_SL | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | STP_URB_SL@1 | | \$5,424,421 | | \$804,556 | | \$828,693 | \$853,553 | \$0 | \$879,160 | \$8,790,383 |
| | | ST_STUDIES | | \$624,350 | | \$157,500 | | \$0 | \$0 | \$0 | \$0 | \$781,850 |
| | | ST_TRANS_SOL | | \$450,000 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| | | Total | | \$6,892,671 | | \$1,020,480 | | \$888,869 | \$915,535 | \$0 | \$943,001 | \$10,660,556 |
| | | | | | | | | | | | | \$8,790,383 |
| SALT L | 13126 | Scoping | F-LC35(255) | | | | | | | | | |
| | | Will Not Adv | | | | | | | | | | |
| | | CMAQ_WFRC | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$1,784,700 | \$1,784,700 |
| | | | | | | | | | | | | \$1,663,876 |
| SALT L | 13128 | Scoping | F-LC35(257) | | | | | | | | | |
| | | To Be Adv Dt: 07/10/26 | | | | | | | | | | |
| | | CMAQ_WFRC | | \$0 | | \$706,900 | | \$0 | \$0 | \$0 | \$0 | \$706,900 |
| | | | | | | | | | | | | \$659,043 |
| SALT L | 14035 | Scoping | F-LC35(273) | | | | | | | | | |
| | | Will Not Adv | | | | | | | | | | |
| | | STP_URB_SL | | \$0 | | \$0 | | \$4,612,249 | \$0 | \$0 | \$0 | \$4,612,249 |
| SALT L | 14046 | Active | F-LC35(279) | | | | | | | | | |
| | | Will Not Adv | | | | | | | | | | |
| | | CMAQ_WFRC | | \$0 | | \$3,003,325 | | \$0 | \$0 | \$0 | \$0 | \$3,003,325 |
| | | TFER_2_UTA | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | | \$0 | | \$3,003,325 | | \$0 | \$0 | \$0 | \$0 | \$3,003,325 |
| SALT L | 14054 | Scoping | F-LC35(285) | | | | | | | | | |
| | | To Be Adv Dt: 05/30/25 | | | | | | | | | | |
| | | TAP_URB_WFRC | | \$0 | | \$347,528 | | \$0 | \$0 | \$0 | \$0 | \$347,528 |
| | | | | | | | | | | | | \$324,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$23,528 |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|--------------|--------------|-------------|--|-----------|------|---------------------|------|-------------|---|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Statewide County Projects | | | | | | | | | | | | |
| STATEW | 4677 | Active | SP-9999(743) | OTHER | UDOT Wetland Mitigation Sites State Funded Project | | | | | | | |
| | | Will Not Adv | | | UDOT Wetland Mitigation Sites State Funded Project | | | | | | | |
| | | | ST_APPROP | \$23,311 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,311 | \$0 | \$23,311 |
| | | | ST_CONST | \$604 | \$9,396 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$10,000 |
| | | | Total | \$23,916 | \$9,396 | \$0 | \$0 | \$0 | \$0 | \$33,311 | \$0 | \$33,311 |
| STATEW | 5451 | Active | SP-R299(13) | | Various Locations Statewide | | | | | | | |
| | | Will Not Adv | | | Various Locations Statewide | | | | | | | |
| | | | ST_CORR_PRES | \$1,178,717 | \$636,481 | \$0 | \$0 | \$0 | \$0 | \$1,815,198 | \$0 | \$1,815,198 |
| STATEW | 14395 | Active | S-ST99(380) | | Property Inventory | | | | | | Develop Documents | |
| | | Will Not Adv | | | Study to find and document all of the properties owned by UDOT | | | | | | | |
| | | | ST_CONST | \$204,319 | \$45,681 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 |
| STATEW | 14647 | Scoping | S-ST99(394) | | Statewide Storm Drain System and Outfall Mapping | | | | | | Enviro. Mitigation/Storm Water Pollution/ etc | |
| | | Will Not Adv | | | Statewide Storm Drain System and Outfall Mapping | | | | | | | |
| | | | ST_CONST | \$23,818 | \$411,182 | \$0 | \$0 | \$0 | \$0 | \$435,000 | \$0 | \$435,000 |
| STATEW | 17384 | Active | F-TPF-5(394) | | Western Maintenance Partnership - Phase 3 | | | | | | Planning | |
| | | Will Not Adv | | | Western Maintenance Partnership & Phase 3 | | | | | | | |
| | | | OTHER | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$0 |
| | | | SPR_P_100% | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$0 | \$0 |
| | | | SPR_R_100% | \$115,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$115,000 | \$0 | \$0 |
| | | | Total | \$120,000 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$135,000 | \$120,000 | \$0 |
| STATEW | 17606 | Active | S-ST99(584) | | Infrastructure for Emerging Vehicle Technology | | | | | | ATMS | |
| | | Will Not Adv | | | "Infrastructure for emerging vehicle technology." | | | | | | | |
| | | | LOCAL_GOVT | \$1,460,237 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,460,237 | \$0 | \$0 |
| | | | ST_CONST | \$117,542 | \$104,663 | \$0 | \$0 | \$0 | \$0 | \$222,205 | \$0 | \$222,205 |
| | | | Total | \$1,577,779 | \$104,663 | \$0 | \$0 | \$0 | \$0 | \$1,682,442 | \$0 | \$222,205 |
| STATEW | 19461 | Active | F-ST99(752) | | 2022-2026 LTAP Program | | | | | | Annual Work Program | |
| | | Will Not Adv | | | Statewide LTAP Services | | | | | | | |
| | | | FA_LTAP | \$600,050 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,050 | \$300,025 | \$300,025 |
| | | | FA_LTAP_100 | \$210,000 | \$210,000 | \$0 | \$0 | \$0 | \$0 | \$630,000 | \$630,000 | \$0 |
| | | | HSIP_100% | \$80,000 | \$80,000 | \$0 | \$0 | \$0 | \$0 | \$240,000 | \$240,000 | \$0 |
| | | | STP_FLX_100% | \$210,000 | \$210,000 | \$0 | \$0 | \$0 | \$0 | \$630,000 | \$630,000 | \$0 |
| | | | Total | \$1,100,050 | \$500,000 | \$500,000 | \$0 | \$0 | \$0 | \$2,100,050 | \$1,800,025 | \$300,025 |
| STATEW | 19538 | Active | F-TPF-5(476) | | 2021 Pooled Fund Study, Western Alliance QTC | | | | | | Research | |
| | | Will Not Adv | | | N/A | | | | | | | |
| | | | OTHER | \$286,055 | \$0 | \$0 | \$0 | \$0 | \$0 | \$286,055 | \$0 | \$0 |
| | | | SPR_P_100% | \$12,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,000 | \$12,000 | \$0 |
| | | | SPR_R_100% | \$252,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$252,000 | \$252,000 | \$0 |
| | | | ST_APPROP | \$24,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,000 | \$0 | \$24,000 |
| | | | Total | \$574,055 | \$0 | \$0 | \$0 | \$0 | \$0 | \$574,055 | \$264,000 | \$24,000 |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|----------------------------------|-------|-------------------------|--------------|-------------|------------------------------------|-------------|-----------|---|------|------|-------------------------------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Statewide County Projects | | | | | | | | | | | | |
| STATEW | 19777 | Scoping Will Not Adv | F-ST99(804) | | | | | NTD / TAM Plan Update Update the National Transit Database (NTD) and UDOT's Rural Public Transit Asset Management Plan | | | UTA/Transit | |
| | | | FTA_5311_100 | | \$0 | \$90,000 | | \$0 | \$0 | \$0 | \$0 | \$90,000 |
| | | | | | | | | | | | | \$0 |
| STATEW | 19778 | Scoping Will Not Adv | F-ST99(805) | | | | | 5311 Program Assistance Provide oversight and support on the 5311 Construction projects through the application development process. | | | UTA/Transit | |
| | | | FTA_5311_100 | | \$0 | \$125,000 | | \$0 | \$0 | \$0 | \$0 | \$125,000 |
| | | | | | | | | | | | | \$0 |
| STATEW | 19782 | Scoping Will Not Adv | F-ST99(806) | | | | | 2021 DBE & Paratransit Reporting 2021 DBE & Paratransit Reporting | | | UTA/Transit | |
| | | | FTA_5311_100 | | \$0 | \$50,000 | | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| | | | | | | | | | | | | \$0 |
| STATEW | 19789 | Active Will Not Adv | F-ST99(807) | | | | | FY22-27 FTA 5304 Statewide Rural Transit Planning N/A | | | UTA/Transit | |
| | | | FTA_5304_80% | | \$2,257,202 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,257,202 |
| | | | L_PASS_MATCH | | \$0 | \$594,301 | | \$0 | \$0 | \$0 | \$0 | \$594,301 |
| | | | | | Total | \$2,257,202 | \$594,301 | \$0 | \$0 | \$0 | \$0 | \$2,851,503 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$594,301 |
| STATEW | 19794 | Active Will Not Adv | F-ST99(808) | | | | | Highway Use Tax Evasion Project FY 2022-2024 N/A | | | Annual Work Program | |
| | | | STP_FLX_100% | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | STP_FLX_ST | | \$456,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$456,000 |
| | | | | | Total | \$456,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$456,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$0 |
| STATEW | 20034 | Active Will Not Adv | F-ST99(816) | | | | | SHRP2 Product R01A 3D Utility Location Data Rep N/A | | | Data System Development/Enhancement | |
| | | | FA_SHRP2 | | \$116,966 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$116,966 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$0 |
| STATEW | 20158 | Active Will Not Adv | F-TPF-5(485) | | | | | Study; Undrained Shear Liquefaction Phase 1 N/A | | | Education | |
| | | | SPR_R_100% | | \$460,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$460,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$0 |
| STATEW | 20380 | Active Will Not Adv | S-ST99(855) | | | | | FY2023 Statewide Pavement Management N/A | | | Annual Work Program | |
| | | | ST_PVMT | | \$366,071 | \$1,033,929 | | \$0 | \$0 | \$0 | \$0 | \$1,400,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$1,400,000 |
| STATEW | 20392 | Active Will Not Adv | F-ST99(857) | | | | | Statewide Household Travel Survey N/A | | | Local/MPO/Other Agency Pass-Through | |
| | | | L_PASS_MATCH | | \$585,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$585,000 |
| | | | SPR_P | | \$320,073 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$320,073 |
| | | | STP_URB_O/L | | \$264,250 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$264,250 |
| | | | STP_URB_SL | | \$490,750 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$490,750 |
| | | | ST_MATCH | | \$80,018 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$80,018 |
| | | | | | Total | \$1,740,091 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,740,091 |
| | | | | | | | | | | | | \$1,075,073 |
| | | | | | | | | | | | | \$80,018 |
| | | | | | | | | | | | | \$585,000 |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | | |
|----------------------------------|-------|-------------------------------|--------------|-------------|------------------------------------|---|------|---------------------|-----|-------------------------------------|-------------|-------------|-------------|-----|
| | | | | | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other | |
| Statewide County Projects | | | | | | | | | | | | | | |
| STATEW | 21136 | Active <i>Will Not Adv</i> | F-ST99(898) | | | Fabrication Inspections Yellowstone River Bridge N/A | | | | Reimbursement/Settlement | | | | |
| | | OTHER | | | \$0 | \$55,000 | \$0 | \$0 | \$0 | \$0 | \$55,000 | \$0 | \$0 | |
| STATEW | 21169 | Active <i>Will Not Adv</i> | F-ST99(924) | | | FY2024 Research Work Program Annual Work Program N/A | | | | Annual Work Program | | | | |
| | | SPR_R | | | \$4,276,578 | \$0 | \$0 | \$0 | \$0 | \$4,276,578 | \$3,421,262 | \$855,316 | \$0 | |
| | | ST_RESEARCH | | | \$812,252 | \$0 | \$0 | \$0 | \$0 | \$812,252 | \$0 | \$812,252 | \$0 | |
| | | Total | | | \$5,088,830 | \$0 | \$0 | \$0 | \$0 | \$5,088,830 | \$3,421,262 | \$1,667,568 | \$0 | |
| STATEW | 21183 | Active <i>Will Not Adv</i> | F-ST99(925) | | | FY2024 Statewide Planning Work Program N/A | | | | Annual Work Program | | | | |
| | | LOCAL_GOV'T | | | \$136,667 | \$0 | \$0 | \$0 | \$0 | \$136,667 | \$0 | \$0 | \$136,667 | |
| | | SPR_P_100% | | | \$6,363,756 | \$1,826,724 | \$0 | \$0 | \$0 | \$8,190,480 | \$8,190,480 | \$0 | \$0 | |
| | | ST_MATCH | | | \$2,047,620 | \$0 | \$0 | \$0 | \$0 | \$2,047,620 | \$0 | \$2,047,620 | \$0 | |
| | | Total | | | \$8,548,043 | \$1,826,724 | \$0 | \$0 | \$0 | \$10,374,767 | \$8,190,480 | \$2,047,620 | \$136,667 | |
| STATEW | 21185 | Active <i>Will Not Adv</i> | F-ST99(926) | | | FY2024 State Training Budget N/A | | | | Annual Work Program | | | | |
| | | STP_FLX_100% | | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$600,000 | \$0 | \$0 | |
| | | ST_MATCH | | | \$225 | \$164,775 | \$0 | \$0 | \$0 | \$165,000 | \$0 | \$165,000 | \$0 | |
| | | Total | | | \$600,225 | \$164,775 | \$0 | \$0 | \$0 | \$765,000 | \$600,000 | \$165,000 | \$0 | |
| STATEW | 21212 | Active <i>Will Not Adv</i> | S-ST99(932) | | | FY2024 Statewide Pavement Management N/A | | | | Annual Work Program | | | | |
| | | ST_PVMT | | | \$0 | \$2,550,000 | \$0 | \$0 | \$0 | \$0 | \$2,550,000 | \$0 | \$2,550,000 | \$0 |
| STATEW | 21399 | Active <i>Will Not Adv</i> | F-ST99(949) | | | Long Term Structural Health Monitoring of Bridges N/A | | | | Education | | | | |
| | | FA_STIC_2023 | | | \$125,000 | \$0 | \$0 | \$0 | \$0 | \$125,000 | \$100,000 | \$25,000 | \$0 | |
| STATEW | 21525 | Active <i>Will Not Adv</i> | F-TPF-5(526) | | | Western Transportation Research Consortium N/A | | | | Research | | | | |
| | | SPR_R_100% | | | \$315,000 | \$0 | \$0 | \$0 | \$0 | \$315,000 | \$315,000 | \$0 | \$0 | |
| STATEW | 21555 | Active <i>Will Not Adv</i> | F-ST99(960) | | | ADVANCING DIGITAL CONST.TO SUPPORT UDOT's DIGITAL Accelerating Digital Construction Management Systems (ADCMS) Grant | | | | Data System Development/Enhancement | | | | |
| | | FA_MISC_100% | | | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 | \$5,000,000 | \$0 | \$0 | |
| | | ST_UNITMATCH | | | \$1,250,000 | \$0 | \$0 | \$0 | \$0 | \$1,250,000 | \$0 | \$1,250,000 | \$0 | |
| | | Total | | | \$6,250,000 | \$0 | \$0 | \$0 | \$0 | \$6,250,000 | \$5,000,000 | \$1,250,000 | \$0 | |



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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|-------------------------------|-------|---------------|--------------|--------------|---|-------|------|------|---------------------|------|-----------------------------|-------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Tooele County Projects | | | | | | | | | | | | | |
| TOOELE | 17628 | Advertised | S-0036(50)61 | 36 62 3 | SR-36 SB; Sunset Ln to Stansbury Pkwy | | | | | | Widen Existing Facility | | |
| | | Adv Dt: | 05/11/24 | | SR-36; MP 61.74 - 64.92 | | | | | | | | |
| | | ST_TIF | | \$14,000,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,000,000 | \$0 | \$14,000,000 |
| TOOELE | 19738 | Scoping | S-0036(51)61 | 36 61 2 | Tooele Cnty Soundwall Trail; SR-138 to Village Blv | | | | | | Transportation Alternatives | | |
| | | Will Not Adv | | | SR-36; MP 61.28 - 62.90 | | | | | | | | |
| | | L_PASS_MATCH | | \$0 | \$133,600 | | \$0 | \$0 | \$0 | \$0 | \$133,600 | \$0 | \$0 |
| | | ST_TIF_ACT | | \$0 | \$534,400 | | \$0 | \$0 | \$0 | \$0 | \$534,400 | \$0 | \$534,400 |
| | | Total | | \$0 | \$668,000 | | \$0 | \$0 | \$0 | \$0 | \$668,000 | \$0 | \$534,400 |
| TOOELE | 17626 | Scoping | S-R299(417) | MULT | I-80; EB Auxiliary Lane and SR-36 NB Lane | | | | | | Widen Existing Facility | | |
| | | To Be Adv Dt: | 12/10/24 | | I-80; MP 99.00 - 101.30 & SR-36; MP 61.06 - 65.80 & I-80 EB MP 99 - 101.3 | | | | | | | | |
| | | ST_SIGNALS | | \$400,000 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$400,000 | \$0 | \$400,000 |
| | | ST_TIF | | \$70,239 | \$27,429,761 | | \$0 | \$0 | \$0 | \$0 | \$27,500,000 | \$0 | \$27,500,000 |
| | | Total | | \$470,239 | \$27,429,761 | | \$0 | \$0 | \$0 | \$0 | \$27,900,000 | \$0 | \$27,900,000 |
| TOOELE | 16588 | Active | F-R299(297) | OTHER | Tom's Lane South Extension | | | | | | Small Urban | | |
| | | To Be Adv Dt: | 05/30/24 | | Tom's Lane South Extension | | | | | | | | |
| | | LOCAL_GOVT | | \$1,023,202 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,023,202 | \$0 | \$1,023,202 |
| | | STP_SU_JHC | | \$310,859 | \$1,274,806 | | \$0 | \$0 | \$0 | \$0 | \$1,585,665 | \$1,478,315 | \$0 |
| | | Total | | \$1,334,061 | \$1,274,806 | | \$0 | \$0 | \$0 | \$0 | \$2,608,867 | \$1,478,315 | \$0 |
| TOOELE | 16603 | Advertised | F-R299(467) | OTHER | Burmester Road Improvement | | | | | | Non-Urban | | |
| | | Adv Dt: | 06/08/24 | | Burmester Road Improvement (Grantsville City Limit North 1.6 miles) | | | | | | | | |
| | | LOCAL_GOVT | | \$0 | \$238,468 | | \$0 | \$0 | \$0 | \$0 | \$238,468 | \$0 | \$238,468 |
| | | STP_HIF_RURL | | \$353,653 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$353,653 | \$329,711 | \$0 |
| | | STP_RURAL | | \$1,791,579 | \$353,653 | | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,000,000 | \$0 |
| | | Total | | \$2,145,232 | \$592,121 | | \$0 | \$0 | \$0 | \$0 | \$2,737,353 | \$2,329,711 | \$0 |
| TOOELE | 20138 | STIP | F-R299(436) | OTHER | 33rd Parkway in Tooele County | | | | | | Small Urban | | |
| | | To Be Adv Dt: | | | 33rd Parkway; SR-36 to Sheep Lane | | | | | | | | |
| | | LOCAL_GOVT | | \$0 | \$2,950,076 | | \$0 | \$0 | \$0 | \$0 | \$2,950,076 | \$0 | \$2,950,076 |
| | | STP_SU_JHC | | \$0 | \$1,608,924 | | \$0 | \$0 | \$0 | \$0 | \$1,608,924 | \$1,500,000 | \$0 |
| | | Total | | \$0 | \$4,559,000 | | \$0 | \$0 | \$0 | \$0 | \$4,559,000 | \$1,500,000 | \$0 |
| TOOELE | 19500 | Scoping | S-0179(2)0 | OTHER | Midvalley Highway Re-evaluation | | | | | | Document EA/EIS | | |
| | | Will Not Adv | | | Midvalley Phase 2 alignment | | | | | | | | |
| | | ST_APPROP | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF | | \$881,592 | \$118,409 | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 |
| | | Total | | \$881,592 | \$118,409 | | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 |



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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|--------------------------------|-------|-----------------------------------|-----------------|---------------|--|---------------|---------------|------|---------------------|----------------|--------------------------------------|----------------|---------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Various County Projects | | | | | | | | | | | | | |
| VARIOU | 18217 | STIP To Be Adv Dt: | S-I15-1(137)38 | 15 38 5 | I-15; Add SB Lane, MP 38 to Mp 43 I-15; MP 38.00 - 43.00 | | | | | | TIF - Transportation Investment Fund | | |
| | | ST_TIF | | \$0 | \$4,500,000 | | \$27,150,000 | \$0 | \$0 | \$0 | \$31,650,000 | \$0 | \$31,650,000 |
| VARIOU | 18857 | Scoping Will Not Adv | S-I15-7(369)309 | 15 309 16 | I-15; Farmington to Salt Lake City EIS I-15; MP 309.00 - 325.00 | | | | | | TIF - Transportation Investment Fund | | |
| | | ST_TIF | | \$12,211,467 | \$4,588,533 | | \$0 | \$0 | \$0 | \$0 | \$16,800,000 | \$0 | \$16,800,000 |
| VARIOU | 19854 | Scoping To Be Adv Dt: 06/30/26 | S-R199(343) | 15 308 18 | I-15 Reconstruction; Farmington to Salt Lake City I-15; MP 307.50 - 325.00 | | | | | | TIF - Transportation Investment Fund | | |
| | | ST_TIF | | \$111,200,000 | \$50,000,000 | \$362,000,000 | \$583,000,000 | \$0 | \$661,000,000 | \$1767,200,000 | \$0 | \$1767,200,000 | \$0 |
| VARIOU | 20551 | Scoping Will Not Adv | S-R199(357) | 30 109 4 | Bear Lake Legacy Pathway; 2200 S to 800 N SR-30; MP 109.00 - 113.00 & Bear Lake Legacy Pathway 2200 S. to 800 N | | | | | | Local/MPO/Other Agency Pass-Through | | |
| | | LOCAL_MATCH | | \$0 | \$640,000 | | \$0 | \$0 | \$0 | \$0 | \$640,000 | \$0 | \$0 |
| | | ST_TIF_ACT | | \$0 | \$2,560,000 | | \$0 | \$0 | \$0 | \$0 | \$2,560,000 | \$0 | \$2,560,000 |
| | | Total | | \$0 | \$3,200,000 | | \$0 | \$0 | \$0 | \$0 | \$3,200,000 | \$0 | \$2,560,000 |
| | | | | | | | | | | | | | \$640,000 |
| VARIOU | 1793 | Undr Const Adv Dt: 05/10/03 | SP-0067(1)0 | 67 | 14 Legacy Parkway Project - *ROW* SR-67; MP .00 - 14.00 & I-15; MP 350.00 - 352.00 | | | | | | | | |
| | | ST_APPROP | | \$436,784 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$436,784 | \$0 | \$436,784 |
| | | ST_CHF | | \$388,914,376 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$388,914,376 | \$0 | \$388,914,376 |
| | | Total | | \$389,351,159 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$389,351,159 | \$0 | \$389,351,159 |
| VARIOU | 21493 | Scoping Will Not Adv | S-0067(37)0 | 67 | 12 Legay Highway ROW markers and Record of Survey SR-67; MP .00 - 11.51 | | | | | | ROW | | |
| | | ST_CHF | | \$0 | \$200,000 | | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| VARIOU | 4278 | Active Will Not Adv | SP-0089(98)334 | 89 398 11 | US-89 Corridor Preservation US-89; MP 397.55 - 408.38 | | | | | | | | |
| | | ST_CONT_R1 | | \$265 | \$735 | | \$0 | \$0 | \$0 | \$0 | \$1,000 | \$0 | \$1,000 |
| | | ST_CORR_PRES | | \$3,705,372 | \$44,934,810 | | \$0 | \$0 | \$0 | \$0 | \$48,640,181 | \$0 | \$48,640,181 |
| | | Total | | \$3,705,637 | \$44,935,545 | | \$0 | \$0 | \$0 | \$0 | \$48,641,181 | \$0 | \$48,641,181 |
| VARIOU | 11479 | Scoping To Be Adv Dt: 01/29/26 | S-0108(408) | 108 8 3 | SR-108; SR-37 to 4275 South SR-108; MP 7.51 - 10.02 | | | | | | Widen Existing Facility | | |
| | | ST_CONCPT_D1 | | \$10,103 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$10,103 | \$0 | \$10,103 |
| | | ST_TIF | | \$6,000,000 | \$25,000,000 | \$52,000,000 | \$40,000,000 | \$0 | \$0 | \$0 | \$123,000,000 | \$0 | \$123,000,000 |
| | | Total | | \$6,010,103 | \$25,000,000 | \$52,000,000 | \$40,000,000 | \$0 | \$0 | \$0 | \$123,010,103 | \$0 | \$123,010,103 |
| VARIOU | 13051 | Scoping Will Not Adv | S-R199(177) | 108 4 9 | SR-108; Corridor Preservation SR-108; MP 4.01 - 12.92 | | | | | | Corridor Preservation | | |
| | | ST_CORR_PRES | | \$875,055 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$875,055 | \$0 | \$875,055 |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|--------------------------------|-------|------------|------------------------|--------------|------------------------------------|---|------|------|---------------------|------|-------------------------------|--------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Various County Projects | | | | | | | | | | | | | |
| VARIOU | 21313 | Active | F-0143(45)0 | 143 | 51 | Patchwork Parkway's Interpretive Signage & Kiosks SR-143; MP .00 - 50.59 | | | | | Scenic Byways | | |
| | | | To Be Adv Dt: 11/20/24 | | | | | | | | | | |
| | | | BYWAYS | \$249,886 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$249,886 | \$249,886 | \$0 |
| | | | LOCAL_INKIND | \$0 | | \$21,648 | \$0 | \$0 | \$0 | \$0 | \$21,648 | \$0 | \$21,648 |
| | | | LOCAL_MATCH | \$40,823 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,823 | \$0 | \$40,823 |
| | | | Total | \$290,709 | | \$21,648 | \$0 | \$0 | \$0 | \$0 | \$312,358 | \$249,886 | \$0 |
| | | | | | | | | | | | | | \$62,472 |
| VARIOU | 14698 | Active | S-0189(77)13 | 189 | 13 | 4 Provo River Parkway, Phase I US-189; MP 13.16 - 17.58 | | | | | Converted TAP | | |
| | | | To Be Adv Dt: 12/09/24 | | | | | | | | | | |
| | | | LOCAL_GOV'T | \$1,700,113 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,700,113 | \$0 | \$0 |
| | | | LOCAL_MAG | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | LOCAL_MATCH | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | L_BETTERMENT | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | ST_ATIF | \$0 | | \$17,000,000 | \$0 | \$0 | \$0 | \$0 | \$17,000,000 | \$0 | \$17,000,000 |
| | | | ST_CONT_R3 | \$200,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| | | | ST_PVMT | \$700,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$0 | \$700,000 |
| | | | ST_TIF | \$0 | | \$1,383,179 | \$0 | \$0 | \$0 | \$0 | \$1,383,179 | \$0 | \$1,383,179 |
| | | | ST_TIF_ACT | \$23,686,361 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,686,361 | \$0 | \$23,686,361 |
| | | | ST_TRANS_SOL | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total | \$26,286,474 | | \$18,383,179 | \$0 | \$0 | \$0 | \$0 | \$44,669,653 | \$0 | \$42,969,540 |
| | | | | | | | | | | | | | \$1,700,113 |
| VARIOU | 21088 | Undr Const | S-0191(210)252 | 191 | 252 | 44 US-191; Indian Canyon Pavement Preservation US-191; MP 251.51 - 295.07 | | | | | Preservation High Volume | | |
| | | | Adv Dt: 02/24/24 | | | | | | | | | | |
| | | | ST_TRANS_SOL | \$21,550,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,550,000 | \$0 | \$21,550,000 |
| VARIOU | 21093 | Scoping | S-0191(211)252 | 191 | 252 | 20 US-191; South of Summit US-191; MP 251.51 - 272.00 | | | | | Adding a lane/shoulder | | |
| | | | To Be Adv Dt: 01/31/25 | | | | | | | | | | |
| | | | ST_TRANS_SOL | \$34,500,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$34,500,000 | \$0 | \$34,500,000 |
| VARIOU | 14775 | Undr Const | S-R499(287) | 3270 | 6 | Wayne County Fish Lake Cutoff Road Cnty:FA-3270; MP .00 - 5.80 & Fish Lake Cutoff Road 7 Miles West of Loa MP 0.0 to MP 5.77 | | | | | Non-Urban | | |
| | | | Will Not Adv | | | | | | | | | | |
| | | | STP_HIF_RURL | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | STP_RURAL | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | ST_PVMT_LV2 | \$1,537,302 | | \$74,698 | \$0 | \$0 | \$0 | \$0 | \$1,612,000 | \$0 | \$1,612,000 |
| | | | Total | \$1,537,302 | | \$74,698 | \$0 | \$0 | \$0 | \$0 | \$1,612,000 | \$0 | \$1,612,000 |
| VARIOU | 14264 | Advertised | F-I84-6(131)91 | MULT | | I-84; Over Weber River and UPRR Bridge Repl, C-476 I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18 | | | | | New Bridge/Bridge Replacement | | |
| | | | Adv Dt: 04/06/24 | | | | | | | | | | |
| | | | NHPP_BR | \$1,800,000 | | \$18,663,000 | \$0 | \$0 | \$0 | \$0 | \$20,463,000 | \$19,077,655 | \$1,385,345 |
| | | | STP_BRIDGE | \$6,520,000 | | \$2,517,000 | \$0 | \$0 | \$0 | \$0 | \$9,037,000 | \$8,425,195 | \$611,805 |
| | | | STP_COVID_ST | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | STP_FLX_ST | \$0 | | \$13,000,000 | \$0 | \$0 | \$0 | \$0 | \$13,000,000 | \$12,119,900 | \$880,100 |
| | | | ST_BRIDGE | \$9,500,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,500,000 | \$0 | \$9,500,000 |
| | | | Total | \$17,820,000 | | \$34,180,000 | \$0 | \$0 | \$0 | \$0 | \$52,000,000 | \$39,622,750 | \$12,377,250 |
| | | | | | | | | | | | | | |



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UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | | | | | |
|--------------------------------|-------|-----------------------------------|-----------------|-------------|------------------------------------|---------------|--------------|---|------|------|--------------------------------------|---------------|--------------|---------------|-----------|-------------|--|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | | | | | |
| Various County Projects | | | | | | | | | | | | | | | | | |
| VARIOUS | 15676 | STIP To Be Adv Dt: NHPP_IM | F-I15-7(342)332 | MULT | | | | I-15; SR-232 to I-84, Ogden I-15; MP 331.50 - 340.10 & I-15; MP 331.50 - 340.10 | | | High Volume | | | | | | |
| | | | | | \$0 | \$50,000,000 | | \$0 | \$0 | \$0 | \$0 | \$50,000,000 | \$47,090,000 | \$2,910,000 | \$0 | | |
| VARIOUS | 19507 | Scoping To Be Adv Dt: 02/09/24 | S-I84-6(146)87 | MULT | | | | I-84/ US-89 Interchange Reconstruction I-84; MP 87.39 - 88.10 & I-84; MP 87.39 - 88.10 & I-84/US-89 Interchange | | | New Capacity | | | | | | |
| | | | | | ST_TIF | \$60,000,000 | \$90,000,000 | \$100,000,000 | \$0 | \$0 | \$0 | \$250,000,000 | \$0 | \$250,000,000 | \$0 | | |
| VARIOUS | 21275 | Scoping To Be Adv Dt: 03/21/25 | F-2640(1)0 | MULT | | | | Ibapah Road Safety and Rehabilitation Project Cnty:FA-2640; MP 2.63 - 37.41 | | | Reconstruction - No Added Capacity | | | | | | |
| | | | HIP_COMMUNITY | \$2,509,254 | \$1,244,902 | | | \$0 | \$0 | \$0 | \$0 | \$3,754,156 | \$3,500,000 | \$0 | \$254,156 | | |
| | | | NSFL&TPGRANT | \$0 | \$8,346,271 | | | \$0 | \$0 | \$0 | \$0 | \$8,346,271 | \$8,346,271 | \$0 | \$0 | | |
| | | | STP_RURAL_GT | \$0 | \$6,030,695 | | | \$0 | \$0 | \$0 | \$0 | \$6,030,695 | \$6,030,695 | \$0 | \$0 | | |
| | | | Total | \$2,509,254 | \$15,621,868 | | | \$0 | \$0 | \$0 | \$0 | \$18,131,122 | \$17,876,966 | \$0 | \$254,156 | | |
| VARIOUS | 21926 | STIP To Be Adv Dt: | F-R199(384) | MULT | | | | Davis-SLC Connector - Corridor Based BRT SR-225; MP .00 - .77 & SR-106; MP .95 - 8.26 & Cnty:FA-1404; MP .00 - 2.76 & SR-282; MP 2.96 - 2.96 & Cnty:FA-2322; MP 2.82 - 3.43 & Cnty:FA-2326; MP .00 - 2.45 & US-89; MP 379.60 - 387.36 | | | New Capacity | | | | | | |
| | | | ST_TTIF | | \$0 | \$18,000,000 | | \$0 | \$0 | \$0 | \$0 | \$18,000,000 | \$0 | \$18,000,000 | \$0 | | |
| VARIOUS | 18803 | STIP To Be Adv Dt: | F-R199(295) | MULT | | | | TSP/ Preemption for Transit, Freight, & Snow Plows US-89; MP 411.65 - 416.51 & Cnty:FA-1478; MP .00 - .74 & SR-108; MP .00 - 4.01 & SR-108; MP 3.85 - 3.97 | | | Detection | | | | | | |
| | | | STP_URB_O/L | | \$0 | \$0 | | \$500,000 | \$0 | \$0 | \$0 | \$500,000 | \$466,150 | \$33,850 | \$0 | | |
| VARIOUS | 18806 | STIP To Be Adv Dt: | F-R199(296) | MULT | | | | TSP/ Preemption Equipment for Additional Buses US-89; MP 411.65 - 416.48 & SR-108; MP .00 - 4.01 & Cnty:FA-1478; MP .00 - .80 & SR-108; MP 3.98 - 4.00 | | | UTA/Transit | | | | | | |
| | | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | | TRANSFER2UTA | | \$0 | \$79,245 | | \$0 | \$0 | \$0 | \$0 | \$79,245 | \$79,245 | \$0 | \$0 | | |
| | | | Total | | \$0 | \$79,245 | | \$0 | \$0 | \$0 | \$0 | \$79,245 | \$79,245 | \$0 | \$0 | | |
| VARIOUS | 19626 | STIP To Be Adv Dt: | F-R199(327) | MULT | | | | Davis/ Salt Lake Connector Design SR-225; MP .00 - .75 & SR-106; MP 1.15 - 8.27 & Cnty:FA-1404; MP .75 - 2.74 & SR-106; MP 1.06 - 1.14 & Cnty:FA-2322; MP 3.34 - 3.80 & US-89; MP 379.97 - 380.00 & Cnty:FA-2330; MP 3.11 - 3.64 & Cnty:FA-2330; MP 3.63 - 3.70 & SR-186; MP 1.91 - 2.36 & U | | | UTA/Transit | | | | | | |
| | | | LOCAL_GOV'T | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$3,895,538 | \$3,895,538 | \$0 | \$0 | \$3,895,538 | |
| | | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$804,462 | \$804,462 | \$750,000 | \$0 | \$54,462 | |
| | | | Total | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$4,700,000 | \$4,700,000 | \$750,000 | \$0 | \$3,950,000 | |
| VARIOUS | 21217 | STIP To Be Adv Dt: | F-1392(4)0 | MULT | | | | Center St Shared Use Trail; Foxboro Dr to Jordan R Cnty:FA-1392; MP .19 - .22 & Cnty:FA-1392; MP .19 - .42 & Cnty:FA-1392; MP .20 - .20 | | | Pedestrian/Bike facility | | | | | | |
| | | | CMAQ_WFRC | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$593,400 | \$593,400 | \$553,227 | \$0 | \$40,173 | |
| VARIOUS | 12413 | Undr Const Adv Dt: 04/06/23 | S-R399(388) | OTHER | | | | MVC from 2100 N to Porter Rockwell MVC; Porter Rockwell to 2100 N Lehi | | | TIF - Transportation Investment Fund | | | | | | |
| | | | ST_TIF | | \$274,750,000 | \$150,000,000 | | \$41,000,000 | \$0 | \$0 | \$0 | \$465,750,000 | \$0 | \$465,750,000 | \$0 | | |

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UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|--------------------------------|-------|-------------------------|-----------------------------|-------------|------------------------------------|-------|-----------|--|--------------------------------|------|-------------------------------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Various County Projects | | | | | | | | | | | | |
| VARIOU | 13919 | Active Will Not Adv | S-ST99(351) ST_SRPLS_DOC | | | | | Surplus Property Documentation | Surplus Property Documentation | | ROW | |
| | | | | | | | | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| | | | | | | | | | | | | \$0 |
| VARIOU | 15110 | Scoping Will Not Adv | F-0276(8)0 | | | | | Region 4 Ferry Engine Replacement and Retrofit | Lake Powell Ferry | | Spot improvement | |
| | | | | | | | | \$0 | \$0 | \$0 | \$0 | \$100,195 |
| | | | EM_2016_FBD | | \$100,195 | | \$0 | \$0 | \$0 | \$0 | \$80,156 | \$20,039 |
| | | | EM_2017_FBD | | \$125,000 | | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$25,000 |
| | | | EM_2018_FBD | | \$125,000 | | \$0 | \$0 | \$0 | \$0 | \$125,000 | \$25,000 |
| | | | EM_2019_FBD | | \$125,000 | | \$0 | \$0 | \$0 | \$0 | \$125,000 | \$25,000 |
| | | | EM_2020_FBD | | \$131,193 | | \$0 | \$0 | \$0 | \$0 | \$131,193 | \$104,954 |
| | | | EM_2021_FBD | | \$126,975 | | \$0 | \$0 | \$0 | \$0 | \$126,975 | \$101,580 |
| | | | EM_2023_FBD | | \$0 | | \$251,123 | \$0 | \$0 | \$0 | \$251,123 | \$200,898 |
| | | | FA_MISC | | \$3,431 | | \$0 | \$0 | \$0 | \$0 | \$3,431 | \$2,744 |
| | | | STP_ENH_ST | | \$1,180,203 | | \$0 | \$0 | \$0 | \$0 | \$1,180,203 | \$944,162 |
| | | | STP_FLX_ST | | \$0 | | \$110,000 | \$0 | \$0 | \$0 | \$110,000 | \$102,553 |
| | | | ST_CONT_PG | | \$0 | | \$274,041 | \$0 | \$0 | \$0 | \$274,041 | \$7,447 |
| | | | Total | | \$1,916,995 | | \$635,163 | \$0 | \$0 | \$0 | \$2,552,158 | \$1,837,047 |
| | | | | | | | | | | | | \$715,111 |
| | | | | | | | | | | | | \$0 |
| VARIOU | 17824 | Scoping Will Not Adv | F-TPF-5(433) | | | | | Study; Cellular Concrete for Retaining Walls | N/A | | Study | |
| | | | FA_MISC | | \$37,500 | | \$0 | \$0 | \$0 | \$0 | \$37,500 | \$30,000 |
| | | | FA_MISC_100% | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | SPR_R_100% | | \$300,000 | | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$300,000 |
| | | | Total | | \$337,500 | | \$0 | \$0 | \$0 | \$0 | \$337,500 | \$330,000 |
| | | | | | | | | | | | | \$7,500 |
| | | | | | | | | | | | | \$0 |
| VARIOU | 19066 | Active Will Not Adv | S-ST99(734) | | | | | FY2022 Mandli Communications Collection | N/A | | Develop Documents | |
| | | | ST_PVMT | | \$1,643,666 | | \$61,374 | \$0 | \$0 | \$0 | \$0 | \$1,705,040 |
| | | | | | | | | | | | | \$1,705,040 |
| | | | | | | | | | | | | \$0 |
| VARIOU | 19082 | Active Will Not Adv | F-ST99(735) | | | | | RUC Fed Grants: Local Overlay & Toll Int | N/A | | Education | |
| | | | FA_MISC_50% | | \$1,490,000 | | \$0 | \$0 | \$0 | \$0 | \$1,490,000 | \$745,000 |
| | | | | | | | | | | | | \$745,000 |
| | | | | | | | | | | | | \$0 |
| VARIOU | 19614 | Scoping Will Not Adv | F-ST99(792) | | | | | UTA Contactless Payment | No location | | UTA/Transit | |
| | | | COVID_UTA | | \$0 | | \$538,200 | \$0 | \$0 | \$0 | \$538,200 | \$538,200 |
| | | | | | | | | | | | | \$0 |
| VARIOU | 19637 | Active Will Not Adv | F-ST99(784) | | | | | FY20 Digital Construction AID Demo | N/A | | Data System Development/Enhancement | |
| | | | FA_MISC | | \$1,250,000 | | \$0 | \$0 | \$0 | \$0 | \$1,250,000 | \$1,000,000 |
| | | | | | | | | | | | | \$250,000 |
| | | | | | | | | | | | | \$0 |

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UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | | | | | | |
|--------------------------------|-------|---------|-------------|-------------|------------------------------------|-------|--------------|---|---------------|--------------|-----|-------------------------------------|---------------|-------------|---------------|--------------|-----------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | | | | | |
| Various County Projects | | | | | | | | | | | | | | | | | |
| VARIOU | 20253 | Scoping | S-ST99(835) | | | | | FrontRunner 2x | | | | UTA/Transit | | | | | |
| | | | | | To Be Adv Dt: 05/12/26 | | | Frontrunner | | | | | | | | | |
| | | | | | ST_TTIF | | \$92,000,000 | \$69,000,000 | \$124,000,000 | \$30,000,000 | \$0 | \$65,000,000 | \$380,000,000 | \$0 | \$380,000,000 | \$0 | |
| | | | | | UTA_FUNDS | | \$0 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$0 | \$50,000,000 | \$65,000,000 | \$0 | \$0 | \$65,000,000 | |
| | | | | | Total | | \$92,000,000 | \$74,000,000 | \$129,000,000 | \$35,000,000 | \$0 | \$115,000,000 | \$445,000,000 | \$0 | \$380,000,000 | \$65,000,000 | |
| VARIOU | 20254 | Scoping | S-ST99(836) | | | | | Point of the Mountain Transit | | | | UTA/Transit | | | | | |
| | | | | | To Be Adv Dt: 05/12/26 | | | Point of the Mountain Transit | | | | | | | | | |
| | | | | | ST_TTIF | | \$354,244 | \$74,615,756 | \$0 | \$0 | \$0 | \$0 | \$74,970,000 | \$0 | \$74,970,000 | \$0 | |
| VARIOU | 20971 | Active | F-ST99(889) | | | | | Develop Tool for R/W Excess / Surplus | | | | Data System Development/Enhancement | | | | | |
| | | | | | Will Not Adv | | | N/A | | | | | | | | | |
| | | | | | FA_STIC_2021 | | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$60,000 | \$60,000 | \$0 | \$0 | \$0 | |
| | | | | | ST_MATCH | | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$15,000 | \$0 | |
| | | | | | Total | | \$60,000 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$60,000 | \$15,000 | \$0 | |
| VARIOU | 21189 | Active | F-ST99(930) | | | | | FY2024 WFRC MPO CPG SLC, O/L AREAS | | | | Annual Work Program | | | | | |
| | | | | | Will Not Adv | | | N/A | | | | | | | | | |
| | | | | | FTA_5303_100 | | \$881,435 | \$0 | \$0 | \$0 | \$0 | \$881,435 | \$881,435 | \$0 | \$0 | \$0 | |
| | | | | | L_PASS_MATCH | | \$0 | \$381,749 | \$0 | \$0 | \$0 | \$0 | \$381,749 | \$0 | \$0 | \$381,749 | |
| | | | | | PL_WFRC | | \$3,141,111 | \$0 | \$0 | \$0 | \$0 | \$3,141,111 | \$3,141,111 | \$0 | \$0 | \$0 | |
| | | | | | STP_URB_SL@1 | | \$802,446 | \$0 | \$0 | \$0 | \$0 | \$802,446 | \$802,446 | \$0 | \$0 | \$0 | |
| | | | | | STP_UR_O/L@1 | | \$432,086 | \$0 | \$0 | \$0 | \$0 | \$432,086 | \$432,086 | \$0 | \$0 | \$0 | |
| | | | | | Total | | \$5,257,078 | \$381,749 | \$0 | \$0 | \$0 | \$0 | \$5,638,827 | \$5,257,078 | \$0 | \$0 | \$381,749 |
| VARIOU | 21614 | Scoping | F-ST99(962) | | | | | Overweight Permit Automation for Bridges | | | | Load Rating | | | | | |
| | | | | | Will Not Adv | | | Statewide | | | | | | | | | |
| | | | | | FA_MISC_100% | | \$0 | \$1,349,591 | \$0 | \$0 | \$0 | \$1,349,591 | \$1,349,591 | \$0 | \$0 | \$0 | |
| VARIOU | 13006 | STIP | F-ST99(293) | | | | | UTA 1 Call - 1 Click & Outreach Program | | | | UTA/Transit | | | | | |
| | | | | | To Be Adv Dt: | | | Utah Transit Authority (UTA) One Call - One Click Center & Veterans | | | | | | | | | |
| | | | | | FA_MISC | | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$400,000 | \$400,000 | \$0 | \$0 | \$0 | |
| | | | | | FA_MISC_100% | | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 | \$0 | \$0 | \$0 | |
| | | | | | UTA_FUNDS | | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 | |
| | | | | | Total | | \$0 | \$550,000 | \$0 | \$0 | \$0 | \$550,000 | \$450,000 | \$0 | \$0 | \$100,000 | |
| VARIOU | 16039 | STIP | F-ST99(494) | | | | | TIGER 8; First/Last Mile Program | | | | UTA/Transit | | | | | |
| | | | | | Will Not Adv | | | * For more detail go to http://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project | | | | | | | | | |
| | | | | | LOCAL_GOV'T | | \$0 | \$11,771,432 | \$0 | \$0 | \$0 | \$11,771,432 | \$0 | \$0 | \$0 | \$11,771,432 | |
| | | | | | TIGER_MAG | | \$0 | \$5,966,789 | \$0 | \$0 | \$0 | \$5,966,789 | \$5,966,789 | \$0 | \$0 | \$0 | |
| | | | | | TIGER_SUMMIT | | \$0 | \$688,350 | \$0 | \$0 | \$0 | \$688,350 | \$688,350 | \$0 | \$0 | \$0 | |
| | | | | | TIGER_TOELE | | \$0 | \$313,285 | \$0 | \$0 | \$0 | \$313,285 | \$313,285 | \$0 | \$0 | \$0 | |
| | | | | | TIGER_WFRC | | \$0 | \$13,031,576 | \$0 | \$0 | \$0 | \$13,031,576 | \$13,031,576 | \$0 | \$0 | \$0 | |
| | | | | | Total | | \$0 | \$31,771,432 | \$0 | \$0 | \$0 | \$31,771,432 | \$20,000,000 | \$0 | \$0 | \$11,771,432 | |

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UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|--------------------------------|-------|---------------|-------------|-------------|------------------------------------|-------|--------------|--|------|------|-------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Various County Projects | | | | | | | | | | | | |
| VARIOU | 16040 | STIP | F-ST99(495) | | | | | UTA; Enhanced Automated Train Control System | | | UTA/Transit | |
| | | To Be Adv Dt: | | | | | | UTA's Front Runner Enhanced Automated Train Control System | | | | |
| | | FTASEC_3028 | | | \$0 | | \$3,520,000 | \$0 | \$0 | \$0 | \$0 | \$3,520,000 |
| | | UTA_FUNDS | | | \$0 | | \$30,280,000 | \$0 | \$0 | \$0 | \$0 | \$30,280,000 |
| | | Total | | | \$0 | | \$33,800,000 | \$0 | \$0 | \$0 | \$0 | \$33,800,000 |
| | | | | | | | | | | | | \$2,816,000 |
| | | | | | | | | | | | | \$704,000 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$30,280,000 |

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

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| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | | | |
|------------------------------|-------|-------------------------------|----------------|-------------|------------------------------------|-------|--------------|--|--|------|-----------|--------------------------------------|-------------|--------------|-----------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | | |
| Weber County Projects | | | | | | | | | | | | | | | |
| WEBER | 19741 | Scoping | S-R199(341) | | 39 | 9 | | Ogden Canyon Shared use Path | SR-39; MP 8.98 - 9.03 & Ogden Canyon Shared use Path | | | Pedestrian/Bike facility | | | |
| | | <i>To Be Adv Dt: 11/21/24</i> | | | | | | | | | | | | | |
| | | HIP_COMMUNITY | | \$0 | | | \$2,145,232 | \$0 | \$0 | \$0 | \$0 | \$2,145,232 | \$2,000,000 | \$0 | \$145,232 |
| | | L_PASS_MATCH | | \$0 | | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 |
| | | ST_TIF_ACT | | \$505,721 | | | \$1,894,279 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$0 | \$2,400,000 | \$0 |
| | | | Total | \$505,721 | | | \$4,639,512 | \$0 | \$0 | \$0 | \$0 | \$5,145,232 | \$2,000,000 | \$2,400,000 | \$745,232 |
| WEBER | 21412 | Cncpt Scop | S-0039(50)5 | | 39 | 5 | 1 | SR-39 Grade Separated Overpass Study | SR-39; MP 5.10 - 5.60 | | | Concept Development | | | |
| | | <i>Will Not Adv</i> | | | | | | | | | | | | | |
| | | ST_CONCPT_D1 | | \$100,000 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| WEBER | 18855 | STIP | S-0089(538)414 | | 89 | 414 | 1 | Ogden/WSU Bus Rapid Transit (BRT) | US-89; MP 413.75 - 414.25 | | | TIF - Transportation Investment Fund | | | |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | | | | |
| | | ST_TTIF | | \$0 | | | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$4,000,000 | \$0 |
| WEBER | 18858 | Scoping | S-R199(299) | | 89 | 414 | 1 | BDO Phase 2 Shared Use Path | US-89; MP 414.00 - 415.00 | | | Trails | | | |
| | | <i>Will Not Adv</i> | | | | | | | | | | | | | |
| | | LOCAL_MATCH | | \$0 | | | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 |
| | | ST_TIF_ACT | | \$0 | | | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 | \$0 | \$900,000 | \$0 |
| | | | Total | \$0 | | | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$900,000 | \$600,000 |
| WEBER | 16945 | Undr Const | F-0089(486)408 | | 89 | 408 | | US-89 & Skyline Drive Intersection Imp | US-89; MP 407.72 - 408.08 | | | Intersection Modification | | | |
| | | <i>Adv Dt: 04/06/24</i> | | | | | | | | | | | | | |
| | | CARBON_O/L | | \$1,041,299 | | | \$223,701 | \$0 | \$0 | \$0 | \$0 | \$1,265,000 | \$1,179,360 | \$85,641 | \$0 |
| | | CMAQ_PM2.5 | | \$236,663 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$236,663 | \$220,641 | \$16,022 | \$0 |
| | | CMAQ_WFRC | | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Total | \$1,277,962 | | | \$223,701 | \$0 | \$0 | \$0 | \$0 | \$1,501,663 | \$1,400,000 | \$101,663 | \$0 |
| WEBER | 20318 | STIP | F-0089(573)413 | | 89 | 414 | | Ogden Green Bike Share Expansion | US-89; MP 413.67 - 413.67 | | | Pedestrian/Bike facility | | | |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | | | | |
| | | CMAQ_WFRC | | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$536,308 | \$536,308 | \$500,000 | \$0 | \$36,308 |
| | | LOCAL_GOVT | | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$224,092 | \$224,092 | \$0 | \$0 | \$224,092 |
| | | | Total | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$760,400 | \$760,400 | \$500,000 | \$0 | \$260,400 |
| WEBER | 21216 | STIP | F-R199(374)0 | | 89 | 414 | | Ogden Green Bike Share Expansion | US-89; MP 413.61 - 413.61 | | | Pedestrian/Bike facility | | | |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | | | | |
| | | CMAQ_WFRC | | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$678,500 | \$678,500 | \$632,566 | \$0 | \$45,934 |
| WEBER | 20728 | Undr Const | S-0097(21)3 | | 97 | 3 | 2 | 5600 S Early Mitigation Work | SR-97; MP 3.20 - 5.33 | | | Widen Existing Facility | | | |
| | | <i>Adv Dt: 03/13/23</i> | | | | | | | | | | | | | |
| | | ST_TIF_HB433 | | \$7,057,844 | | | \$10,642,156 | \$0 | \$0 | \$0 | \$0 | \$17,700,000 | \$0 | \$17,700,000 | \$0 |



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Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | |
|------------------------------|-------|---------------|-------------|-------------|------------------------------------|-------|---------------|--|---------------------|-----------|-------------|------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Weber County Projects | | | | | | | | | | | | |
| WEBER | 16391 | Undr Const | S-R199(324) | 97 5 | | | | I-15; SR-97 (5600 South), widening of 5600 South SR-97; MP 5.10 - 5.30 | | | | Upgrade Existing Interchange |
| | | Adv Dt: | 07/03/23 | | | | | \$0 | \$0 | \$0 | \$0 | \$573,002 |
| | | ST_APPROP | | | \$573,002 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$573,002 |
| | | ST_TIF | | | \$40,000,000 | | \$0 | \$100,000,000 | \$0 | \$0 | \$0 | \$140,000,000 |
| | | ST_TIF_HB433 | | | \$68,844,431 | | \$151,248,847 | \$0 | \$0 | \$0 | \$0 | \$220,093,277 |
| | | | Total | | \$109,417,432 | | \$151,248,847 | \$100,000,000 | \$0 | \$0 | \$0 | \$360,666,279 |
| | | | | | | | | | | | | \$360,666,279 |
| WEBER | 19606 | STIP | F-0204(22)0 | 204 | | | 4 | Ogden/ Layton Area Signal Timing & Optimization SR-204; MP .00 - 3.56 | | | | Traffic Signal Coordination |
| | | To Be Adv Dt: | | | | | | \$0 | \$0 | \$0 | \$400,000 | \$400,000 |
| | | STP_URB_O/L | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$372,920 | \$27,080 |
| WEBER | 21215 | STIP | F-0284(5)0 | 284 | | | | On Route Electric Bus Charging Infrastructure SR-284; MP .24 - .24 | | | | UTA/Transit |
| | | To Be Adv Dt: | | | | | | \$0 | \$0 | \$0 | \$1,500,000 | \$1,500,000 |
| | | CMAQ_WFRC | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$1,398,450 | \$0 |
| WEBER | 18812 | Scoping | F-3308(3)1 | 3308 1 | | | | 4800 South & Layton Canal Cnty:FA-3308; MP 1.33 - 1.42 | | | | Reconstruct & Widening |
| | | To Be Adv Dt: | 03/22/27 | | | | | \$0 | \$0 | \$0 | \$0 | \$471,500 |
| | | STP_URB_O/L | | | \$47,150 | | \$424,350 | \$0 | \$0 | \$0 | \$0 | \$439,579 |
| WEBER | 17847 | Scoping | F-3310(1)1 | 3310 | | | | 6000 South & 3100 West Round-a-bout Cnty:FA-3310; MP .50 - .50 | | | | Intersection Modification |
| | | To Be Adv Dt: | 10/16/24 | | | | | \$0 | \$0 | \$0 | \$0 | \$722,375 |
| | | CARBON_O/L | | | \$100,000 | | \$622,375 | \$0 | \$0 | \$0 | \$673,470 | \$48,905 |
| | | CMAQ_WFRC | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOVT | | | \$0 | | \$38,325 | \$0 | \$0 | \$0 | \$0 | \$38,325 |
| | | | Total | | \$100,000 | | \$660,700 | \$0 | \$0 | \$0 | \$760,700 | \$673,470 |
| | | | | | | | | | | | | \$48,905 |
| | | | | | | | | | | | | \$38,325 |
| WEBER | 19628 | Scoping | F-3318(1)0 | 3318 | | | | 4000 South SRTS Rail Crossing; 2550 W - 2350 W Cnty:FA-3318; MP .40 - .66 | | | | Pedestrian/Bicycle Safety |
| | | To Be Adv Dt: | 01/27/25 | | | | | \$0 | \$0 | \$0 | \$8,661 | \$8,661 |
| | | LOCAL_GOVT | | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_MATCH | | | \$0 | | \$217,800 | \$0 | \$0 | \$0 | \$217,800 | \$0 |
| | | STP_URB_O/L | | | \$10,000 | | \$0 | \$0 | \$0 | \$231,339 | \$241,339 | \$225,000 |
| | | ST_TTIF_FMLM | | | \$0 | | \$326,700 | \$0 | \$0 | \$0 | \$326,700 | \$0 |
| | | | Total | | \$10,000 | | \$544,500 | \$0 | \$0 | \$0 | \$240,000 | \$794,500 |
| | | | | | | | | | | | | \$225,000 |
| | | | | | | | | | | | | \$326,700 |
| | | | | | | | | | | | | \$242,800 |
| WEBER | 17795 | Undr Const | F-3328(2)1 | 3328 1 | 1 | 1 | 1 | 300 West; 5000 South to Riverdale City Boundary Cnty:FA-3328; MP .53 - 1.22 | | | | Reconstruct no widening |
| | | Adv Dt: | 03/02/24 | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOVT | | | \$660,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$660,000 |
| | | STP_URB_O/L | | | \$3,114,100 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,825 |
| | | | Total | | \$3,774,100 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$870,825 |
| WEBER | 21229 | STIP | F-3346(1)1 | 3346 1 | | | | Adams Avenue Sidewalk; 40th Street to 42nd Street Cnty:FA-3346; MP 1.33 - 1.65 | | | | Pedestrian/Bike facility |
| | | To Be Adv Dt: | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOVT | | | \$0 | | \$248,563 | \$0 | \$0 | \$0 | \$0 | \$248,563 |
| | | TAP_URB_O/L | | | \$0 | | \$1,814,437 | \$0 | \$0 | \$0 | \$1,691,600 | \$0 |
| | | | Total | | \$0 | | \$2,063,000 | \$0 | \$0 | \$0 | \$2,063,000 | \$1,691,600 |
| | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | \$371,400 |

**DRAFT****UDOT electronic Program Management**
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epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | |
|------------------------------|-------|-------------------------------|---------------|-------------|------------------------------------|-------|---|-------------|---------------------|------|-----|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid |
| Weber County Projects | | | | | | | | | | | | | |
| WEBER | 21835 | Scoping | F-3354(5)0 | 3354 | | | | | | | | | |
| | | <i>To Be Adv Dt: 01/02/25</i> | | | | | | | | | | | |
| | | | STP_URB_O/L | \$37,542 | | | \$230,612 | \$0 | \$0 | \$0 | \$0 | \$268,154 | \$250,000 |
| | | | | | | | | | | | | | |
| WEBER | 13124 | Undr Const | S-LC57(32) | 3359 | 1 | 1 | 4700 West; 4000 South to 4600 South | | | | | | |
| | | <i>Will Not Adv</i> | | | | | Cnty:FA-3359; MP .84 - 1.84 & 4700 West; 4200 South to 4800 South | | | | | | |
| | | | LOCAL_MATCH | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | L_PASS_MATCH | \$0 | | | \$197,613 | \$0 | \$0 | \$0 | \$0 | \$197,613 | \$0 |
| | | | STP_URB_O/L | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | ST_TIF | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | ST_TIF_EXCH | \$1,976,128 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,976,128 | \$0 |
| | | | | | | | | | | | | | |
| | | | Total | \$1,976,128 | | | \$197,613 | \$0 | \$0 | \$0 | \$0 | \$2,173,741 | \$0 |
| | | | | | | | | | | | | | |
| WEBER | 15905 | Scoping | F-3370(1)0 | 3370 | 1 | 1 | 3600 West; 2600 N to 1975 N, Plain City | | | | | | |
| | | <i>To Be Adv Dt: 08/21/25</i> | | | | | Cnty:FA-3370; MP .00 - .78 | | | | | | |
| | | | CMAQ_PM2.5 | \$0 | | | \$473,721 | \$0 | | | \$0 | \$441,650 | \$0 |
| | | | LOCAL_MATCH | \$0 | | | \$162,059 | \$0 | | | \$0 | \$162,059 | \$0 |
| | | | STP_COVID_O/L | \$290,076 | | | \$2 | \$0 | | | \$0 | \$290,078 | \$0 |
| | | | STP_URB_O/L | \$0 | | | \$2,326,536 | \$0 | | | \$0 | \$2,326,536 | \$2,169,030 |
| | | | TAP_URB_O/L | \$0 | | | \$321,785 | \$0 | | | \$0 | \$321,785 | \$300,000 |
| | | | | | | | | | | | | | |
| | | | Total | \$290,076 | | | \$3,284,104 | \$0 | \$0 | \$0 | \$0 | \$3,574,179 | \$3,200,758 |
| | | | | | | | | | | | | | |
| WEBER | 18809 | STIP | F-3371(1)1 | 3371 | 1 | 1 | North Plain City Road; 2917 West to 3350 West | | | | | | |
| | | <i>To Be Adv Dt:</i> | | | | | Cnty:FA-3371; MP .90 - 1.61 | | | | | | |
| | | | LOCAL_GOVT | \$0 | | | \$234,744 | \$0 | | | \$0 | \$0 | \$234,744 |
| | | | STP_URB_O/L | \$0 | | | \$10,000 | \$3,744,156 | \$0 | | \$0 | | \$3,754,156 |
| | | | | | | | | | | | | | |
| | | | Total | \$0 | | | \$10,000 | \$3,978,900 | \$0 | | \$0 | | \$3,988,900 |
| | | | | | | | | | | | | | |
| WEBER | 21196 | STIP | F-3371(2)2 | 3371 | 2 | | 3300 North; 2700 West to 2575 West | | | | | | |
| | | <i>To Be Adv Dt:</i> | | | | | Cnty:FA-3371; MP 2.18 - 2.34 | | | | | | |
| | | | LOCAL_GOVT | \$0 | | | \$0 | \$0 | | | \$0 | | \$879,121 |
| | | | STP_URB_O/L | \$0 | | | \$0 | \$0 | | | \$0 | | \$174,279 |
| | | | | | | | | | | | | | |
| | | | Total | \$0 | | | \$0 | \$0 | | | \$0 | | \$1,053,400 |
| | | | | | | | | | | | | | |
| WEBER | 17797 | Scoping | F-3442(2)5 | 3442 | 5 | 1 | West Harrisville Rd; US-89 to 750 West | | | | | | |
| | | <i>To Be Adv Dt: 03/10/25</i> | | | | | Cnty:FA-3442; MP 5.16 - 5.76 | | | | | | |
| | | | LOCAL_GOVT | \$100 | | | \$124,904 | \$0 | | | \$0 | | \$125,004 |
| | | | STP_URB_O/L | \$0 | | | \$3,335,200 | \$0 | | | \$0 | | \$3,109,407 |
| | | | | | | | | | | | | | |
| | | | Total | \$100 | | | \$3,460,104 | \$0 | | | \$0 | | \$350,797 |
| | | | | | | | | | | | | | |
| WEBER | 20303 | STIP | F-3442(3)1 | 3442 | 1 | 1 | 1900/1975 North; 2700 West to 3600 West (Phase 1) | | | | | | |
| | | <i>To Be Adv Dt:</i> | | | | | Cnty:FA-3442; MP 1.33 - 2.49 | | | | | | |
| | | | LOCAL_GOVT | \$0 | | | \$0 | \$0 | | | \$0 | | \$182,114 |
| | | | STP_URB_O/L | \$0 | | | \$0 | \$0 | | | \$0 | | \$167,886 |
| | | | | | | | | | | | | | |
| | | | Total | \$0 | | | \$0 | \$0 | | | \$0 | | \$350,000 |

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | | Concept Description | | | | | |
|------------------------------|-------|-------------------------------|-----------------|-------------|------------------------------------|--------------|---|-------------|---------------------|------|--------------------------------------|--------------|--------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | |
| Weber County Projects | | | | | | | | | | | | | | |
| WEBER | 18814 | STIP | F-3446(1) | 3446 | 1 | 1 | 4000 North; SR-126 to 2800 West Cnty:FA-3446; MP 1.32 - 1.88 | | | | Reconstruct & Widening | | | |
| | | <i>To Be Adv Dt:</i> | | | | | | | | | | | | |
| | | LOCAL_GOV | | \$0 | | \$0 | \$4,204,537 | \$0 | \$0 | \$0 | \$0 | \$4,204,537 | \$0 | |
| | | STP_URB_O/L | | \$0 | | \$0 | \$2,896,064 | \$0 | \$0 | \$0 | \$0 | \$2,896,064 | \$2,700,000 | |
| | | | Total | \$0 | | \$0 | \$7,100,600 | \$0 | \$0 | \$0 | \$0 | \$7,100,600 | \$2,700,000 | |
| WEBER | 15683 | Scoping | S-I15-8(158)343 | MULT | | | I-15; 24th Street Interchange | | | | TIF - Transportation Investment Fund | | | |
| | | <i>To Be Adv Dt:</i> 02/02/26 | | | | | I-15; MP 342.80 - 343.50 & I-15; MP 342.80 - 343.50 | | | | | | | |
| | | ST_TIF | | \$3,807,939 | | \$88,692,061 | | \$3,500,000 | \$0 | \$0 | \$0 | \$96,000,000 | \$0 | \$96,000,000 |
| WEBER | 15685 | Active | S-I15-8(159)338 | MULT | | | I-15; SR-97 (5600 South) Environmental Study | | | | TIF - Transportation Investment Fund | | | |
| | | <i>Will Not Adv</i> | | | | | I-15; MP 338.00 - 338.80 & I-15; MP 338.00 - 338.80 & SR-97; MP 3.00 - 5.35 & Addendum to add the section of SR-97 that is included within the study limits | | | | | | | |
| | | ST_TIF | | \$1,990,116 | | \$1,009,884 | | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$0 | \$3,000,000 |
| WEBER | 19919 | Active | F-I84-6(148)81 | MULT | | | I-84 Bridge Replacements at Riverdale | | | | New Bridge/Bridge Replacement | | | |
| | | <i>To Be Adv Dt:</i> 01/23/25 | | | | | I-84; MP 81.18 - 81.26 & Cnty:FA-3316; MP .62 - .72 | | | | | | | |
| | | NHPP_BR | | \$1,010,000 | | \$17,090,000 | | \$0 | \$0 | \$0 | \$0 | \$18,100,000 | \$16,874,630 | \$1,225,370 |
| | | STP_BRIDGE | | \$0 | | \$1,300,000 | | \$0 | \$0 | \$0 | \$0 | \$1,300,000 | \$1,211,990 | \$88,010 |
| | | ST_BRIDGE | | \$0 | | \$750,000 | | \$0 | \$0 | \$0 | \$0 | \$750,000 | \$0 | \$750,000 |
| | | ST_TIF_PRS_S | | \$0 | | \$1,850,000 | | \$0 | \$0 | \$0 | \$0 | \$1,850,000 | \$0 | \$1,850,000 |
| | | | Total | \$1,010,000 | | \$20,990,000 | | \$0 | \$0 | \$0 | \$0 | \$22,000,000 | \$18,086,620 | \$3,913,380 |
| WEBER | 14840 | Undr Const | S-LC57(37) | MULT | | | 20th St.; Washington to Monroe Reconstruction | | | | Reconstruct & Widening | | | |
| | | <i>Will Not Adv</i> | | | | | 20th Street, Washington to Monroe | | | | | | | |
| | | LOCAL_MATCH | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | | \$0 | | \$242,332 | | \$0 | \$0 | \$0 | \$0 | \$242,332 | \$0 | \$0 |
| | | STP_URB_O/L | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF | | \$0 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ST_TIF_EXCH | | \$2,423,317 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$2,423,317 | \$0 | \$2,423,317 |
| | | | Total | \$2,423,317 | | \$242,332 | | \$0 | \$0 | \$0 | \$0 | \$2,665,649 | \$0 | \$2,423,317 |
| WEBER | 14850 | Scoping | F-LC57(45) | MULT | | | SR-60; Round-About at Ritter Drive, Riverdale | | | | Intersection Modification | | | |
| | | <i>To Be Adv Dt:</i> 10/23/24 | | | | | SR-168; MP 1.13 - 1.16 & SR-60; MP .76 - .79 & SR-60 at Ritter Drive, Riverdale | | | | | | | |
| | | CMAQ_WFRC | | \$63,500 | | \$554,500 | | \$0 | \$0 | \$0 | \$0 | \$618,000 | \$576,161 | \$0 |
| WEBER | 16936 | Scoping | F-3354(4)0 | MULT | | | Chimes View from Riverdale Rd to Country Club Dr. | | | | Reconstruct & Widening | | | |
| | | <i>To Be Adv Dt:</i> | | | | | Cnty:FA-3354; MP .00 - .46 & Cnty:FA-3354; MP 3.70 - 4.05 | | | | | | | |
| | | LOCAL_GOV | | \$0 | | \$454,735 | | \$0 | \$0 | \$0 | \$0 | \$454,735 | \$0 | \$454,735 |
| | | STP_URB_O/L | | \$1,314,189 | | \$2,908,122 | | \$0 | \$0 | \$0 | \$0 | \$4,222,311 | \$3,936,461 | \$0 |
| | | | Total | \$1,314,189 | | \$3,362,857 | | \$0 | \$0 | \$0 | \$0 | \$4,677,046 | \$3,936,461 | \$0 |
| | | | | | | | | | | | | | | \$740,585 |



DRAFT

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program



STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|-------------------------|-------------|-------------|---|------|------|-------------------------|-------------|-------------|-------------|-------------|
| | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
| Weber County Projects | | | | | | | | | | | | |
| WEBER | 19620 | Scoping Will Not Adv | S-3368(3)1 | MULT | 1700 So; 12th Str to Ogden Boundary Line Cnty:FA-3368; MP .52 - 1.19 & Cnty:FA-3368; MP .52 - .52 | | | Reconstruct & Widening | | | | |
| | | LOCAL_GOV | | \$0 | \$2,600,100 | \$0 | \$0 | \$0 | \$2,600,100 | \$0 | \$0 | \$2,600,100 |
| | | ST_PVMT_LV2 | | \$0 | \$1,765,265 | \$0 | \$0 | \$0 | \$1,765,265 | \$0 | \$1,765,265 | \$0 |
| | | Total | | \$0 | \$4,365,364 | \$0 | \$0 | \$0 | \$4,365,364 | \$0 | \$1,765,265 | \$2,600,100 |
| WEBER | 19621 | Scoping Will Not Adv | S-3416(2)1 | MULT | 20th Street; Quincy Ave to Harrison Blvd Cnty:FA-3416; MP 1.16 - 1.58 & Cnty:FA-3416; MP 1.15 - 1.17 | | | Reconstruct no widening | | | | |
| | | LOCAL_GOV | | \$0 | \$3,154,768 | \$0 | \$0 | \$0 | \$3,154,768 | \$0 | \$0 | \$3,154,768 |
| | | ST_PVMT_LV2 | | \$0 | \$1,530,000 | \$0 | \$0 | \$0 | \$1,530,000 | \$0 | \$1,530,000 | \$0 |
| | | Total | | \$0 | \$4,684,768 | \$0 | \$0 | \$0 | \$4,684,768 | \$0 | \$1,530,000 | \$3,154,768 |
| WEBER | 20307 | STIP To Be Adv Dt: | F-3384(1)0 | MULT | 25th Str & 4400 So. Pavement Reconstruction Cnty:FA-3384; MP .73 - 1.59 & 25th Street; Jefferson Ave to Harrison Blvd and also 4400 South; Mckay Dee Hospital to Harrison Blvd | | | Reconstruct no widening | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | \$0 | \$0 | \$5,469,690 | \$5,469,690 | \$0 | \$0 | \$5,469,690 |
| | | STP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$3,616,410 | \$3,616,410 | \$3,371,579 | \$0 | \$244,831 |
| | | Total | | \$0 | \$0 | \$0 | \$0 | \$9,086,100 | \$9,086,100 | \$3,371,579 | \$0 | \$5,714,521 |
| WEBER | 21193 | STIP To Be Adv Dt: | F-3432(3)1 | MULT | 2nd Street; Washington Blvd to Monroe Blvd Cnty:FA-3432; MP 1.06 - 1.76 & Cnty:FA-3432; MP 1.06 - 1.07 | | | Reconstruct & Widening | | | | |
| | | LOCAL_GOV | | \$0 | \$0 | \$0 | \$0 | \$4,331,652 | \$4,331,652 | \$0 | \$0 | \$4,331,652 |
| | | STP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$3,217,848 | \$3,217,848 | \$3,000,000 | \$0 | \$217,848 |
| | | Total | | \$0 | \$0 | \$0 | \$0 | \$7,549,500 | \$7,549,500 | \$3,000,000 | \$0 | \$4,549,500 |
| WEBER | 13615 | STIP To Be Adv Dt: | S-0067(25)0 | OTHER | SR-67; Corridor Preservation, Weber County Future SR-67 Corridor in Weber County | | | Corridor Preservation | | | | |
| | | ST_CORR_PRES | | \$154,471 | \$1,911 | \$0 | \$0 | \$0 | \$156,382 | \$0 | \$156,382 | \$0 |
| WEBER | 16939 | STIP Will Not Adv | F-LC57(49) | OTHER | UTA Locomotive Rebuild Rebuilding of the Commuter Rail Locomotives (Location for GIS - Weber Intermodal Center) | | | UTA/Transit | | | | |
| | | CARBON_O/L | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CMAQ_PM2.5 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | LOCAL_GOV | | \$0 | \$0 | \$0 | \$0 | \$381,015 | \$381,015 | \$0 | \$0 | \$381,015 |
| | | STP_URB_O/L | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | TRANSFER2UTA | | \$0 | \$1,045,000 | \$0 | \$0 | \$0 | \$1,045,000 | \$1,045,000 | \$0 | \$0 |
| | | Total | | \$0 | \$1,045,000 | \$0 | \$0 | \$381,015 | \$1,426,015 | \$1,045,000 | \$0 | \$381,015 |
| WEBER | 18933 | Scoping Will Not Adv | S-R199(304) | OTHER | SR-97 (5600 South), Weber Co.Corridor Preservation SR-97 (5600 South), Weber Co.Corridor Preservation | | | Corridor Preservation | | | | |
| | | ST_CORR_PRES | | \$3,223,942 | \$276,058 | \$0 | \$0 | \$0 | \$3,500,000 | \$0 | \$3,500,000 | \$0 |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|------------|-------------|-------------|------------------------------------|-------------|--|---|--------------------------------|------|-----|--------------------------------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Weber County Projects | | | | | | | | | | | | |
| WEBER | 11091 | Scoping | F-R199(133) | OTHER | Will Not Adv | | | Washington Blvd & Larsen Lane | Washington Blvd. & Larsen Lane | | | Intersection Improvements |
| | | | | | STP_URB_O/L | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | ST_CONCPT_D1 | \$2,650 | \$310 | \$0 | \$0 | \$0 | \$0 | \$2,960 |
| | | | | | ST_CONT_PG | \$1,910 | \$8,816 | \$0 | \$0 | \$0 | \$0 | \$10,726 |
| | | | | | Total | \$4,561 | \$9,126 | \$0 | \$0 | \$0 | \$0 | \$13,686 |
| WEBER | 14045 | Scoping | S-LC57(34) | OTHER | Will Not Adv | | 4700 West; 5100 South to 5500 South | 4700 West; 5100 South to 5500 South | | | | Reconstruct & Widening |
| | | | | | LOCAL_MATCH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | L_PASS_MATCH | \$0 | \$207,915 | \$0 | \$0 | \$0 | \$0 | \$207,915 |
| | | | | | STP_URB_O/L | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | ST_TIF | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | ST_TIF_EXCH | \$2,075,175 | \$3,973 | \$0 | \$0 | \$0 | \$0 | \$2,079,148 |
| | | | | | Total | \$2,075,175 | \$211,888 | \$0 | \$0 | \$0 | \$0 | \$2,079,148 |
| WEBER | 14842 | Undr Const | S-LC57(38) | OTHER | Will Not Adv | | 450/400 E.; 2600 N. to Elberta, Widening, N. Ogden | 450/400 Est; 2600 North to Elberta Drive | | | | TIF - Transportation Investment Fund |
| | | | | | LOCAL_GOVT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | L_PASS_MATCH | \$0 | \$391,000 | \$0 | \$0 | \$0 | \$0 | \$391,000 |
| | | | | | STP_FLX_ST | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | STP_HIF_O/L | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | STP_URB_O/L | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | ST_TIF | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | ST_TIF_EXCH | \$3,487,388 | \$31,612 | \$0 | \$0 | \$0 | \$0 | \$3,519,000 |
| | | | | | Total | \$3,487,388 | \$422,612 | \$0 | \$0 | \$0 | \$0 | \$3,519,000 |
| WEBER | 14846 | STIP | F-LC57(43) | OTHER | Will Not Adv | | UTA Intermodal Center; Weber State University | Ice Sheet Parking, Weber State University | | | | UTA/Transit |
| | | | | | CMAQ_PM2.5 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | CMAQ_WFRC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | TFER_2_UTA | \$0 | \$1,072,616 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| | | | | | UTA_FUNDS | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | Total | \$0 | \$1,072,616 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| WEBER | 14853 | Scoping | F-LC57(40) | OTHER | To Be Adv Dt: 11/21/24 | | Bicycle and Ped Safety Enhancements, Riverdale | Riverdale Various Locations | | | | Pedestrian/Bike facility |
| | | | | | TAP_URB_WFRC | \$0 | \$69,720 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| WEBER | 15923 | STIP | F-R199(236) | OTHER | Will Not Adv | | Update Bike Cars on Frontrunner - UTA | 'This request is for new bike racks on 6 of UTA's 16 FrontRunner bike cars. | | | | Transportation Alternatives |
| | | | | | LOCAL_GOVT | \$0 | \$15,001 | \$0 | \$0 | \$0 | \$0 | \$15,001 |
| | | | | | TAP_URB_WFRC | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | | TFER_2_UTA | \$0 | \$101,899 | \$0 | \$0 | \$0 | \$0 | \$95,000 |
| | | | | | Total | \$0 | \$116,900 | \$0 | \$0 | \$0 | \$0 | \$6,899 |
| | | | | | | | | | | | | \$15,001 |



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STIP 2025-2030

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| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|-----------------------------------|--------------|-------------|---|-------|-------------|---------------------|------|------|-----------------------------|--------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Weber County Projects | | | | | | | | | | | | |
| WEBER | 16934 | STIP Will Not Adv | F-LC57(48) | OTHER | Ogden-WSU Bus Rapid Transit (BRT) - Construction | | | | | | New Capacity | |
| | | | | | Ogden/Weber State University BRT; Ogden intermodal and WSU/McKay Dee Hospital - with exclusive lanes from 30th and Harrison to the Dee Events Center. | | | | | | | |
| | | | FTASEC_5309 | \$0 | \$97,903,590 | | \$0 | \$0 | \$0 | \$0 | \$97,903,590 | \$78,322,872 |
| | | | LOCAL_INKIND | \$0 | \$4,570,000 | | \$0 | \$0 | \$0 | \$0 | \$4,570,000 | \$0 |
| | | | TFER_2_UTA | \$0 | \$5,363,081 | | \$0 | \$0 | \$0 | \$0 | \$5,363,081 | \$5,000,000 |
| | | | UTA_FUNDS | \$0 | \$4,478,513 | | \$0 | \$0 | \$0 | \$0 | \$4,478,513 | \$0 |
| | | | Total | \$0 | \$112,315,184 | | \$0 | \$0 | \$0 | \$0 | \$112,315,184 | \$83,322,872 |
| | | | | | | | | | | | | \$28,992,312 |
| WEBER | 17866 | Scoping To Be Adv Dt: 01/07/25 | F-R199(271) | OTHER | 3100 West; 4800 So to 5000 So, Sidewalk | | | | | | Safe Sidewalk | |
| | | | | | 3100 West; 4800 South to 5000 South Sidewalk, Roy | | | | | | | |
| | | | LOCAL_GOV | \$0 | \$10,453 | | \$0 | \$0 | \$0 | \$0 | \$10,453 | \$0 |
| | | | TAP_URB_O/L | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | TAP_URB_WFRC | \$134,000 | \$157,247 | | \$0 | \$0 | \$0 | \$0 | \$291,247 | \$271,530 |
| | | | Total | \$134,000 | \$167,700 | | \$0 | \$0 | \$0 | \$0 | \$301,700 | \$271,530 |
| | | | | | | | | | | | | \$30,170 |
| WEBER | 17954 | STIP To Be Adv Dt: | F-R299(352) | OTHER | Skyline Drive; 1100 W to 4300 N (Pleasant View) | | | | | | New Capacity | |
| | | | | | Skyline Drive; US-89 to 1100 West, Pleasant View City | | | | | | | |
| | | | LOCAL_GOV | \$0 | \$28,655,373 | | \$0 | \$0 | \$0 | \$0 | \$28,655,373 | \$0 |
| | | | STP_URB_O/L | \$0 | \$3,682,827 | | \$0 | \$0 | \$0 | \$0 | \$3,682,827 | \$3,433,500 |
| | | | Total | \$0 | \$32,338,200 | | \$0 | \$0 | \$0 | \$0 | \$32,338,200 | \$3,433,500 |
| | | | | | | | | | | | | \$28,904,700 |
| WEBER | 18811 | STIP To Be Adv Dt: | F-LC57(51)0 | OTHER | 5500 West; 5500 South to Davis Co Line | | | | | | Reconstruct & Widening | |
| | | | | | 5500 West; 5500 South (SR-97) to Weber/ Davis County Line | | | | | | | |
| | | | LOCAL_GOV | \$0 | \$0 | | \$490,000 | \$0 | \$0 | \$0 | \$490,000 | \$0 |
| | | | STP_URB_O/L | \$0 | \$0 | | \$1,981,100 | \$0 | \$0 | \$0 | \$1,981,100 | \$1,846,980 |
| | | | Total | \$0 | \$0 | | \$2,471,100 | \$0 | \$0 | \$0 | \$2,471,100 | \$1,846,980 |
| | | | | | | | | | | | | \$624,120 |
| WEBER | 18828 | STIP To Be Adv Dt: | F-R199(297) | OTHER | Bus Rapid Transit - Operating Subsidy | | | | | | UTA/Transit | |
| | | | | | Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital | | | | | | | |
| | | | CMAQ_WFRC | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | TRANSFER2UTA | \$0 | \$1,147,382 | | \$0 | \$0 | \$0 | \$0 | \$1,147,382 | \$1,147,382 |
| | | | Total | \$0 | \$1,147,382 | | \$0 | \$0 | \$0 | \$0 | \$1,147,382 | \$1,147,382 |
| | | | | | | | | | | | | \$0 |
| WEBER | 18829 | STIP To Be Adv Dt: | F-R199(198) | OTHER | On Route Electric Bus Charging Infrastructure | | | | | | UTA/Transit | |
| | | | | | Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital | | | | | | | |
| | | | CARBON_O/L | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | CMAQ_WFRC | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | TRANSFER2UTA | \$0 | \$1,398,450 | | \$0 | \$0 | \$0 | \$0 | \$1,398,450 | \$1,398,450 |
| | | | Total | \$0 | \$1,398,450 | | \$0 | \$0 | \$0 | \$0 | \$1,398,450 | \$1,398,450 |
| | | | | | | | | | | | | \$0 |
| WEBER | 18830 | Scoping Will Not Adv | F-LC57(52) | OTHER | Ogden City Bike Share Expansion | | | | | | Transportation Alternatives | |
| | | | | | Ogden City Green Bike Expansion Various Locations around Downtown | | | | | | | |
| | | | CMAQ_WFRC | \$60,000 | \$375,200 | | \$0 | \$0 | \$0 | \$0 | \$435,200 | \$405,737 |
| | | | | | | | | | | | | \$29,463 |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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epm345_stip_report (Rev 2179)

| Region | PIN | Status | Project No. | Rt. Beg Len | PIN Description / Project Location | | | Concept Description | | | | |
|------------------------------|-------|--------------------------------|------------------|-------------|------------------------------------|-------------|------|---|------------------------------|-------------|-------------|-------------|
| | | | | | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total |
| Weber County Projects | | | | | | | | | | | | |
| WEBER | 20305 | STIP <i>To Be Adv Dt:</i> | F-R199(347) | OTHER | | | | 1800 South; 2050 West to 1900 West, West Haven | Intersection Modification | | | |
| | | | | | | | | Realign 1800 South at 2050 West to 1900 West eliminating the offset intersection | | | | |
| | | LOCAL_GOV'T | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$769,592 | \$769,592 | \$0 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$1,187,708 | \$1,187,708 | \$1,107,300 |
| | | Total | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$1,957,300 | \$1,957,300 | \$1,107,300 |
| | | | | | | | | | | | | |
| WEBER | 20308 | Scoping <i>Will Not Adv</i> | F-R199(349) | OTHER | | | | ROW; 400 N Bridge/ N Str Expansion & Rail Facility | Corridor Preservation | | | |
| | | | | | | | | Right of Way for the 400 North Bridge/ North Street Expansion and Commuter Rail Station/ Maintenance Facility | | | | |
| | | LOCAL_GOV'T | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | L_PASS_MATCH | | \$200,000 | \$0 | | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 |
| | | STP_COVID_O/L | | \$1,500,000 | \$0 | | \$0 | \$0 | \$0 | \$1,500,000 | \$1,500,000 | \$0 |
| | | STP_URB_O/L | | \$0 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | | \$1,700,000 | \$0 | | \$0 | \$0 | \$0 | \$1,700,000 | \$1,700,000 | \$0 |
| | | | | | | | | | | | | |
| WEBER | 20334 | STIP <i>To Be Adv Dt:</i> | F-R199(353) | OTHER | | | | 1500 North Sidewalk - Safe Route to School | Pedestrian/Bike facility | | | |
| | | | | | | | | 1500 North Sidewalk; 4825 WEst to 4920 West, Plain City | | | | |
| | | LOCAL_GOV'T | | \$0 | \$18,235 | | \$0 | \$0 | \$0 | \$18,235 | \$0 | \$0 |
| | | STP_URB_O/L | | \$0 | \$110,265 | | \$0 | \$0 | \$0 | \$110,265 | \$102,800 | \$0 |
| | | Total | | \$0 | \$128,500 | | \$0 | \$0 | \$0 | \$128,500 | \$102,800 | \$0 |
| | | | | | | | | | | | | |
| WEBER | 21236 | STIP <i>To Be Adv Dt:</i> | F-R199(378)0 | OTHER | | | | Roy City Bldg. Electric Vehicle Charging Stations | Other - Enhancement Project | | | |
| | | | | | | | | Roy Municipal Bldg. Electric Vehicle Charging Stations; 5051 South 1900 West | | | | |
| | | CARBON_O/L | | \$0 | \$100,500 | | \$0 | \$0 | \$0 | \$100,500 | \$93,696 | \$0 |
| | | | | | | | | | | | | |
| WEBER | 19564 | STIP <i>To Be Adv Dt:</i> | UT-FLAP-WEB(10)1 | FLHP | \$0 | \$7,900,000 | | Causey Reservoir Access - UT FLAP WEB 10(1) | Federal Lands Access Program | | | |
| | | | | | | | | Causey Reservoir Access - Roadway Rehabilitation & Roadway Widening | | | | |
| | | | | | | | | | | | | |
| WEBER | 18802 | STIP <i>To Be Adv Dt:</i> | F-LC57(50)0 | LOCAL_GOV'T | \$0 | \$4,785,477 | | UTA - On-Board Technology System | UTA/Transit | | | |
| | | | | STP_URB_O/L | \$0 | \$214,523 | | UTA Transit Authority Frontlines Head Quarters, 669 West 200 South, Salt Lake City, Utah | | | | |
| | | | | Total | \$0 | \$5,000,000 | | \$0 | \$0 | \$4,785,477 | \$0 | \$0 |
| | | | | | | | | | | | | |

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|--------------|--------------|------|------|------|-----|--------------|--------------|--------------|-----------|
| County Programs | | | | | | | | | | | | | |
| 1 | 16615 | REGION ONE; TRANSPORTATION SOLUTIONS PROGRAM | EM_RPS6@93.2 | \$48,792 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48,792 | \$45,489 | \$3,303 | \$0 |
| | | | HSIP | \$2,814,416 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,814,416 | \$2,623,880 | \$190,536 | \$0 |
| | | | LOCAL_GOV'T | \$0 | \$125,000 | \$0 | \$0 | \$0 | \$0 | \$125,000 | \$0 | \$0 | \$125,000 |
| | | | L_BETTERMENT | \$0 | \$308,531 | \$0 | \$0 | \$0 | \$0 | \$308,531 | \$0 | \$0 | \$308,531 |
| | | | NHPP_BR | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$139,845 | \$10,155 | \$0 |
| | | | NHPP_IM | \$1,423,480 | \$1,173,480 | \$0 | \$0 | \$0 | \$0 | \$2,596,960 | \$2,445,817 | \$151,143 | \$0 |
| | | | NHPP_NHS | \$5,062 | \$9,255,620 | \$0 | \$0 | \$0 | \$0 | \$9,260,682 | \$8,633,734 | \$626,948 | \$0 |
| | | | OTHER_STATE | \$767 | \$49,233 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 | \$0 |
| | | | STP_FLX_ST | \$29,667,962 | \$10,533,905 | \$0 | \$0 | \$0 | \$0 | \$40,201,867 | \$37,480,201 | \$2,721,666 | \$0 |
| | | | STP_RURAL | \$0 | \$28,573 | \$0 | \$0 | \$0 | \$0 | \$28,573 | \$26,639 | \$1,934 | \$0 |
| | | | STP_UB_O/L_U | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$279,690 | \$20,310 | \$0 |
| | | | ST_APPROP | \$0 | \$3,163 | \$0 | \$0 | \$0 | \$0 | \$3,163 | \$0 | \$3,163 | \$0 |
| | | | ST_PVMT | \$0 | \$234,476 | \$0 | \$0 | \$0 | \$0 | \$234,476 | \$0 | \$234,476 | \$0 |
| | | | ST_PVMT_LV2 | \$54,603 | \$2,910,964 | \$0 | \$0 | \$0 | \$0 | \$2,965,567 | \$0 | \$2,965,567 | \$0 |
| | | | ST_SIGNALS | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 | \$0 | \$450,000 | \$0 |
| | | | ST_TIF | \$549,199 | \$2,150,717 | \$0 | \$0 | \$0 | \$0 | \$2,699,916 | \$0 | \$2,699,916 | \$0 |
| | | | ST_TRANS_SOL | \$1,693,478 | \$15,273,519 | \$0 | \$0 | \$0 | \$0 | \$16,966,998 | \$0 | \$16,966,998 | \$0 |
| | | | Total | \$36,707,760 | \$42,497,181 | \$0 | \$0 | \$0 | \$0 | \$79,204,941 | \$51,675,294 | \$27,096,116 | \$433,531 |
| 1 | 19033 | CMPO FEDERAL FUNDS EXCHANGE PROGRAM | ST_TIF | \$0 | \$3,162,337 | \$0 | \$0 | \$0 | \$0 | \$3,162,337 | \$0 | \$3,162,337 | \$0 |
| | | | ST_TIFEX_CPO | \$12,074,542 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,074,542 | \$0 | \$12,074,542 | \$0 |
| | | | Total | \$12,074,542 | \$3,162,337 | \$0 | \$0 | \$0 | \$0 | \$15,236,880 | \$0 | \$15,236,880 | \$0 |

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|---|--------------|--------------|--------------|-----------|-----------|------|-----|---------------|--------------|--------------|--------------|
| County Programs | | | | | | | | | | | | | |
| 2 | 16616 | REGION TWO; TRANSPORTATION SOLUTIONS PROGRAM | LOCAL_GOV'T | \$10,998,475 | \$512,471 | \$0 | \$0 | \$0 | \$0 | \$11,510,946 | \$0 | \$0 | \$11,510,946 |
| | | | L_BETTERMENT | \$501,827 | \$283,789 | \$0 | \$0 | \$0 | \$0 | \$785,617 | \$0 | \$0 | \$785,617 |
| | | | NHPP_IM | \$2,835,225 | \$6,309,808 | \$0 | \$0 | \$0 | \$0 | \$9,145,033 | \$8,612,792 | \$532,241 | \$0 |
| | | | NHPP_NHS | \$7,658,273 | \$2,379,600 | \$0 | \$0 | \$0 | \$0 | \$10,037,873 | \$9,358,309 | \$679,564 | \$0 |
| | | | PROTECT_FLEX | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$1,200,000 | \$300,000 | \$0 |
| | | | STP_FLX_ST | \$46,969,329 | \$11,126,577 | \$0 | \$0 | \$0 | \$0 | \$58,095,905 | \$54,162,812 | \$3,750,468 | \$182,625 |
| | | | STP_HIF_ST | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$1,864,600 | \$135,400 | \$0 |
| | | | STP_SU_JHC | \$1,608,925 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,608,925 | \$1,500,000 | \$0 | \$108,924 |
| | | | STP_URB_SL | \$1,072,616 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,072,616 | \$1,000,000 | \$72,616 | \$0 |
| | | | STP_URB_SL_U | \$2,303,175 | \$1,160 | \$0 | \$0 | \$0 | \$0 | \$2,304,334 | \$2,148,331 | \$156,003 | \$0 |
| | | | ST_APPROP | \$666 | \$0 | \$0 | \$0 | \$0 | \$0 | \$666 | \$0 | \$666 | \$0 |
| | | | ST_BARRIER | \$0 | \$92,326 | \$0 | \$0 | \$0 | \$0 | \$92,326 | \$0 | \$92,326 | \$0 |
| | | | ST_CONCPT_D2 | \$62,796 | \$23,867 | \$0 | \$0 | \$0 | \$0 | \$86,663 | \$0 | \$86,663 | \$0 |
| | | | ST_ITS | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$225,000 | \$0 | \$225,000 | \$0 |
| | | | ST_PVMT | \$0 | \$27,378 | \$0 | \$0 | \$0 | \$0 | \$27,378 | \$0 | \$27,378 | \$0 |
| | | | ST_PVMT_LV2 | \$200,724 | \$5,178,272 | \$0 | \$0 | \$0 | \$0 | \$5,378,996 | \$0 | \$5,378,996 | \$0 |
| | | | ST_RET_ROW | \$1,022,668 | \$733,137 | \$0 | \$0 | \$0 | \$0 | \$1,755,805 | \$0 | \$1,755,805 | \$0 |
| | | | ST_SPOT_SFTY | \$0 | \$34,031 | \$0 | \$0 | \$0 | \$0 | \$34,031 | \$0 | \$34,031 | \$0 |
| | | | ST_TRANS_SOL | \$5,319,328 | \$6,948,344 | \$0 | \$0 | \$0 | \$0 | \$12,267,672 | \$0 | \$12,267,672 | \$0 |
| | | | Total | \$84,279,026 | \$33,650,759 | \$0 | \$0 | \$0 | \$0 | \$117,929,785 | \$79,846,844 | \$25,494,828 | \$12,588,112 |
| 2 | 18351 | GREEN BIKE/BIKE SHARE PROGRAM - SALT LAKE | CMAQ_WFRC_1 | \$613,790 | \$1,024,530 | \$400,000 | \$400,000 | \$0 | \$0 | \$2,438,320 | \$2,438,320 | \$0 | \$0 |
| | | | L_PASS_MATCH | \$0 | \$131,748 | \$29,046 | \$29,046 | \$0 | \$0 | \$189,840 | \$0 | \$0 | \$189,840 |
| | | | ST_PVMT_LV2 | \$320 | \$0 | \$0 | \$0 | \$0 | \$0 | \$320 | \$0 | \$320 | \$0 |
| | | | TAP_UR_WFRC1 | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | \$0 | \$0 |
| | | | Total | \$614,110 | \$1,356,278 | \$429,046 | \$429,046 | \$0 | \$0 | \$2,828,480 | \$2,638,320 | \$320 | \$189,840 |
| 3 | 15480 | MOUNTAINLAND ASSOC. OF GOVERNMENTS EXCHANGE PROGRAM | ST_PVMT_LV2 | \$6,232,338 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,232,338 | \$0 | \$6,232,338 | \$0 |
| | | | ST_TIF | \$2,753,448 | \$18,832,207 | \$0 | \$0 | \$0 | \$0 | \$21,585,655 | \$0 | \$21,585,655 | \$0 |
| | | | Total | \$8,985,786 | \$18,832,207 | \$0 | \$0 | \$0 | \$0 | \$27,817,993 | \$0 | \$27,817,993 | \$0 |

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Statewide Transportation Improvement Program

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epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|--------------|-------------|------|------|------|-----|--------------|-------------|--------------|-------|
| County Programs | | | | | | | | | | | | | |
| 9 | 15046 | ATMS ASSET MANAGEMENT (LIFE CYCLE REPLACEMENT) | ST_APPROP | \$8,272 | \$3,419 | \$0 | \$0 | \$0 | \$0 | \$11,691 | \$0 | \$11,691 | \$0 |
| | | | ST_ATMS | \$1,668,739 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,668,739 | \$0 | \$1,668,739 | \$0 |
| | | | ST_ATMS_AM | \$84,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$84,000 | \$0 | \$84,000 | \$0 |
| | | | ST_CONT_R1 | \$18,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,900 | \$0 | \$18,900 | \$0 |
| | | | ST_CONT_R2 | \$69,300 | \$0 | \$0 | \$0 | \$0 | \$0 | \$69,300 | \$0 | \$69,300 | \$0 |
| | | | ST_EXPRESS | \$870,869 | \$939,131 | \$0 | \$0 | \$0 | \$0 | \$1,810,000 | \$0 | \$1,810,000 | \$0 |
| | | | ST_TIF | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 | \$0 |
| | | | ST_TRANS_SOL | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$4,000,000 | \$0 |
| | | | Total | \$2,720,080 | \$5,142,551 | \$0 | \$0 | \$0 | \$0 | \$7,862,631 | \$0 | \$7,862,631 | \$0 |
| 9 | 17583 | CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2020 | FA_ATCMTD | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$3,000,000 | \$0 | \$0 |
| | | | ST_APPROP | \$67,974 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,974 | \$0 | \$67,974 | \$0 |
| | | | ST_ATMS | \$1,198,306 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,198,306 | \$0 | \$1,198,306 | \$0 |
| | | | ST_CAV | \$1,533,186 | \$567,814 | \$0 | \$0 | \$0 | \$0 | \$2,101,000 | \$0 | \$2,101,000 | \$0 |
| | | | ST_CONT_R3 | \$47,271 | \$2,729 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 | \$0 |
| | | | ST_PVMT | \$5,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,300,000 | \$0 | \$5,300,000 | \$0 |
| | | | ST_PVMT_LV2 | \$2,700,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,700,000 | \$0 | \$2,700,000 | \$0 |
| | | | ST_TRANS_SOL | \$5,067,460 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,067,460 | \$0 | \$5,067,460 | \$0 |
| | | | Total | \$18,914,196 | \$570,543 | \$0 | \$0 | \$0 | \$0 | \$19,484,739 | \$3,000,000 | \$16,484,739 | \$0 |
| 9 | 17872 | STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2020 | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 9 | 17873 | FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020 | ST_ATMS | \$420,326 | \$6,379 | \$0 | \$0 | \$0 | \$0 | \$426,705 | \$0 | \$426,705 | \$0 |
| | | | ST_ATMS_AM | \$222,034 | \$252,966 | \$0 | \$0 | \$0 | \$0 | \$475,000 | \$0 | \$475,000 | \$0 |
| | | | ST_FWY_OPS | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| | | | Total | \$742,360 | \$259,345 | \$0 | \$0 | \$0 | \$0 | \$1,001,705 | \$0 | \$1,001,705 | \$0 |
| 9 | 17874 | ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2020 | ST_ATMS | \$0 | \$6,764 | \$0 | \$0 | \$0 | \$0 | \$6,764 | \$0 | \$6,764 | \$0 |
| | | | ST_ATMS_AM | \$97,762 | \$115 | \$0 | \$0 | \$0 | \$0 | \$97,877 | \$0 | \$97,877 | \$0 |
| | | | Total | \$97,762 | \$6,879 | \$0 | \$0 | \$0 | \$0 | \$104,641 | \$0 | \$104,641 | \$0 |

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| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|-------------|-------------|------|------|------|-----|--------------|-------------|-------------|-----------|
| County Programs | | | | | | | | | | | | | |
| 9 | 18642 | CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2021 | FA_ATCMTD | \$5,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,450,000 | \$5,450,000 | \$0 | \$0 |
| | | | FA_MISC_100% | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | \$0 | \$0 |
| | | | LOCAL_INKIND | \$0 | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 | \$0 | \$0 | \$950,000 |
| | | | ST_ATMS_AM | \$203,540 | \$46,460 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 | \$0 |
| | | | ST_CAV | \$899,933 | \$393,982 | \$0 | \$0 | \$0 | \$0 | \$1,293,915 | \$0 | \$1,293,915 | \$0 |
| | | | ST_TRANS_SOL | \$148,802 | \$4,351,198 | \$0 | \$0 | \$0 | \$0 | \$4,500,000 | \$0 | \$4,500,000 | \$0 |
| | | | Total | \$6,902,275 | \$5,741,640 | \$0 | \$0 | \$0 | \$0 | \$12,643,915 | \$5,650,000 | \$6,043,915 | \$950,000 |
| 9 | 18643 | STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2021 | ST_SIGNL_M&O | \$5,161,225 | \$972,242 | \$0 | \$0 | \$0 | \$0 | \$6,133,467 | \$0 | \$6,133,467 | \$0 |
| | | | Total | \$5,161,225 | \$972,242 | \$0 | \$0 | \$0 | \$0 | \$6,133,467 | \$0 | \$6,133,467 | \$0 |
| 9 | 18644 | FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021 | ST_FWY_OPS | \$499,458 | \$216,868 | \$0 | \$0 | \$0 | \$0 | \$716,327 | \$0 | \$716,327 | \$0 |
| | | | ST_TRANS_SOL | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 | \$0 | \$6,000 | \$0 |
| | | | Total | \$505,458 | \$216,868 | \$0 | \$0 | \$0 | \$0 | \$722,327 | \$0 | \$722,327 | \$0 |
| 9 | 18645 | ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2021 | ST_ATMS_AM | \$297,071 | \$151,318 | \$0 | \$0 | \$0 | \$0 | \$448,389 | \$0 | \$448,389 | \$0 |
| | | | ST_ITS | \$1,141,951 | \$42,094 | \$0 | \$0 | \$0 | \$0 | \$1,184,045 | \$0 | \$1,184,045 | \$0 |
| | | | ST_PVMT_LV2 | \$3,136,566 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,136,566 | \$0 | \$3,136,566 | \$0 |
| | | | ST_TRANS_SOL | \$110,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$110,000 | \$0 | \$110,000 | \$0 |
| | | | Total | \$4,685,588 | \$193,412 | \$0 | \$0 | \$0 | \$0 | \$4,879,000 | \$0 | \$4,879,000 | \$0 |
| 9 | 18646 | CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2022 | | | | | | | | | | | |
| 9 | 18647 | STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2022 | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 9 | 18648 | FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022 | ST_FWY_OPS | \$1,325,180 | \$539,457 | \$0 | \$0 | \$0 | \$0 | \$1,864,637 | \$0 | \$1,864,637 | \$0 |
| 9 | 18649 | ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2022 | LOCAL_GOV | \$0 | \$53,882 | \$0 | \$0 | \$0 | \$0 | \$53,882 | \$0 | \$0 | \$53,882 |
| | | | ST_ATMS | \$234 | \$0 | \$0 | \$0 | \$0 | \$0 | \$234 | \$0 | \$234 | \$0 |
| | | | ST_ATMS_AM | \$264,913 | \$385,087 | \$0 | \$0 | \$0 | \$0 | \$650,000 | \$0 | \$650,000 | \$0 |
| | | | ST_ITS | \$4,690,159 | \$46,912 | \$0 | \$0 | \$0 | \$0 | \$4,737,071 | \$0 | \$4,737,071 | \$0 |
| | | | Total | \$4,955,306 | \$485,881 | \$0 | \$0 | \$0 | \$0 | \$5,441,187 | \$0 | \$5,387,305 | \$53,882 |

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

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DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|--|-------|--|--------------|-------|------|------|------|------|-----|--------------|----------|-------------|--------------|
| County Programs | | | | | | | | | | | | | |
| 9 | 20816 | STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2026 | | | | | | | | | | | |
| 9 | 20817 | FREEWAY OPS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026 | | | | | | | | | | | |
| 9 | 20828 | ITS DEPLOYMENT & MAINTENANCE PROGRAM - FY 2026 | | | | | | | | | | | |
| B 14862 STATEWIDE SAFETY EDUCATION AND ENFORCEMENT PROGRAM | | | | | | | | | | | | | |
| LOCAL_GOV | | \$0 | \$50,000 | | \$0 | | \$0 | | \$0 | \$50,000 | | \$0 | \$0 |
| OTHER_STATE | | \$0 | \$24,348 | | \$0 | | \$0 | | \$0 | \$24,348 | | \$0 | \$24,348 |
| ST_ADA_RAMPS | | \$23,671 | \$0 | | \$0 | | \$0 | | \$0 | \$23,671 | | \$0 | \$23,671 |
| ST_CONT_R2 | | \$20,000 | \$50,000 | | \$0 | | \$0 | | \$0 | \$70,000 | | \$0 | \$70,000 |
| ST_ITS | | \$0 | \$50,000 | | \$0 | | \$0 | | \$0 | \$50,000 | | \$0 | \$50,000 |
| ST_PVMT | | \$0 | \$1,098 | | \$0 | | \$0 | | \$0 | \$1,098 | | \$0 | \$1,098 |
| ST_SIGNALS | | \$31,675 | \$29,732 | | \$0 | | \$0 | | \$0 | \$61,406 | | \$0 | \$61,406 |
| ST_SPOT_SFTY | | \$60,166 | \$0 | | \$0 | | \$0 | | \$0 | \$60,166 | | \$0 | \$60,166 |
| ST_T&S_FUND | | \$2,858,146 | \$13,806,272 | | \$0 | | \$0 | | \$0 | \$16,664,418 | | \$0 | \$16,664,418 |
| Total | | \$2,993,657 | \$14,011,450 | | \$0 | | \$0 | | \$0 | \$17,005,107 | | \$0 | \$16,955,107 |
| P 15995 PLANNING | | | | | | | | | | | | | |
| SPR_P_100% | | \$0 | \$5,792 | | \$0 | | \$0 | | \$0 | \$5,792 | | \$5,792 | \$0 |
| Total | | \$0 | \$5,792 | | \$0 | | \$0 | | \$0 | \$5,792 | | \$5,792 | \$0 |
| P 18683 STATEWIDE CORRIDOR STUDIES | | | | | | | | | | | | | |
| LOCAL_CMPO | | \$30,000 | \$0 | | \$0 | | \$0 | | \$0 | \$30,000 | | \$0 | \$0 |
| LOCAL_GOV | | \$138,799 | \$186,389 | | \$0 | | \$0 | | \$0 | \$325,188 | | \$0 | \$325,188 |
| OTHER | | \$75,000 | \$0 | | \$0 | | \$0 | | \$0 | \$75,000 | | \$0 | \$75,000 |
| STP_SU_DMPO | | \$30,000 | \$0 | | \$0 | | \$0 | | \$0 | \$30,000 | \$27,969 | \$2,031 | \$0 |
| ST_CONT_R1 | | \$40,000 | \$30,000 | | \$0 | | \$0 | | \$0 | \$70,000 | | \$0 | \$70,000 |
| ST_CONT_R3 | | \$59,407 | \$65,593 | | \$0 | | \$0 | | \$0 | \$125,000 | | \$0 | \$125,000 |
| ST_CONT_R4 | | \$81,911 | \$3,089 | | \$0 | | \$0 | | \$0 | \$85,000 | | \$0 | \$85,000 |
| ST_EMERGING | | \$90,000 | \$89,545 | | \$0 | | \$0 | | \$0 | \$179,545 | | \$0 | \$179,545 |
| ST_STUDIES | | \$852,279 | \$940,805 | | \$0 | | \$0 | | \$0 | \$1,793,084 | | \$0 | \$1,793,084 |
| Total | | \$1,397,396 | \$1,315,421 | | \$0 | | \$0 | | \$0 | \$2,712,817 | \$27,969 | \$2,254,660 | \$430,188 |

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Statewide Transportation Improvement Program

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epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|-------------|------|------|------|------|-------------|--------------|--------------|-------------|-------|
| County Programs | | | | | | | | | | | | | |
| S | 9369 | BRIDGE INSPECTION PROGRAM | | | | | | | | | | | |
| | | BR_ON/OFF | \$0 | \$531 | \$0 | \$0 | \$0 | \$0 | \$0 | \$531 | \$425 | \$106 | \$0 |
| | | NHPP_BR | \$0 | \$208 | \$0 | \$0 | \$0 | \$0 | \$0 | \$208 | \$194 | \$14 | \$0 |
| | | STP_BR | \$0 | \$1,245,607 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,245,607 | \$1,161,279 | \$84,328 | \$0 |
| | | STP_BRIDGE | \$12,570,000 | \$37,770 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$15,007,770 | \$13,991,744 | \$1,016,026 | \$0 |
| | | ST_BRIDGE | \$0 | \$4,926 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,926 | \$0 | \$4,926 | \$0 |
| | | Total | \$12,570,000 | \$1,289,042 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$16,259,042 | \$15,153,642 | \$1,105,400 | \$0 |
| S | 9615 | LOAD RATING PROGRAM | | | | | | | | | | | |
| | | NHPP_BR | \$1,686,946 | \$65,455 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,752,400 | \$1,633,763 | \$118,638 | \$0 |
| | | STP_BR | \$546,393 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$546,393 | \$509,403 | \$36,991 | \$0 |
| | | STP_BRIDGE | \$1,500,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$2,350,000 | \$2,190,905 | \$159,095 | \$0 |
| | | ST_BRIDGE | \$30,000 | \$12,338 | \$0 | \$0 | \$0 | \$0 | \$0 | \$42,338 | \$0 | \$42,338 | \$0 |
| | | Total | \$3,763,339 | \$327,793 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$4,691,132 | \$4,334,070 | \$357,062 | \$0 |
| S | 9616 | BRIDGE SCOUR INSPECTION PROGRAM | | | | | | | | | | | |
| | | ST_BRIDGE | \$0 | \$56,129 | \$0 | \$0 | \$0 | \$0 | \$0 | \$56,129 | \$0 | \$56,129 | \$0 |
| | | Total | \$0 | \$56,129 | \$0 | \$0 | \$0 | \$0 | \$0 | \$56,129 | \$0 | \$56,129 | \$0 |
| S | 10948 | STATEWIDE SIGNALS MAINTENANCE & OPERATION | | | | | | | | | | | |
| | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 12135 | 2016 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM | | | | | | | | | | | |
| | | ST_CONCPT_D1 | \$18,898 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,898 | \$0 | \$18,898 | \$0 |
| | | Total | \$18,898 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,898 | \$0 | \$18,898 | \$0 |
| S | 12136 | 2017 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM | | | | | | | | | | | |
| | | NHS | \$420,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$420,000 | \$391,566 | \$28,434 | \$0 |
| | | ST_CONCPT_D3 | \$4,433 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,433 | \$0 | \$4,433 | \$0 |
| | | Total | \$424,433 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$424,433 | \$391,566 | \$32,867 | \$0 |
| S | 12138 | 2016 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM | | | | | | | | | | | |
| | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 12139 | 2017 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM | | | | | | | | | | | |
| | | ST_BRIDGE | \$430,277 | \$20,223 | \$0 | \$0 | \$0 | \$0 | \$0 | \$450,500 | \$0 | \$450,500 | \$0 |
| | | Total | \$430,277 | \$20,223 | \$0 | \$0 | \$0 | \$0 | \$0 | \$450,500 | \$0 | \$450,500 | \$0 |

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| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|--------------|--------------|------|------|------|-----|--------------|--------------|--------------|-------------|
| County Programs | | | | | | | | | | | | | |
| S | 12781 | UNOBLIGATED TIF/CHNF FUNDS PROGRAM | ST_CHF | \$0 | \$415,696 | \$0 | \$0 | \$0 | \$0 | \$415,696 | \$0 | \$415,696 | \$0 |
| | | | ST_CHF_TIF | \$0 | \$7,364,337 | \$0 | \$0 | \$0 | \$0 | \$7,364,337 | \$0 | \$7,364,337 | \$0 |
| | | | ST_GF_CHN | \$0 | \$4,223,715 | \$0 | \$0 | \$0 | \$0 | \$4,223,715 | \$0 | \$4,223,715 | \$0 |
| | | | ST_GF_HB173 | \$0 | \$67,231 | \$0 | \$0 | \$0 | \$0 | \$67,231 | \$0 | \$67,231 | \$0 |
| | | | ST_QTR_QTR | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | ST_SB215 | \$0 | \$635,702 | \$0 | \$0 | \$0 | \$0 | \$635,702 | \$0 | \$635,702 | \$0 |
| | | | ST_TIF | \$0 | \$20,322,215 | \$0 | \$0 | \$0 | \$0 | \$20,322,215 | \$0 | \$20,322,215 | \$0 |
| | | | ST_TIFEX_MAG | \$0 | \$847,086 | \$0 | \$0 | \$0 | \$0 | \$847,086 | \$0 | \$847,086 | \$0 |
| | | | ST_TIF_EXCH | \$0 | \$7,063 | \$0 | \$0 | \$0 | \$0 | \$7,063 | \$0 | \$7,063 | \$0 |
| | | | ST_TIF_HB377 | \$0 | \$962,441 | \$0 | \$0 | \$0 | \$0 | \$962,441 | \$0 | \$962,441 | \$0 |
| | | | ST_TIF_HB433 | \$0 | \$409,723 | \$0 | \$0 | \$0 | \$0 | \$409,723 | \$0 | \$409,723 | \$0 |
| | | | ST_TIF_SB229 | \$0 | \$1,523,513 | \$0 | \$0 | \$0 | \$0 | \$1,523,513 | \$0 | \$1,523,513 | \$0 |
| | | | ST_TTIF | \$0 | \$179,888 | \$0 | \$0 | \$0 | \$0 | \$179,888 | \$0 | \$179,888 | \$0 |
| | | | Total | \$0 | \$36,958,610 | \$0 | \$0 | \$0 | \$0 | \$36,958,610 | \$0 | \$36,958,610 | \$0 |
| S | 12957 | 2018 PAVEMENT REHABILITATION (PURPLE BOOK) PROGRAM | HSIP | \$2,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,300,000 | \$2,144,290 | \$155,710 | \$0 |
| | | | L_BETTERMENT | \$2,092,997 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,092,997 | \$0 | \$0 | \$2,092,997 |
| | | | NHPP_IM | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | NHPP_NHS | \$9,161,613 | \$499,000 | \$0 | \$0 | \$0 | \$0 | \$9,660,613 | \$9,006,589 | \$654,023 | \$0 |
| | | | STP_FLX_ST | \$25,356 | \$367,881 | \$0 | \$0 | \$0 | \$0 | \$393,237 | \$366,615 | \$26,622 | \$0 |
| | | | STP_UB_P/O_U | \$12,331,409 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,331,409 | \$11,496,573 | \$834,836 | \$0 |
| | | | ST_CONCPT_D3 | \$6,516 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,516 | \$0 | \$6,516 | \$0 |
| | | | ST_PVMT_LV2 | \$3,378 | \$36,622 | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$40,000 | \$0 |
| | | | Total | \$25,921,269 | \$903,502 | \$0 | \$0 | \$0 | \$0 | \$26,824,771 | \$23,014,067 | \$1,717,708 | \$2,092,997 |
| S | 12958 | 2018 STATEWIDE BRIDGE PREVENTIVE MAINTENANCE PROGRAM | ST_BRIDGE | \$15,847 | \$134,153 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 | \$0 |
| | | | Total | \$15,847 | \$134,153 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 | \$0 |

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| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|---|--------------|-------------|--------------|------|------|------|-----|--------------|-------------|--------------|--------------|
| County Programs | | | | | | | | | | | | | |
| S | 13311 | TRANSPORTATION ALTERNATIVE PROGRAM (TAP) | LOCAL_GOV'T | \$1,467,935 | \$712,790 | \$0 | \$0 | \$0 | \$0 | \$2,180,725 | \$0 | \$0 | \$2,180,725 |
| | | | L_PASS_MATCH | \$0 | \$8,812,232 | \$0 | \$0 | \$0 | \$0 | \$8,812,232 | \$0 | \$0 | \$8,812,232 |
| | | | ST_CONT_R1 | \$0 | \$12,828 | \$0 | \$0 | \$0 | \$0 | \$12,828 | \$0 | \$12,828 | \$0 |
| | | | ST_CONT_R3 | \$0 | \$37,000 | \$0 | \$0 | \$0 | \$0 | \$37,000 | \$0 | \$37,000 | \$0 |
| | | | ST_CONT_R4 | \$114,540 | \$0 | \$0 | \$0 | \$0 | \$0 | \$114,540 | \$0 | \$114,540 | \$0 |
| | | | ST_PVMT | \$3,991,580 | \$1,824,402 | \$0 | \$0 | \$0 | \$0 | \$5,815,982 | \$0 | \$5,815,982 | \$0 |
| | | | ST_PVMT_LV2 | \$310 | \$1,499,690 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 | \$0 | \$1,500,000 | \$0 |
| | | | ST_TIF | \$280,145 | \$354,855 | \$0 | \$0 | \$0 | \$0 | \$635,000 | \$0 | \$635,000 | \$0 |
| | | | ST_TRANS_SOL | \$467,935 | \$1,499,600 | \$0 | \$0 | \$0 | \$0 | \$1,967,535 | \$0 | \$1,967,535 | \$0 |
| | | | TAP_FLEX | \$175,000 | \$1,288,117 | \$0 | \$0 | \$0 | \$0 | \$1,463,117 | \$1,364,064 | \$87,206 | \$11,848 |
| | | | Total | \$6,497,444 | \$16,041,514 | \$0 | \$0 | \$0 | \$0 | \$22,538,959 | \$1,364,064 | \$10,170,090 | \$11,004,805 |
| S | 13716 | 2016 ASSET MANAGEMENT PROGRAM | ST_CONCPT_D1 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$15,000 | \$0 |
| | | | Total | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$15,000 | \$0 |
| S | 13717 | 2017 ASSET MANAGEMENT PROGRAM | STP_BRIDGE | \$1,100,000 | \$159,689 | \$0 | \$0 | \$0 | \$0 | \$1,259,689 | \$1,174,408 | \$85,281 | \$0 |
| | | | STP_FLX_ST | \$1,633,868 | \$156,055 | \$0 | \$0 | \$0 | \$0 | \$1,789,923 | \$1,668,745 | \$121,178 | \$0 |
| | | | ST_CODE_ONE | \$71 | \$14,929 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$15,000 | \$0 |
| | | | ST_TRANS_SOL | \$0 | \$2,004 | \$0 | \$0 | \$0 | \$0 | \$2,004 | \$0 | \$2,004 | \$0 |
| | | | Total | \$2,733,939 | \$332,677 | \$0 | \$0 | \$0 | \$0 | \$3,066,616 | \$2,843,153 | \$223,463 | \$0 |
| S | 13771 | 2018 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM | ST_PVMT_LV2 | \$5,103,187 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$5,113,187 | \$0 | \$5,113,187 | \$0 |
| | | | Total | \$5,103,187 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$5,113,187 | \$0 | \$5,113,187 | \$0 |
| S | 13952 | 2019 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 13953 | 2019 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 14314 | 2019 LOW VOLUME REHABILITATION (PURPLE BOOK) PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 14350 | 2018 BRIDGE MAINTENANCE PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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|------------------------|-------|---|-------------|--------------|-------------|------|------|------|-----|--------------|--------------|-------------|-------|
| County Programs | | | | | | | | | | | | | |
| S | 14351 | 2019 BRIDGE MAINTENANCE PROGRAM | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 15195 | 2020 HIGH VOLUME PAVEMENT PRESERVATION (OB) PROGRAM | NHPP_IM | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | NHPP_NHS | \$0 | \$1 | \$0 | \$0 | \$0 | \$0 | \$1 | \$1 | \$0 | \$0 |
| | | | ST_PVMT | \$27,127 | \$2,873 | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$30,000 | \$0 |
| | | | Total | \$27,127 | \$2,874 | \$0 | \$0 | \$0 | \$0 | \$30,001 | \$1 | \$30,000 | \$0 |
| S | 15196 | 2020 HIGH VOLUME PAVEMENT REHABILITATION (PB) PROGRAM | HSIP | \$2,844,274 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,844,274 | \$2,651,717 | \$192,557 | \$0 |
| | | | HSIP_100% | \$1,159,493 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,159,493 | \$1,159,493 | \$0 | \$0 |
| | | | NHPP_IM | \$8,404,797 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,404,797 | \$7,915,638 | \$489,159 | \$0 |
| | | | STP_FLX_ST | \$2,396,772 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,396,772 | \$2,234,510 | \$162,261 | \$0 |
| | | | STP_HIF_ST | \$12,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,000,000 | \$11,187,600 | \$812,400 | \$0 |
| | | | STP_RURAL | \$1,039,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,039,000 | \$968,660 | \$70,340 | \$0 |
| | | | ST_TIF_PRES | \$7,256,887 | \$84,003 | \$0 | \$0 | \$0 | \$0 | \$7,340,890 | \$0 | \$7,340,890 | \$0 |
| | | | ST_TOLL_CR | \$84,198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$84,198 | \$0 | \$84,198 | \$0 |
| | | | Total | \$35,185,421 | \$84,003 | \$0 | \$0 | \$0 | \$0 | \$35,269,424 | \$26,117,618 | \$9,151,806 | \$0 |
| S | 15197 | 2020 LOW VOLUME PAVEMENT PRESERVATION (OB) PROGRAM | STP_FLX_ST | \$1,470,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,470,574 | \$1,371,016 | \$99,558 | \$0 |
| | | | Total | \$1,470,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,470,574 | \$1,371,016 | \$99,558 | \$0 |
| S | 15198 | 2020 LOW VOLUME PAVEMENT REHABILITATION (PB) PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 15199 | 2020 BRIDGE PRESERVATION PROGRAM | STP_BRIDGE | \$0 | \$41,321 | \$0 | \$0 | \$0 | \$0 | \$41,321 | \$38,523 | \$2,797 | \$0 |
| | | | ST_BRIDGE | \$1,923,224 | \$4,399,355 | \$0 | \$0 | \$0 | \$0 | \$6,322,578 | \$0 | \$6,322,578 | \$0 |
| | | | Total | \$1,923,224 | \$4,440,676 | \$0 | \$0 | \$0 | \$0 | \$6,363,899 | \$38,523 | \$6,325,376 | \$0 |
| S | 15200 | 2020 BRIDGE MAINTENANCE PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|---------------------------------------|--------------|---------------|-------------|------|------|------|-----|---------------|---------------|--------------|-------|
| County Programs | | | | | | | | | | | | | |
| S | 16193 | 2023 HIGH VOLUME PAVEMENT PROGRAM | NHPP_IM | \$58,236,361 | \$1,772,999 | \$0 | \$0 | \$0 | \$0 | \$60,009,360 | \$56,516,816 | \$3,492,545 | \$0 |
| | | | NHPP_NHS | \$34,771,768 | \$376,294 | \$0 | \$0 | \$0 | \$0 | \$35,148,062 | \$32,768,538 | \$2,379,524 | \$0 |
| | | | STP_FLX_ST | \$48,101,537 | \$2,920,624 | \$0 | \$0 | \$0 | \$0 | \$51,022,162 | \$47,567,961 | \$3,454,200 | \$0 |
| | | | STP_SU_JHC | \$290,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$290,000 | \$270,367 | \$19,633 | \$0 |
| | | | STP_URB_O/L | \$3,801,540 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,801,540 | \$3,544,176 | \$257,364 | \$0 |
| | | | ST_BRIDGE | \$460,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$460,000 | \$0 | \$460,000 | \$0 |
| | | | ST_CONCPT_D3 | \$9,569 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,569 | \$0 | \$9,569 | \$0 |
| | | | ST_PVMT_LV2 | \$25,090 | \$20 | \$0 | \$0 | \$0 | \$0 | \$25,110 | \$0 | \$25,110 | \$0 |
| | | | ST_TIF_PRES | \$4,909,128 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,909,128 | \$0 | \$4,909,128 | \$0 |
| | | | ST_TRANS_SOL | \$35,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,000 | \$0 | \$35,000 | \$0 |
| | | | Total | \$150,639,993 | \$5,069,937 | \$0 | \$0 | \$0 | \$0 | \$155,709,931 | \$140,667,857 | \$15,042,073 | \$0 |
| S | 16194 | 2021 ((HIGH VOLUME)) PAVEMENT PROGRAM | CMAQ_WFRC | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$69,923 | \$5,078 | \$0 |
| | | | HSIP | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 | \$1,025,530 | \$74,470 | \$0 |
| | | | NHPP_BR | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$932,300 | \$67,700 | \$0 |
| | | | NHPP_IM | \$14,787,315 | \$1,685 | \$0 | \$0 | \$0 | \$0 | \$14,789,000 | \$13,928,280 | \$860,720 | \$0 |
| | | | NHPP_NHS | \$6,955,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,955,000 | \$6,484,147 | \$470,854 | \$0 |
| | | | STP_BRIDGE | \$340,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$340,000 | \$316,982 | \$23,018 | \$0 |
| | | | STP_FLX_ST | \$4,821,463 | \$3,426,983 | \$0 | \$0 | \$0 | \$0 | \$8,248,446 | \$7,690,026 | \$558,420 | \$0 |
| | | | Total | \$29,078,778 | \$3,428,668 | \$0 | \$0 | \$0 | \$0 | \$32,507,446 | \$30,447,187 | \$2,060,258 | \$0 |
| S | 16195 | 2023 LOW VOLUME PAVEMENT PROGRAM | NHPP_NHS | \$4,676,120 | \$1,199 | \$0 | \$0 | \$0 | \$0 | \$4,677,319 | \$4,360,664 | \$316,654 | \$0 |
| | | | STP_FLX_ST | \$19,316,540 | \$51,860 | \$0 | \$0 | \$0 | \$0 | \$19,368,400 | \$18,057,159 | \$1,311,241 | \$0 |
| | | | STP_SU_JHC | \$3,739,924 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,739,924 | \$3,486,731 | \$253,193 | \$0 |
| | | | ST_APPROP | \$0 | \$13,091 | \$0 | \$0 | \$0 | \$0 | \$13,091 | \$0 | \$13,091 | \$0 |
| | | | ST_PVMT_LV2 | \$16,323,638 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,323,638 | \$0 | \$16,323,638 | \$0 |
| | | | Total | \$44,056,222 | \$66,150 | \$0 | \$0 | \$0 | \$0 | \$44,122,372 | \$25,904,555 | \$18,217,818 | \$0 |
| S | 16196 | 2021 ((LOW VOLUME)) PAVEMENT PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| S | 16197 | 2021 BRIDGE PRESERVATION PROGRAM | ST_BRIDGE | \$313,449 | \$373,342 | \$0 | \$0 | \$0 | \$0 | \$686,791 | \$0 | \$686,791 | \$0 |
| | | | Total | \$313,449 | \$373,342 | \$0 | \$0 | \$0 | \$0 | \$686,791 | \$0 | \$686,791 | \$0 |

**DRAFT**

UDOT electronic Program Management

Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|---------------|--------------|------|------|------|-----|---------------|---------------|---------------|-----------|
| County Programs | | | | | | | | | | | | | |
| S | 16198 | 2021 BRIDGE MAINTENANCE PROGRAM | ST_BRIDGE | \$66,038 | \$134,248 | \$0 | \$0 | \$0 | \$0 | \$200,286 | \$0 | \$200,286 | \$0 |
| | | | Total | \$66,038 | \$134,248 | \$0 | \$0 | \$0 | \$0 | \$200,286 | \$0 | \$200,286 | \$0 |
| S | 16780 | STATEWIDE TRANSPORTATION SOLUTIONS PROGRAM | EM_RPF1@93.2 | \$0 | \$128,381 | \$0 | \$0 | \$0 | \$0 | \$128,381 | \$119,690 | \$8,691 | \$0 |
| | | | ER_2019@93.2 | \$0 | \$16,297 | \$0 | \$0 | \$0 | \$0 | \$16,297 | \$15,194 | \$1,103 | \$0 |
| | | | ER_2022 | \$7,940,200 | \$3,298,065 | \$0 | \$0 | \$0 | \$0 | \$11,238,265 | \$10,477,434 | \$760,831 | \$0 |
| | | | ER_2022@100 | \$0 | \$6,384 | \$0 | \$0 | \$0 | \$0 | \$6,384 | \$6,384 | \$0 | \$0 |
| | | | HSIP | \$0 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$3,000,000 | \$2,796,900 | \$203,100 | \$0 |
| | | | NHPP_IM | \$0 | \$3,779,496 | \$0 | \$0 | \$0 | \$0 | \$3,779,496 | \$3,559,529 | \$219,967 | \$0 |
| | | | NHPP_NHS | \$400,000 | \$2,558,839 | \$0 | \$0 | \$0 | \$0 | \$2,958,839 | \$2,758,525 | \$200,313 | \$0 |
| | | | OTHER | \$105,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$105,000 | \$0 | \$0 | \$105,000 |
| | | | STP_COVID_ST | \$12,024,808 | \$300,929 | \$0 | \$0 | \$0 | \$0 | \$12,325,737 | \$12,325,737 | \$0 | \$0 |
| | | | STP_FLX_ST | \$27,813,781 | \$46,508,565 | \$0 | \$0 | \$0 | \$0 | \$74,322,346 | \$69,290,723 | \$5,031,623 | \$0 |
| | | | STP_HIF_ST | \$1,341,311 | \$103,863 | \$0 | \$0 | \$0 | \$0 | \$1,445,174 | \$1,347,335 | \$97,838 | \$0 |
| | | | STP_UB_P/O_U | \$8,285,098 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,285,098 | \$7,724,197 | \$560,901 | \$0 |
| | | | ST_CONST | \$0 | \$66,282 | \$0 | \$0 | \$0 | \$0 | \$66,282 | \$0 | \$66,282 | \$0 |
| | | | ST_PVMT | \$610 | \$1,012,039 | \$0 | \$0 | \$0 | \$0 | \$1,012,649 | \$0 | \$1,012,649 | \$0 |
| | | | ST_PVMT_LV2 | \$20,342,184 | \$4,812,908 | \$0 | \$0 | \$0 | \$0 | \$25,155,092 | \$0 | \$25,155,092 | \$0 |
| | | | ST_RET_ROW_S | \$621,137 | \$5,073,915 | \$0 | \$0 | \$0 | \$0 | \$5,695,052 | \$0 | \$5,695,052 | \$0 |
| | | | ST_TIF_PRES | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | \$0 |
| | | | ST_TRANS_SOL | \$50,144,587 | \$26,753,596 | \$0 | \$0 | \$0 | \$0 | \$76,898,183 | \$0 | \$76,898,183 | \$0 |
| | | | Total | \$129,018,716 | \$98,419,559 | \$0 | \$0 | \$0 | \$0 | \$227,438,275 | \$110,421,649 | \$116,911,626 | \$105,000 |
| S | 16885 | 2022 HIGH VOLUME PAVEMENT PROGRAM | NHPP_BR | \$370,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$370,000 | \$344,951 | \$25,049 | \$0 |
| | | | NHPP_IM | \$16,560,659 | \$244,341 | \$0 | \$0 | \$0 | \$0 | \$16,805,000 | \$15,826,949 | \$978,051 | \$0 |
| | | | NHPP_NHS | \$27,825,545 | \$187,269 | \$0 | \$0 | \$0 | \$0 | \$28,012,814 | \$26,116,346 | \$1,896,467 | \$0 |
| | | | STP_FLX_ST | \$39,349,309 | \$996,648 | \$0 | \$0 | \$0 | \$0 | \$40,345,956 | \$37,614,535 | \$2,731,421 | \$0 |
| | | | ST_PVMT | \$12,438 | \$885 | \$0 | \$0 | \$0 | \$0 | \$13,323 | \$0 | \$13,323 | \$0 |
| | | | ST_PVMT_LV2 | \$1,400,000 | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$1,430,000 | \$0 | \$1,430,000 | \$0 |
| | | | ST_RET_ROW | \$5,116,726 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,116,726 | \$0 | \$5,116,726 | \$0 |
| | | | ST_RET_ROW_S | \$6,825,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,825,000 | \$0 | \$6,825,000 | \$0 |
| | | | ST_T&S_FUND | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$25,000 | \$0 |
| | | | ST_TIF_PRES | \$7,512,375 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,512,375 | \$0 | \$7,512,375 | \$0 |
| | | | ST_TRANS_SOL | \$0 | \$17,546 | \$0 | \$0 | \$0 | \$0 | \$17,546 | \$0 | \$17,546 | \$0 |
| | | | Total | \$104,997,053 | \$1,476,688 | \$0 | \$0 | \$0 | \$0 | \$106,473,741 | \$79,902,782 | \$26,570,960 | \$0 |

**DRAFT****UDOT electronic Program Management**
Statewide Transportation Improvement Program

DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

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

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|----------------------------------|-------------|--------------|--------------|--------------|------|------|-----|---------------|---------------|--------------|-----------|
| County Programs | | | | | | | | | | | | | |
| S | 18984 | PAVEMENT RECONSTRUCTION PROGRAM | | | | | | | | | | | |
| | | NHPP_IM | \$0 | \$1,615,069 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,615,069 | \$1,521,072 | \$93,997 | \$0 |
| | | STP_FLX_ST | \$0 | \$0 | \$70,875,000 | \$79,000,000 | | \$0 | \$0 | \$149,875,000 | \$139,728,463 | \$10,146,538 | \$0 |
| | | Total | \$0 | \$1,615,069 | \$70,875,000 | \$79,000,000 | | \$0 | \$0 | \$151,490,069 | \$141,249,534 | \$10,240,535 | \$0 |
| S | 19030 | 2024 BRIDGE PRESERVATION PROGRAM | | | | | | | | | | | |
| | | NHPP_BR | \$505,000 | \$7,975,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,480,000 | \$7,905,904 | \$574,096 | \$0 |
| | | STP_BRIDGE | \$0 | \$334,059 | \$0 | \$0 | \$0 | \$0 | \$0 | \$334,059 | \$311,443 | \$22,616 | \$0 |
| | | ST_BRIDGE | \$0 | \$8,766,609 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,766,609 | \$0 | \$8,766,609 | \$0 |
| | | Total | \$505,000 | \$17,075,668 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,580,668 | \$8,217,347 | \$9,363,321 | \$0 |
| S | 19031 | 2024 BRIDGE MAINTENANCE PROGRAM | | | | | | | | | | | |
| | | ST_BRIDGE | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | \$0 |
| | | ST_PVMT | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 | \$0 |
| | | Total | \$0 | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$700,000 | \$0 | \$700,000 | \$0 |
| S | 19094 | WFRC PLANNING PROGRAM | | | | | | | | | | | |
| | | FTA_5303_100 | \$879,096 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$879,096 | \$879,096 | \$0 | \$0 |
| | | L_PASS_MATCH | \$0 | \$584,996 | \$0 | \$0 | \$0 | \$0 | \$0 | \$584,996 | \$0 | -\$584,996 | \$584,996 |
| | | PL_WFRC | \$0 | \$1,964,453 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,964,453 | \$1,964,453 | \$0 | \$0 |
| | | PL_WFRC_100 | \$2,393,959 | \$1,534,321 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,928,281 | \$3,928,281 | \$0 | \$0 |
| | | STP_URB_O/L | \$0 | \$894,556 | \$0 | \$0 | \$0 | \$0 | \$0 | \$894,556 | \$894,556 | \$0 | \$0 |
| | | STP_URB_SL | \$0 | \$1,653,981 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,653,981 | \$1,653,981 | \$0 | \$0 |
| | | STP_URB_SL@1 | \$743,117 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$743,117 | \$743,117 | \$0 | \$0 |
| | | STP_UR_O/L@1 | \$455,459 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$455,459 | \$455,459 | \$0 | \$0 |
| | | Total | \$4,471,630 | \$6,632,307 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,103,938 | \$10,518,941 | -\$584,996 | \$584,996 |

**DRAFT**

DRAFT STIP approved for Public Comment

UDOT electronic Program Management

Statewide Transportation Improvement Program

**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|-----------------------------------|---------------|--------------|--------------|--------------|------|------|-----|---------------|---------------|--------------|-------------|
| County Programs | | | | | | | | | | | | | |
| S | 19146 | 2024 HIGH VOLUME PAVEMENT PROGRAM | | | | | | | | | | | |
| | | HSIP | \$1,223,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,223,000 | \$1,140,203 | \$82,797 | \$0 |
| | | L_BETTERMENT | \$0 | \$1,570,317 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,570,317 | \$0 | \$0 | \$1,570,317 |
| | | NHPP_IM | \$24,680,122 | \$4,597,375 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,277,497 | \$27,573,547 | \$1,703,950 | \$0 |
| | | NHPP_NHS | \$67,961,460 | \$2,220,783 | \$0 | \$0 | \$0 | \$0 | \$0 | \$70,182,243 | \$65,430,905 | \$4,751,338 | \$0 |
| | | STP_FLX_ST | \$75,552,137 | \$4,610,557 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,162,694 | \$74,735,680 | \$5,427,014 | \$0 |
| | | STP_HIF_O/L | \$802,694 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$802,694 | \$748,352 | \$54,342 | \$0 |
| | | STP_HIF_ST | \$1,577,331 | \$77,331 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,654,663 | \$1,542,642 | \$112,021 | \$0 |
| | | STP_RURAL | \$1,248,272 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,248,272 | \$1,163,764 | \$84,508 | \$0 |
| | | STP_UB_O/L_U | \$4,534,299 | \$824,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,358,299 | \$4,995,542 | \$362,757 | \$0 |
| | | STP_URB_O/L | \$1,721,306 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,721,306 | \$1,604,773 | \$116,532 | \$0 |
| | | STP_URB_SL_U | \$728,503 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$728,503 | \$679,183 | \$49,320 | \$0 |
| | | ST_BRIDGE | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 | \$0 |
| | | ST_PVMT_LV2 | \$7,523,205 | \$124,795 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,648,000 | \$0 | \$7,648,000 | \$0 |
| | | ST_SIGNAL_M&O | \$276,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$276,000 | \$0 | \$276,000 | \$0 |
| | | ST_TRANS_SOL | \$125,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,000 | \$0 | \$125,000 | \$0 |
| | | Total | \$187,953,330 | \$14,175,158 | \$0 | \$0 | \$0 | \$0 | \$0 | \$202,128,488 | \$179,614,591 | \$20,943,580 | \$1,570,317 |
| S | 19147 | 2024 LOW VOLUME PAVEMENT PROGRAM | | | | | | | | | | | |
| | | STP_FLX_ST | \$11,820,833 | \$4,167 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,825,000 | \$11,024,448 | \$800,553 | \$0 |
| | | STP_RURAL | \$4,766,192 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,766,192 | \$4,443,521 | \$322,671 | \$0 |
| | | ST_PVMT_LV2 | \$0 | \$3,235,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,235,000 | \$0 | \$3,235,000 | \$0 |
| | | ST_TRANS_SOL | \$0 | \$8,233,808 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,233,808 | \$0 | \$8,233,808 | \$0 |
| | | Total | \$16,587,026 | \$11,472,975 | \$0 | \$0 | \$0 | \$0 | \$0 | \$28,060,000 | \$15,467,969 | \$12,592,031 | \$0 |
| S | 19661 | NATIONAL HIGHWAY FREIGHT PROGRAM | | | | | | | | | | | |
| | | NHFP | \$5,897,731 | \$2,269 | \$12,911,751 | \$13,200,000 | | \$0 | \$0 | \$32,011,751 | \$29,844,555 | \$2,167,196 | \$0 |
| | | STP_FLX_ST | \$621,740 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$621,740 | \$579,648 | \$42,092 | \$0 |
| | | ST_TRANS_SOL | \$69,927 | \$118,281 | \$0 | \$0 | \$0 | \$0 | \$0 | \$188,209 | \$0 | \$188,209 | \$0 |
| | | Total | \$6,589,398 | \$120,550 | \$12,911,751 | \$13,200,000 | | \$0 | \$0 | \$32,821,699 | \$30,424,203 | \$2,397,496 | \$0 |
| S | 19727 | EMERGING AREA PLANNING | | | | | | | | | | | |
| | | FTA_5304_80% | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$96,000 | \$24,000 | \$0 |
| | | ST_EMERGING | \$26,705 | \$559,345 | \$0 | \$0 | \$0 | \$0 | \$0 | \$586,050 | \$0 | \$586,050 | \$0 |
| | | Total | \$26,705 | \$679,345 | \$0 | \$0 | \$0 | \$0 | \$0 | \$706,050 | \$96,000 | \$610,050 | \$0 |

**DRAFT**

UDOT electronic Program Management

Statewide Transportation Improvement Program



DRAFT STIP approved for Public Comment

STIP 2025-2030

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

epm345_stip_report (Rev 2179)

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

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Statewide Transportation Improvement Program

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|--|--------------|--------------|--------------|---------------|--------------|------|-----|---------------|---------------|--------------|-------|
| County Programs | | | | | | | | | | | | | |
| S | 20162 | PUBLIC TRANSIT CAPITAL DEVELOPMENT PROGRAM | ST_TTIF | \$212,917 | \$37,083 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 | \$0 |
| S | 20502 | STATE PARK ACCESS PROGRAM | ST_PARK_LEG | \$285,832 | \$4,214,168 | \$0 | \$0 | \$0 | \$0 | \$4,500,000 | \$0 | \$4,500,000 | \$0 |
| | | | ST_PVMT | \$0 | \$380,000 | \$0 | \$0 | \$0 | \$0 | \$380,000 | \$0 | \$380,000 | \$0 |
| | | | Total | \$285,832 | \$4,594,168 | \$0 | \$0 | \$0 | \$0 | \$4,880,000 | \$0 | \$4,880,000 | \$0 |
| S | 20696 | 2026 BRIDGE PRESERVATION PROGRAM | ST_BRIDGE | \$0 | \$0 | \$15,000,000 | \$0 | \$0 | \$0 | \$15,000,000 | \$0 | \$15,000,000 | \$0 |
| | | | ST_TIF_PRS_S | \$0 | \$0 | \$10,000,000 | \$0 | \$0 | \$0 | \$10,000,000 | \$0 | \$10,000,000 | \$0 |
| | | | Total | \$0 | \$0 | \$25,000,000 | \$0 | \$0 | \$0 | \$25,000,000 | \$0 | \$25,000,000 | \$0 |
| S | 20697 | 2026 BRIDGE MAINTENANCE PROGRAM | ST_BRIDGE | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | \$0 |
| S | 20740 | 2026 HIGH VOLUME PAVEMENT PROGRAM | NHPP_IM | \$0 | \$0 | \$33,600,000 | \$0 | \$0 | \$0 | \$33,600,000 | \$31,644,480 | \$1,955,520 | \$0 |
| | | | NHPP_NHS | \$0 | \$0 | \$45,300,000 | \$0 | \$0 | \$0 | \$45,300,000 | \$42,233,190 | \$3,066,810 | \$0 |
| | | | STP_FLX_ST | \$605,000 | \$9,095,000 | \$75,200,000 | \$0 | \$0 | \$0 | \$84,900,000 | \$79,152,270 | \$5,747,730 | \$0 |
| | | | ST_PVMT | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$2,000,000 | \$0 |
| | | | Total | \$605,000 | \$9,095,000 | \$156,100,000 | \$0 | \$0 | \$0 | \$165,800,000 | \$153,029,940 | \$12,770,060 | \$0 |
| S | 20741 | 2026 LOW VOLUME PAVEMENT PROGRAM | ST_PVMT_LV2 | \$0 | \$0 | \$31,620,000 | \$0 | \$0 | \$0 | \$31,620,000 | \$0 | \$31,620,000 | \$0 |
| S | 21120 | PROTECT PROGRAM | NHPP_NHS | \$2,293,589 | \$256,411 | \$0 | \$0 | \$0 | \$0 | \$2,550,000 | \$2,377,365 | \$172,635 | \$0 |
| | | | PROTECT_FLEX | \$17,833,277 | \$11,457,566 | \$0 | \$0 | \$0 | \$0 | \$29,290,844 | \$23,432,675 | \$5,858,169 | \$0 |
| | | | PROTECT_FX_1 | \$0 | \$9,251,984 | \$12,505,034 | \$12,700,000 | \$0 | \$0 | \$34,457,018 | \$34,457,018 | \$0 | \$0 |
| | | | PROTECT_PLAN | \$505,810 | \$526,244 | \$271,042 | \$280,000 | \$0 | \$0 | \$1,583,096 | \$1,583,096 | \$0 | \$0 |
| | | | STP_FLX_ST | \$1,005,000 | \$12,257,853 | \$0 | \$0 | \$0 | \$0 | \$13,262,853 | \$12,364,958 | \$897,895 | \$0 |
| | | | ST_CONT_R4 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 | \$0 |
| | | | ST_MATCH | \$0 | \$901,272 | \$947,026 | \$0 | \$0 | \$0 | \$1,848,298 | \$0 | \$1,848,298 | \$0 |
| | | | ST_PVMT_LV2 | \$1,174 | \$5,750,000 | \$0 | \$0 | \$0 | \$0 | \$5,751,174 | \$0 | \$5,751,174 | \$0 |
| | | | ST_TRANS_SOL | \$83,997 | \$98,119 | \$0 | \$0 | \$0 | \$0 | \$182,116 | \$0 | \$182,116 | \$0 |
| | | | Total | \$21,772,847 | \$40,499,449 | \$13,723,102 | \$12,980,000 | \$0 | \$0 | \$88,975,398 | \$74,215,112 | \$14,760,286 | \$0 |

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| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|------------------------|-------|---|--------------|-----------|---------------|-------------|---------------|------|-----|---------------|---------------|---------------|--------------|
| County Programs | | | | | | | | | | | | | |
| S | 21121 | CARBON REDUCTION PROGRAM | CARBON_FLEX | \$250,000 | \$6,834,978 | \$4,216,290 | \$4,300,700 | \$0 | \$0 | \$15,601,968 | \$14,545,714 | \$1,056,253 | \$0 |
| | | | STP_FLX_ST | \$0 | \$4,675,274 | \$0 | \$0 | \$0 | \$0 | \$4,675,274 | \$4,358,758 | \$316,516 | \$0 |
| | | | Total | \$250,000 | \$11,510,251 | \$4,216,290 | \$4,300,700 | \$0 | \$0 | \$20,277,241 | \$18,904,472 | \$1,372,769 | \$0 |
| S | 21500 | UTAH TRAIL NETWORK (UTN) | LOCAL_GOV'T | \$0 | \$12,000,000 | \$0 | \$0 | \$0 | \$0 | \$12,000,000 | \$0 | \$0 | \$12,000,000 |
| | | | OTHER_STATE | \$0 | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 | \$0 | \$2,500,000 | \$0 |
| | | | ST_ATIF | \$0 | \$116,200,000 | \$0 | \$0 | \$0 | \$0 | \$116,200,000 | \$0 | \$116,200,000 | \$0 |
| | | | Total | \$0 | \$130,700,000 | \$0 | \$0 | \$0 | \$0 | \$130,700,000 | \$0 | \$118,700,000 | \$12,000,000 |
| S | 21566 | TIF ACTIVE TRANSPORTATION PROGRAM - UNCOMMITTED FUNDS | ST_TIF_ACT | \$0 | \$27,705 | \$0 | \$0 | \$0 | \$0 | \$27,705 | \$0 | \$27,705 | \$0 |
| S | 21567 | TTIF FIRST MILE / LAST MILE PROGRAM - UNCOMMITTED FUNDS | ST_TTIF_FMLM | \$0 | \$102,912 | \$0 | \$0 | \$0 | \$0 | \$102,912 | \$0 | \$102,912 | \$0 |
| S | 21603 | 2027 BRIDGE PRESERVATION PROGRAM | | | | | | | | | | | |
| S | 21604 | 2027 BRIDGE MAINTENANCE PROGRAM | | | | | | | | | | | |
| S | 21605 | 2027 HIGH VOLUME PAVEMENT PROGRAM | NHPP_IM | \$0 | \$0 | \$0 | \$40,000,000 | \$0 | \$0 | \$40,000,000 | \$37,672,000 | \$2,328,000 | \$0 |
| | | | NHPP_NHS | \$0 | \$0 | \$0 | \$56,000,000 | \$0 | \$0 | \$56,000,000 | \$52,208,800 | \$3,791,200 | \$0 |
| | | | STP_FLX_ST | \$210,000 | \$290,000 | \$700,000 | \$75,000,000 | \$0 | \$0 | \$76,200,000 | \$71,041,260 | \$5,158,740 | \$0 |
| | | | Total | \$210,000 | \$290,000 | \$700,000 | \$171,000,000 | \$0 | \$0 | \$172,200,000 | \$160,922,060 | \$11,277,940 | \$0 |
| S | 21606 | 2027 LOW VOLUME PAVEMENT PROGRAM | ST_PVMT_LV2 | \$0 | \$0 | \$0 | \$37,000,000 | \$0 | \$0 | \$37,000,000 | \$0 | \$37,000,000 | \$0 |
| S | 21607 | FIBER DEPLOYMENT & MAINTENANCE PROGRAM - FY 2027 | | | | | | | | | | | |
| S | 21608 | CONNECTED / AUTONOMOUS VEHICLE PROGRAM - FY 2027 | | | | | | | | | | | |
| S | 21609 | STATEWIDE SIGNALS MAINTENANCE & OPERATION - FY 2027 | | | | | | | | | | | |

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

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|-------------------------------|------|---|------------|-------------|-------------|------|------|------|-----------|-------------|-------------|-----------|-----------|
| Region County Programs | | | | | | | | | | | | | |
| 1 | 5981 | REGION ONE COMMUTER LINK PROGRAM | CMAQ_PM2.5 | \$525,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$525,000 | \$489,458 | \$35,543 | \$0 |
| | | | CMAQ_WFRC | \$720,233 | \$110,885 | \$0 | \$0 | \$0 | \$760,828 | \$1,591,946 | \$1,484,172 | \$107,775 | \$0 |
| | | | Total | \$1,245,233 | \$110,885 | \$0 | \$0 | \$0 | \$760,828 | \$2,116,946 | \$1,973,629 | \$143,317 | \$0 |
| 2 | 5996 | ITS - REGION TWO COMMUTER LINK | CMAQ_WFRC | \$2,225,774 | \$1,271,585 | \$0 | \$0 | \$0 | \$0 | \$3,497,358 | \$3,260,587 | \$236,771 | \$0 |
| | | | FA_SHRP2 | \$139,288 | \$0 | \$0 | \$0 | \$0 | \$0 | \$139,288 | \$139,288 | \$0 | \$0 |
| | | | HSIP | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$46,615 | \$3,385 | \$0 |
| | | | OTHER | \$150,133 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,133 | \$0 | \$0 | \$150,133 |
| | | | ST_ATMS | \$65,565 | \$36,345 | \$0 | \$0 | \$0 | \$0 | \$101,910 | \$0 | \$101,910 | \$0 |
| | | | ST_CAV | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$0 | \$20,000 | \$0 |
| | | | UTA_FUNDS | \$0 | \$262,300 | \$0 | \$0 | \$0 | \$0 | \$262,300 | \$0 | \$0 | \$262,300 |
| | | | Total | \$2,630,759 | \$1,590,230 | \$0 | \$0 | \$0 | \$0 | \$4,220,989 | \$3,446,490 | \$362,067 | \$412,433 |
| 3 | 5999 | REGION THREE COMMUTER LINK - EXPANSION HARDWARE | CMAQ_MAG | \$0 | \$78,159 | \$0 | \$0 | \$0 | \$0 | \$78,159 | \$72,868 | \$5,291 | \$0 |
| | | | Total | \$0 | \$78,159 | \$0 | \$0 | \$0 | \$0 | \$78,159 | \$72,868 | \$5,291 | \$0 |

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|----------------------------------|------|---|---------------|--------------|--------------|--------------|--------------|------|-----|---------------|---------------|--------------|-------------|
| Statewide County Programs | | | | | | | | | | | | | |
| 9 | 5954 | STATEWIDE ITS EXPANSION PROGRAM | STP_FLX_ST | \$0 | \$1,914,124 | \$0 | \$0 | \$0 | \$0 | \$1,914,124 | \$1,784,538 | \$129,586 | \$0 |
| | | | ST_APPROP | \$0 | \$1,384 | \$0 | \$0 | \$0 | \$0 | \$1,384 | \$0 | \$1,384 | \$0 |
| | | | ST_ATMS | \$302,189 | \$170,724 | \$0 | \$0 | \$0 | \$0 | \$472,913 | \$0 | \$472,913 | \$0 |
| | | | ST_ATMS_AM | \$331,325 | \$75,169 | \$0 | \$0 | \$0 | \$0 | \$406,494 | \$0 | \$406,494 | \$0 |
| | | | ST_ITS | \$101,091 | \$0 | \$0 | \$0 | \$0 | \$0 | \$101,091 | \$0 | \$101,091 | \$0 |
| | | | ST_SIGNAL_M&O | \$0 | \$8,969 | \$0 | \$0 | \$0 | \$0 | \$8,969 | \$0 | \$8,969 | \$0 |
| | | | ST_TRANS_SOL | \$67,446 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,446 | \$0 | \$67,446 | \$0 |
| | | | Total | \$802,051 | \$2,170,371 | \$0 | \$0 | \$0 | \$0 | \$2,972,422 | \$1,784,538 | \$1,187,884 | \$0 |
| B | 6019 | HIGHWAY SAFETY IMPROVEMENT PROGRAM - (HSIP) | CMAQ_MAG | \$467,760 | \$358,451 | \$0 | \$0 | \$0 | \$0 | \$826,211 | \$770,277 | \$55,934 | \$0 |
| | | | HSIP | \$62,699,800 | \$41,043,869 | \$20,802,729 | \$23,500,000 | \$0 | \$0 | \$148,046,398 | \$138,023,657 | \$10,022,741 | \$0 |
| | | | HSIP_100% | \$256,546 | \$0 | \$0 | \$0 | \$0 | \$0 | \$256,546 | \$256,546 | \$0 | \$0 |
| | | | HSIP_FLEX | \$5,370,000 | \$2,882,979 | \$0 | \$0 | \$0 | \$0 | \$8,252,979 | \$7,694,252 | \$558,727 | \$0 |
| | | | HSIP_HRRR | \$1,280 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,280 | \$1,193 | \$87 | \$0 |
| | | | HSIP_HRRR_SR | \$1,597,970 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,597,970 | \$1,489,788 | \$108,183 | \$0 |
| | | | HSIP_VRU | \$3,924,001 | \$8,234,321 | \$0 | \$0 | \$0 | \$0 | \$12,158,322 | \$11,335,204 | \$823,118 | \$0 |
| | | | LOCAL_GOV | \$1,981,634 | \$530,533 | \$0 | \$0 | \$0 | \$0 | \$2,512,167 | \$0 | \$0 | \$2,512,167 |
| | | | L_BETTERMENT | \$0 | \$18,687 | \$0 | \$0 | \$0 | \$0 | \$18,687 | \$0 | \$0 | \$18,687 |
| | | | NHPP_IM | \$174,555 | \$200,445 | \$0 | \$0 | \$0 | \$0 | \$375,000 | \$353,175 | \$21,825 | \$0 |
| | | | NHPP_NHS | \$1,914,904 | \$85,096 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$1,864,600 | \$135,400 | \$0 |
| | | | STP_FLX_ST | \$8,719,005 | \$274,702 | \$0 | \$0 | \$0 | \$0 | \$8,993,707 | \$8,384,833 | \$608,874 | \$0 |
| | | | ST_ITS | \$0 | \$242,500 | \$0 | \$0 | \$0 | \$0 | \$242,500 | \$0 | \$242,500 | \$0 |
| | | | ST_PVMT | \$341,919 | \$0 | \$0 | \$0 | \$0 | \$0 | \$341,919 | \$0 | \$341,919 | \$0 |
| | | | ST_PVMT_LV2 | \$2,405,999 | \$3,321,347 | \$0 | \$0 | \$0 | \$0 | \$5,727,346 | \$0 | \$5,727,346 | \$0 |
| | | | ST_SIGNALS | \$0 | \$995,000 | \$0 | \$0 | \$0 | \$0 | \$995,000 | \$0 | \$995,000 | \$0 |
| | | | ST_SIGNAL_M&O | \$0 | \$1,742,496 | \$0 | \$0 | \$0 | \$0 | \$1,742,496 | \$0 | \$1,742,496 | \$0 |
| | | | ST_T&S_FUND | \$0 | \$285,000 | \$0 | \$0 | \$0 | \$0 | \$285,000 | \$0 | \$285,000 | \$0 |
| | | | ST_TOLL_CR | \$0 | \$18,629 | \$0 | \$0 | \$0 | \$0 | \$18,629 | \$0 | \$18,629 | \$0 |
| | | | ST_TRANS_SOL | \$423,867 | \$6,056,000 | \$0 | \$0 | \$0 | \$0 | \$6,479,867 | \$0 | \$6,479,867 | \$0 |
| | | | TAP_FLEX | \$0 | \$216,883 | \$0 | \$0 | \$0 | \$0 | \$216,883 | \$202,200 | \$14,683 | \$0 |
| | | | Total | \$90,279,242 | \$66,506,938 | \$20,802,729 | \$23,500,000 | \$0 | \$0 | \$201,088,908 | \$170,375,724 | \$28,182,330 | \$2,530,854 |
| S | 5775 | STATEWIDE SPOT SAFETY IMPROVEMENT PROGRAM | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

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**STIP 2025-2030**

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|----------------------------------|------|--|--------------|-------------|-------------|------|------|------|-----|-------------|-----------|-------------|-----------|
| Statewide County Programs | | | | | | | | | | | | | |
| S | 5925 | 2007- 2009 STATEWIDE CORRIDOR STUDIES / CEVP PROGRAM | ST_CORR_CEVP | \$0 | \$350,068 | \$0 | \$0 | \$0 | \$0 | \$350,068 | \$0 | \$350,068 | \$0 |
| | | | ST_GF_OTHER | \$0 | \$9,609 | \$0 | \$0 | \$0 | \$0 | \$9,609 | \$0 | \$9,609 | \$0 |
| | | | Total | \$0 | \$359,677 | \$0 | \$0 | \$0 | \$0 | \$359,677 | \$0 | \$359,677 | \$0 |
| S | 5928 | 2009 PAVEMENT PRESERVATION PROGRAM | L_BETTERMENT | \$43,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43,900 | \$0 | \$0 | \$43,900 |
| | | | STP_FLX_ST | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$233,075 | \$16,925 | \$0 |
| | | | ST_BRIDGE | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$500,000 | \$0 |
| | | | ST_PVMT | \$957,985 | \$0 | \$0 | \$0 | \$0 | \$0 | \$957,985 | \$0 | \$957,985 | \$0 |
| | | | Total | \$1,751,885 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,751,885 | \$233,075 | \$1,474,910 | \$43,900 |
| S | 5930 | STATEWIDE MAINTENANCE SPOT IMPROVEMENTS PROGRAM | ST_SPOT_MNT | \$70,032 | \$623,240 | \$0 | \$0 | \$0 | \$0 | \$693,272 | \$0 | \$693,272 | \$0 |
| | | | Total | \$70,032 | \$623,240 | \$0 | \$0 | \$0 | \$0 | \$693,272 | \$0 | \$693,272 | \$0 |
| S | 5947 | STATEWIDE SAFE SIDEWALK & ADA INSTALLATION PROGRAM | L_PASS_MATCH | \$0 | \$657,014 | \$0 | \$0 | \$0 | \$0 | \$657,014 | \$0 | \$0 | \$657,014 |
| | | | ST_CONT_R1 | \$0 | \$57,147 | \$0 | \$0 | \$0 | \$0 | \$57,147 | \$0 | \$57,147 | \$0 |
| | | | ST_CONT_R3 | \$0 | \$15,368 | \$0 | \$0 | \$0 | \$0 | \$15,368 | \$0 | \$15,368 | \$0 |
| | | | ST_LIGHTING | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 | \$0 | \$6,000 | \$0 |
| | | | ST_SAFE_SIDE | \$666,976 | \$2,680,151 | \$0 | \$0 | \$0 | \$0 | \$3,347,127 | \$0 | \$3,347,127 | \$0 |
| | | | Total | \$672,976 | \$3,409,680 | \$0 | \$0 | \$0 | \$0 | \$4,082,656 | \$0 | \$3,425,642 | \$657,014 |

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UDOT electronic Program Management

Statewide Transportation Improvement Program

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

epm345_stip_report (Rev 2179)

| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|----------------------------------|------|--|--------------|--------------|--------------|-------------|-------------|------|-----|--------------|--------------|--------------|-------------|
| Statewide County Programs | | | | | | | | | | | | | |
| S | 5952 | STATEWIDE TRAFFIC SIGNALS NEW CONSTRUCTION | HSIP | \$0 | \$0 | \$1,300,000 | \$0 | \$0 | \$0 | \$1,300,000 | \$1,211,990 | \$88,010 | \$0 |
| | | | LOCAL_GOV | \$156,700 | \$1,620,628 | \$0 | \$0 | \$0 | \$0 | \$1,777,328 | \$0 | \$0 | \$1,777,328 |
| | | | L_BETTERMENT | \$749,616 | \$116,359 | \$0 | \$0 | \$0 | \$0 | \$865,974 | \$0 | \$0 | \$865,974 |
| | | | STP_UB_P/O_U | \$186,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$186,000 | \$173,408 | \$12,592 | \$0 |
| | | | ST_APPROP | \$0 | \$6,549 | \$0 | \$0 | \$0 | \$0 | \$6,549 | \$0 | \$6,549 | \$0 |
| | | | ST_CONT_R1 | \$130,000 | \$5,500 | \$0 | \$0 | \$0 | \$0 | \$135,500 | \$0 | \$135,500 | \$0 |
| | | | ST_CONT_R3 | \$448,463 | \$253,931 | \$0 | \$0 | \$0 | \$0 | \$702,394 | \$0 | \$702,394 | \$0 |
| | | | ST_CONT_R4 | \$0 | \$190,000 | \$0 | \$0 | \$0 | \$0 | \$190,000 | \$0 | \$190,000 | \$0 |
| | | | ST_EXCH_MAG | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$25,000 | \$0 |
| | | | ST_GF_CHN | \$10 | \$99,990 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| | | | ST_ITS | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$0 | \$20,000 | \$0 |
| | | | ST_PVMT | \$162,000 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$227,000 | \$0 | \$227,000 | \$0 |
| | | | ST_PVMT_LV2 | \$100,022 | \$769,978 | \$0 | \$0 | \$0 | \$0 | \$870,000 | \$0 | \$870,000 | \$0 |
| | | | ST_SIGNALS | \$19,667,032 | \$31,682,840 | \$0 | \$0 | \$0 | \$0 | \$51,349,872 | \$0 | \$51,349,872 | \$0 |
| | | | ST_SIGNL_M&O | \$3,567,129 | \$8,731,014 | \$0 | \$0 | \$0 | \$0 | \$12,298,143 | \$0 | \$12,298,143 | \$0 |
| | | | ST_TRANS_SOL | \$717,788 | \$125,212 | \$0 | \$0 | \$0 | \$0 | \$843,000 | \$0 | \$843,000 | \$0 |
| | | | TAP_FLEX | \$814,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$814,000 | \$758,892 | \$55,108 | \$0 |
| | | | Total | \$26,723,761 | \$43,686,999 | \$1,300,000 | \$0 | \$0 | \$0 | \$71,710,760 | \$2,144,290 | \$66,923,167 | \$2,643,302 |
| S | 6025 | NATIONAL RECREATIONAL TRAILS PROGRAM | NRT | \$0 | \$8,596,931 | \$0 | \$0 | \$0 | \$0 | \$8,596,931 | \$8,596,931 | \$0 | \$0 |
| | | | ST_MATCH | \$0 | \$25,625,970 | \$0 | \$0 | \$0 | \$0 | \$25,625,970 | \$0 | \$25,625,970 | \$0 |
| | | | Total | \$0 | \$34,222,901 | \$0 | \$0 | \$0 | \$0 | \$34,222,901 | \$8,596,931 | \$25,625,970 | \$0 |
| S | 6064 | RAILROAD CROSSING PROGRAM | CMAQ_MAG | \$450,000 | \$256,000 | \$0 | \$0 | \$0 | \$0 | \$706,000 | \$658,204 | \$47,796 | \$0 |
| | | | HSIP | \$283,183 | \$16,817 | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$279,690 | \$20,310 | \$0 |
| | | | LOCAL_GOV | \$0 | \$160,990 | \$0 | \$0 | \$0 | \$0 | \$160,990 | \$0 | \$0 | \$160,990 |
| | | | R/H_DEVIC90S | \$3,080,826 | \$6,114 | \$0 | \$0 | \$0 | \$0 | \$3,086,939 | \$2,778,245 | \$308,694 | \$0 |
| | | | R/H_DEVICES1 | \$0 | \$18,102 | \$0 | \$0 | \$0 | \$0 | \$18,102 | \$18,102 | \$0 | \$0 |
| | | | R/H_DEVIC90 | \$995,430 | \$0 | \$0 | \$0 | \$0 | \$0 | \$995,430 | \$895,887 | \$99,543 | \$0 |
| | | | R/H_HZ_EL90S | \$2,874,998 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,874,998 | \$2,587,498 | \$287,500 | \$0 |
| | | | R/H_HZ_ELM1 | \$1,866,924 | \$4,666,166 | \$1,897,624 | \$1,897,624 | \$0 | \$0 | \$10,328,338 | \$10,328,338 | \$0 | \$0 |
| | | | R/H_HZ_ELM90 | \$871,259 | \$0 | \$0 | \$0 | \$0 | \$0 | \$871,259 | \$784,133 | \$87,126 | \$0 |
| | | | ST_CONT_R3 | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 | \$0 |
| | | | ST_PVMT | \$0 | \$145,444 | \$0 | \$0 | \$0 | \$0 | \$145,444 | \$0 | \$145,444 | \$0 |
| | | | ST_T&S_FUND | \$0 | \$215,000 | \$0 | \$0 | \$0 | \$0 | \$215,000 | \$0 | \$215,000 | \$0 |
| | | | Total | \$10,422,619 | \$5,684,634 | \$1,897,624 | \$1,897,624 | \$0 | \$0 | \$19,902,501 | \$18,330,098 | \$1,411,413 | \$160,990 |

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| Region | PIN | Program Description | Fund | Prior | 2025 | 2026 | 2027 | 2028 | CD | Total | Fed Aid | State | Other |
|----------------------------------|------|--|--------------|-------------|-------------|-------------|------|------|-----|-------------|-------------|-------------|-----------|
| Statewide County Programs | | | | | | | | | | | | | |
| S | 6129 | STATEWIDE SMALL AREA LIGHTING | ST_LIGHTING | \$0 | \$96,590 | \$0 | \$0 | \$0 | \$0 | \$96,590 | \$0 | \$96,590 | \$0 |
| | | | Total | \$0 | \$96,590 | \$0 | \$0 | \$0 | \$0 | \$96,590 | \$0 | \$96,590 | \$0 |
| S | 6212 | STATEWIDE SAFE ROUTES TO SCHOOL PROGRAM | LOCAL_GOV'T | \$0 | \$281,013 | \$0 | \$0 | \$0 | \$0 | \$281,013 | \$0 | \$0 | \$281,013 |
| | | | LOCAL_INKIND | \$0 | \$13,202 | \$0 | \$0 | \$0 | \$0 | \$13,202 | \$0 | \$0 | \$13,202 |
| | | | ST_CONT_R3 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 | \$0 |
| | | | ST_PVMT | \$206,071 | \$890,910 | \$0 | \$0 | \$0 | \$0 | \$1,096,981 | \$0 | \$1,096,981 | \$0 |
| | | | ST_T&S_FUND | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| | | | TAP_FLEX | \$403,601 | \$4,950,696 | \$2,120,536 | \$0 | \$0 | \$0 | \$7,474,832 | \$6,968,786 | \$15,329 | \$490,717 |
| | | | TAP_FLEX1 | \$181,799 | \$0 | \$0 | \$0 | \$0 | \$0 | \$181,799 | \$181,799 | \$0 | \$0 |
| | | | TAP_SU_CMPO | \$0 | \$18,369 | \$0 | \$0 | \$0 | \$0 | \$18,369 | \$17,126 | \$1,244 | \$0 |
| | | | Total | \$791,471 | \$6,304,189 | \$2,120,536 | \$0 | \$0 | \$0 | \$9,216,196 | \$7,167,710 | \$1,263,554 | \$784,932 |
| S | 6672 | STATEWIDE HIGHWAY JURISDICTIONAL TRANSFERS PROGRAM | ST_HWY_TRNSF | \$0 | \$2,093,567 | \$0 | \$0 | \$0 | \$0 | \$2,093,567 | \$0 | \$2,093,567 | \$0 |
| | | | ST_TIF | \$746,735 | \$253,265 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | \$0 |
| | | | Total | \$746,735 | \$2,346,832 | \$0 | \$0 | \$0 | \$0 | \$3,093,567 | \$0 | \$3,093,567 | \$0 |
| S | 6850 | STATEWIDE; BRIDGE PROGRAM UNSPENT FUNDS | NHPP_BR | \$0 | \$41,792 | \$0 | \$0 | \$0 | \$0 | \$41,792 | \$38,962 | \$2,829 | \$0 |
| | | | STP_BRIDGE | \$0 | \$73 | \$0 | \$0 | \$0 | \$0 | \$73 | \$68 | \$5 | \$0 |
| | | | ST_BRIDGE | \$1,610,143 | \$2,740,147 | \$0 | \$0 | \$0 | \$0 | \$4,350,290 | \$0 | \$4,350,290 | \$0 |
| | | | Total | \$1,610,143 | \$2,782,012 | \$0 | \$0 | \$0 | \$0 | \$4,392,154 | \$39,030 | \$4,353,124 | \$0 |
| S | 7231 | STATEWIDE BRIDGE COLLISION REPAIR PROJECTS | ST_BRIDGE | \$205,542 | \$417,958 | \$0 | \$0 | \$0 | \$0 | \$623,500 | \$0 | \$623,500 | \$0 |
| | | | ST_INS-RECOV | \$2,124,270 | \$5,535,730 | \$0 | \$0 | \$0 | \$0 | \$7,660,000 | \$0 | \$7,660,000 | \$0 |
| | | | Total | \$2,329,812 | \$5,953,688 | \$0 | \$0 | \$0 | \$0 | \$8,283,500 | \$0 | \$8,283,500 | \$0 |
| S | 7496 | SCENIC BYWAYS PROGRAM AWARDS | BYWAYS | \$0 | \$69,000 | \$0 | \$0 | \$0 | \$0 | \$69,000 | \$55,200 | \$0 | \$13,800 |
| | | | Total | \$0 | \$69,000 | \$0 | \$0 | \$0 | \$0 | \$69,000 | \$55,200 | \$0 | \$13,800 |

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|----------------------------------|------|--------------------------|---------------------|------------------|------------|------------|------------|------------|------------|---------------------|------------|---------------------|------------|
| Statewide County Programs | | | | | | | | | | | | | |
| S | 8922 | PUBLIC RELATIONS PROGRAM | | | | | | | | | | | |
| | | ST_CONT_PG | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 | \$0 |
| | | ST_CONT_R1 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 | \$0 | \$65,000 | \$0 |
| | | ST_CONT_R2 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 | \$0 | \$60,000 | \$0 |
| | | ST_CONT_R3 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 | \$0 | \$60,000 | \$0 |
| | | ST_CONT_R4 | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 | \$0 | \$60,000 | \$0 |
| | | ST_KW_KW_C | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$0 | \$600,000 | \$0 |
| | | ST_PR | \$9,210,219 | -\$65,992 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,144,227 | \$0 | \$9,144,227 | \$0 |
| | | ST_TRANS_SOL | \$34,220 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$34,220 | \$0 | \$34,220 | \$0 |
| | | Total | \$10,239,438 | -\$65,992 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,173,447 | \$0 | \$10,173,447 | \$0 |

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|--------------------------------|------|--------------------------------|---------------|-------------|-------------|------|------|------|-----|--------------|---------|--------------|-----------|
| Various County Programs | | | | | | | | | | | | | |
| 1 | 5599 | Region One Contingency Funds | LOCAL_GOV'T | \$12,212 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,212 | \$0 | \$0 | \$12,212 |
| | | | L_PASS_MATCH | \$0 | \$44,295 | \$0 | \$0 | \$0 | \$0 | \$44,295 | \$0 | \$0 | \$44,295 |
| | | | ST_CONST | \$930,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$930,000 | \$0 | \$930,000 | \$0 |
| | | | ST_CONT_R1 | \$6,574,999 | \$3,067,293 | \$0 | \$0 | \$0 | \$0 | \$9,642,291 | \$0 | \$9,642,291 | \$0 |
| | | | ST_TIF | \$1,257,871 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,257,871 | \$0 | \$1,257,871 | \$0 |
| | | | UTA_FUNDS | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| | | | Total | \$8,895,082 | \$3,111,588 | \$0 | \$0 | \$0 | \$0 | \$12,006,670 | \$0 | \$11,830,163 | \$176,507 |
| 2 | 5589 | Region Two Contingency Funds | LOCAL_GOV'T | \$133,500 | \$56,740 | \$0 | \$0 | \$0 | \$0 | \$190,240 | \$0 | \$0 | \$190,240 |
| | | | OTHER | \$17,783 | \$43,717 | \$0 | \$0 | \$0 | \$0 | \$61,500 | \$0 | \$0 | \$61,500 |
| | | | OTHER_STATE | \$92 | \$362,408 | \$0 | \$0 | \$0 | \$0 | \$362,500 | \$0 | \$362,500 | \$0 |
| | | | ST_CONT_R2 | \$1,449,150 | \$5,363,970 | \$0 | \$0 | \$0 | \$0 | \$6,813,120 | \$0 | \$6,813,120 | \$0 |
| | | | ST_CONT_R3 | \$30,000 | \$48,000 | \$0 | \$0 | \$0 | \$0 | \$78,000 | \$0 | \$78,000 | \$0 |
| | | | ST_GF_TPA | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 | \$0 | \$45,000 | \$0 |
| | | | ST_SIGNAL_M&O | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| | | | ST_SPOT_MNT | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 | \$0 | \$6,000 | \$0 |
| | | | ST_STUDIES | \$0 | \$95,000 | \$0 | \$0 | \$0 | \$0 | \$95,000 | \$0 | \$95,000 | \$0 |
| | | | ST_TRANS_SOL | \$0 | \$141,354 | \$0 | \$0 | \$0 | \$0 | \$141,354 | \$0 | \$141,354 | \$0 |
| | | | ST_TTIF | \$25,865 | \$4,135 | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$0 | \$30,000 | \$0 |
| | | | Total | \$1,707,391 | \$6,215,323 | \$0 | \$0 | \$0 | \$0 | \$7,922,714 | \$0 | \$7,670,974 | \$251,740 |
| 3 | 5597 | Region Three Contingency Funds | LOCAL_GOV'T | \$80 | \$24,920 | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |
| | | | L_PASS_MATCH | \$0 | \$37,500 | \$0 | \$0 | \$0 | \$0 | \$37,500 | \$0 | \$0 | \$37,500 |
| | | | ST_ATMS_AM | \$8,638 | \$91,362 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| | | | ST_BRIDGE | \$0 | \$18,750 | \$0 | \$0 | \$0 | \$0 | \$18,750 | \$0 | \$18,750 | \$0 |
| | | | ST_CONT_R2 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 | \$0 |
| | | | ST_CONT_R3 | \$2,827,278 | \$3,045,420 | \$0 | \$0 | \$0 | \$0 | \$5,872,698 | \$0 | \$5,872,698 | \$0 |
| | | | ST_ITS | \$50,525 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,525 | \$0 | \$50,525 | \$0 |
| | | | ST_SIGNALS | \$385,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$385,000 | \$0 | \$385,000 | \$0 |
| | | | Total | \$3,271,520 | \$3,317,953 | \$0 | \$0 | \$0 | \$0 | \$6,589,473 | \$0 | \$6,526,973 | \$62,500 |

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|--------------------------------|------|--|-------------|-------------|------|------|------|------|-----|-------------|---------|-------------|-----------|
| Various County Programs | | | | | | | | | | | | | |
| 4 | 5591 | Region Four Contingency Funds | | | | | | | | | | | |
| | | LOCAL_GOV'T | \$155,240 | \$62,059 | \$0 | \$0 | \$0 | \$0 | \$0 | \$217,300 | \$0 | \$0 | \$217,300 |
| | | OTHER_STATE | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 | \$0 | \$65,000 | \$0 |
| | | ST_APPROP | \$0 | \$360,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$360,000 | \$0 | \$360,000 | \$0 |
| | | ST_CONT_R4 | \$2,142,720 | \$4,863,977 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,006,697 | \$0 | \$7,006,697 | \$0 |
| | | ST_GF_TPA | \$69,922 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$69,922 | \$0 | \$69,922 | \$0 |
| | | ST_PVMT_LV2 | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$0 | \$5,000 | \$0 |
| | | Total | \$2,367,882 | \$5,356,036 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,723,918 | \$0 | \$7,506,619 | \$217,300 |
| S | 6062 | PROGRAMMING DIRECTOR CONTINGENCY FUNDS | | | | | | | | | | | |
| | | ST_CLS_ADJ | \$0 | \$102,991 | \$0 | \$0 | \$0 | \$0 | \$0 | \$102,991 | \$0 | \$102,991 | \$0 |
| | | ST_CONT_PG | \$494,682 | \$2,406,562 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,901,244 | \$0 | \$2,901,244 | \$0 |
| | | ST_CONT_R1 | \$126,449 | \$13,551 | \$0 | \$0 | \$0 | \$0 | \$0 | \$140,000 | \$0 | \$140,000 | \$0 |
| | | ST_CONT_R2 | \$103,024 | \$191,976 | \$0 | \$0 | \$0 | \$0 | \$0 | \$295,000 | \$0 | \$295,000 | \$0 |
| | | ST_CONT_R3 | \$0 | \$190,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$190,000 | \$0 | \$190,000 | \$0 |
| | | ST_CONT_R4 | \$2,839 | \$22,161 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$25,000 | \$0 |
| | | ST_STLMNT | \$475,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$475,000 | \$0 | \$475,000 | \$0 |
| | | ST_TIF_EXCH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Total | \$1,201,994 | \$2,927,241 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,129,236 | \$0 | \$4,129,236 | \$0 |

Draft
2025 - 2030
Federal Transit
Administration Funds

Public Transit Program

Federal Transit Administration (FTA)

Section 5307 – Urbanized Area Formula

Section 5309 – Capital Investment Program – New Starts

Section 5337 – Capital Investment Program – State of Good Repair

Section 5339 – Capital Investment Program – Bus & Bus Facilities



DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)

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

DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)

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

DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)

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

DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)

| Funding Type | PIN | Description | Project Sponsor | Share Ratio | Prior (won't show in STIP Transit Section) | 2024 | 2025 | 2026 | 2027 | 2028 | CD | Total |
|---|-------|----------------|-----------------|-------------|--|---------------|---------------|--------------|---------------|------|----|----------------|
| | | | | | | 2024 | 2025 | 2026 | 2027 | 2028 | CD | Total |
| FTASEC_5309 | 17842 | Mid-Valley BRT | UTA | | 5309 Small Starts | | | | \$ 64,550,000 | | | \$ 64,550,000 |
| CMAQ_PM2.5 | 17842 | | | | CMAQ_PM2.5 | | | \$ 2,000,000 | | | | \$ 2,000,000 |
| ST_TTIF | 17842 | | | | ST_TTIF | | \$ 22,800,000 | | | | | \$ 22,800,000 |
| LOCAL_INKIND | 17842 | | | | Donated ROW | | | | \$ 4,650,000 | | | \$ 4,650,000 |
| LOCAL_GOV'T | 17842 | | | | UT Legisl. Funds | | | | \$ 11,000,000 | | | \$ 11,000,000 |
| Total: Mid-Valley BRT - Section 5309 | | | | | | \$ 22,800,000 | \$ 2,000,000 | | \$ 80,200,000 | | | \$ 105,000,000 |

SALT LAKE - OGDEN/LAYTON URBANIZED AREA Section 5337

| | | | | | | | | | | | | | | | |
|--|----------|--|-------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|--|--|--|
| FTASEC_5337 | T-006176 | Preventive Maintenance of Rail Vehicles and Facilities | 80/20 | Total Fed + Req. Match | \$ 3,740,907 | \$ 3,778,316 | \$ 3,816,101 | \$ 3,854,261 | \$ 3,892,804 | \$ 3,931,732 | \$ 3,971,049 | \$ 26,985,170 | | | |
| | | | | Federal | \$ 2,992,726 | \$ 3,022,653 | \$ 3,052,881 | \$ 3,083,409 | \$ 3,114,243 | \$ 3,145,386 | \$ 3,176,839 | \$ 21,588,136 | | | |
| | | | | Req. Match | \$ 748,181 | \$ 755,663 | \$ 763,220 | \$ 770,852 | \$ 778,561 | \$ 786,346 | \$ 794,210 | \$ 5,397,034 | | | |
| FTASEC_5337 | T-017586 | SGR FROM 5 YR CAP. PLAN AT END OF WWW.RIDEUTA.COM/2023budget | 80/20 | Total Fed + Req. Match | \$ 36,571,371 | \$ 37,372,094 | \$ 38,011,154 | \$ 38,829,028 | \$ 39,217,319 | \$ 39,609,492 | \$ 40,005,587 | \$ 269,616,045 | | | |
| | | | | Federal | \$ 29,257,097 | \$ 29,897,675 | \$ 30,408,923 | \$ 31,063,222 | \$ 31,373,855 | \$ 31,687,593 | \$ 32,004,470 | \$ 215,692,836 | | | |
| | | | | Req. Match | \$ 7,314,274 | \$ 7,474,419 | \$ 7,602,231 | \$ 7,765,806 | \$ 7,843,464 | \$ 7,921,899 | \$ 8,001,117 | \$ 53,923,209 | | | |
| Grand Total of Salt Lake and Ogden/Layton UZA Formula - Section 5337 "Federal" | | | | | \$ 32,249,823 | \$ 32,920,328 | \$ 33,461,804 | \$ 34,146,631 | \$ 34,488,098 | \$ 34,832,979 | \$ 35,181,309 | \$ 237,280,972 | | | |
| Grand Total of Salt Lake and Ogden/Layton UZA Formula - Section 5337 "Req. Match" | | | | | \$ 8,062,455 | \$ 8,230,082 | \$ 8,365,451 | \$ 8,536,658 | \$ 8,622,025 | \$ 8,708,245 | \$ 8,795,327 | \$ 59,320,243 | | | |
| Grand Total of Salt Lake and Ogden/Layton UZA Formula - Section 5337 "Total Fed + Req. Match" | | | | | 40312278.41 | \$ 41,150,410 | \$ 41,827,255 | \$ 42,683,289 | \$ 43,110,123 | \$ 43,541,224 | \$ 43,976,636 | \$ 296,601,215 | | | |

DRAFT - 2025 – 2030 Transportation Improvement Program (TIP)

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

Air Quality Memorandum

REPORT NO. 42a

DATE June 20, 2024

SUBJECT *DRAFT - CONFORMITY ANALYSIS FOR THE WFRC 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM.*

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

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2025-2030 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2025-2030 TIP are found to conform.

Wasatch Front Regional Council
41 North Rio Grande Street, Suite 103
Salt Lake City, Utah 84101

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

- X The 2025-2030 TIP conforms to the “Build less than 1990” emission test and the emission budgets in the Ogden City PM₁₀ Maintenance Plan. All projects in Ogden City included in the TIP may go forward.
- X The 2025-2030 TIP conforms to the emission budgets in the Salt Lake County PM₁₀ Maintenance Plan.PM₁₀. All projects in Salt Lake County included in the TIP may go forward.
- X The 2025-2030 TIP conforms to the interim “Build less than 2008” emissions test for emissions in the Salt Lake PM_{2.5} non-attainment area. All projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.
- X The 2025-2030 TIP conforms to the interim emission budgets from the 1997 Ozone Maintenance Plan for Salt Lake and Davis Counties. All projects in the Northern Wasatch Front ozone non-attainment area including eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the TIP may go forward.

TIP Timeframe

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

Regionally Significant

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

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

Concept and Scope

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

Previous Plan Conformity

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

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

Public Comment

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

DATE: June 14, 2024
AGENDA ITEM: 5
SUBJECT: Local Government Project Reports
PREPARED BY: Wayne Bennion, Director of Short Range Planning

BACKGROUND:

Through the federal funding it receives as the Metropolitan Planning Organization for the Ogden/ Layton and Salt Lake Urbanized Areas, the Wasatch Front Regional Council is able to provide assistance to communities in accomplishing needed transportation improvements across the region. From time to time, WFRC invites communities to share their successes and lessons learned as they work through the process of constructing these needed improvements. For the June Trans Com meeting, the mayors and staff from Kearns and Layton will each overview a valuable project in their respective communities.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

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