



# The **T**ransportation **I**mprovement **P**rogram



## Transportation Improvement Program - Today . . .

- 4a. Report on Approved Board Modification
  - Regional Council – May 23, 2024
- 4b. Approve New Board Modification
  - To the 2024-2029 TIP
- 4c. Release the Draft 2025-2030 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment



# Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit, and Active Transportation Projects
  - Four Years Funded - Two Years Concept Development
2. In the Urban Areas
  - Salt Lake - Ogden/ Layton
3. Funded by
  - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA

# Transportation Improvement Program will . . .

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



# **Transportation Improvement Program Contains .....**

- Lists of Projects
- Including;
  - New Construction
  - Rehab & Maintenance
  - Safety/ ITS
  - Transit, O & M
  - Pedestrian & Bike



# Projects in the TIP:

- Represent \$ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality Of Life



# **Federal Law Requires:**

- Financially Constrained
- Conform To Air Quality
- Reviewed By the Public
- Approved by Regional Council



# 4a - 2025-2030 TIP Board Modification #6

Wasatch Front Regional Council

May 22, 2025

Ben Wuthrich

Wasatch Front Regional Council



**2025-2030 Transportation Improvement Program (TIP) (Amendment Six)**

**Board Modification**

Level of Conformity Analysis	<b>Additional Funding</b>												
	<b>Salt Lake Urban Area</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Salt Lake	UDOT	SLC Greater Downtown	Various	22763	Salt Lake City Mobility & Environmental Analysis	Assess the Impacts within the Study Area of Implementing a Highway Reduction Strategy	ST_TSP (Statewide - Transportation Solutions Program)	\$750,000	\$250,000	Additional Funding	\$500,000	2025

UDOT has been tasked with completing a mobility and environmental impact analysis of the Salt Lake City greater downtown area through Senate Bill 195 from the 2025 Session of the State Legislature. The study area is from I-15 to Foothill Blvd and 600 North to 2100 South. The original \$250,000 was approved on April 16th, 2025 by the Deputy Director authority, given in the Utah Transportation Commission policy 01-01. The study will assess the impacts within the study area of highway reduction strategies on arterial or collector highways, including the impacts to other state and local highways, mobility, traffic flow, pedestrian and nonmotorized vehicle flow, the economy, public health, quality of life, air quality, maintenance, and operations. Utah 2025 General Legislative Session, SB195: (d)The department shall, in partnership with the city, conduct a mobility and environmental impact analysis to determine the impacts of highway reduction strategies within the study area that the city has implemented on or after July 1, 2015, or has plans to implement on or before July 1, 2035. (e)As part of the mobility and environmental impact analysis, the department shall: (i)assess the cumulative impact of each highway reduction strategy within the study area that the city has implemented or has plans to implement between July 1, 2015, and July 1, 2035; and (ii)consult with relevant stakeholders, including business owners, commuters, and residents impacted by the highway reduction strategy.

Level of Conformity Analysis	<b>Additional Funding</b>												
	<b>Ogden/ Layton Urban Area</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Davis	UDOT	Bamberger Railroad Bridge	Principal Arterial	22077	Parkin Overpass/ Bamberger Railroad Bridge; 500 West	Replace an Existing Vintage Railroad Structure with a New At-grade Signalized Intersection	R1_TSP (Region One - Transportation Solutions Program)	\$8,981,000	\$0	Additional Funding	\$900,000	2025
								STP_URB_O/L - (Federal Funds) (Surface Transportation Program - Urban Area Ogden/ Layton (WFRC))		\$2,145,232			
								Local_Govt (Local Government Funds)		\$5,935,768			

This project is a Local Government Project with Bountiful City as the sponsor to replace an existing vintage railroad structure with a new at-grade signalized intersection with 500 West, 200/400 West and connection to Woods Cross High School. The proposed funding increase amount would be used in the installation of the new at-grade signal.

Level of Conformity Analysis	<b>New Programs and Program Reset</b>												
	<b>Salt Lake</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
NA	Various	UDOT	Various	Various	New	Various Statewide Programs	State Programs	ST_GF (State General Fund)	\$667,200,000	\$0	2026 Program	\$667,200,000	2026

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 statewide funding assignment and distribution.)





# 4b - 2025-2030 TIP Board Modification #7

Trans Com  
June 19, 2025

Ben Wuthrich  
Wasatch Front Regional Council

## 2025-2030 Transportation Improvement Program (TIP) (Amendment Seven)

### Board Modification

Level of Conformity Analysis													
Salt Lake Urban Area													
County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
3	Salt Lake	UTA	U of U Intermodal Center	Transit	14938	University of Utah Intermodal Center	New Construction - Intermodal Center on U of U Campus Initial Location - South Campus Drive Proposed Location - Research Park on Arapeen Drive & Blackhawk Way	CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Salt Lake Area)	\$4,073,900	Change of Scope	\$2,500,000	Same	2025
								Local_Govt (Local Government Funds)			\$1,573,900		

U of U campus is well served by UTA local bus routes, TRAX, and other alternative modes. Lacking though, is a place that welcomes transit users to the campus in a centralized location where transfers between TRAX, local buses, campus shuttles, bike facilities, and car share can easily occur. Initially this location was identified along the South Campus Drive, somewhere near the University Services between 1800 East and 1725 East. The University has recently updated their vision plan and after further discussion/ coordination it has been determined that the prime location for the Intermodal Center would be in Reasearch Park (an evolving part of campus for the University) and would connect transit services for the west, north, south, and east sides of campus with the Davs-Salt Lake Connector, the main campus U of U shuttles, and the new Tech-Line (Orange Line). When built out per U of U plans, this Center will provide a multitude of services and amenities in addition to transit and parking for all modes of transportation to and from and on campus.

Level of Conformity Analysis													
Salt Lake Urban Area													
County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
1	Salt Lake	West Jordan	TRAX Rail Trail	Trail	19689	TRAX Rail Trail Design	Project will design new trail in and near the UTA TRAX corridor.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area - Salt Lake (WFRC))	\$160,000	Remove Project	\$120,000		2025
								Local_Govt (Local Government Funds)			\$40,000		

Originally the project was programmed to design a new trail in and near the UTA TRAX corridor. The project would design a bike/ ped east-west facility through the heart of the City. Providing a missing connection to the Jordan River and Trax stations would improve Transit use by providing that last mile connection near Gardner Village. Since the project approval, it has been determined that the Trax Rail Trail Design project would be somewhat duplicated by the proposed Bingham Creek Trail that is being planned and designed roughly in the same corridor. The Bingham Creek trail is fully funded and has the backing of West Jordan City, Salt Lake County and UDOT. Given the status of the Bingham Creek Trail. West Jordan requests that the TRAX Rail Trial design project be removed from the STP program.

Level of Conformity Analysis													
Salt Lake/ Ogden Layton Urbanized Area													
County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
2	Salt Lake/ Davis	UDOT	I-15	Freeway	19854	I-15 Reconstruction; Farmington to Salt Lake City	Project will Reconstruct and Widen I-15	ST_TIF (State - Transportation Investment Funds)	\$2,966,200,000	\$1,766,200,000	Additional Funding	\$1,200,000,000	2026

The project will address issues along the corridor, such as aging infrastructure, interchange functionality, capacity, needs, safety concerns, additional multi-modal options and east/west connectivity. Based on project review, the project budget has been updated for the design, right-of-way, and construction.

# Salt Lake – UTA – Intermodal Center – New Construction University of Utah Campus



**UTA – University of Utah Intermodal  
Project Type – Transit  
Research Park Campus**

**Project Funding  
\$ Same  
---  
Total Project Cost  
Estimate \$ 4,073,900**

**Funding amounts do not change  
with this request  
Project funded with CMAQ and  
UTA Local Funds**

**Scope  
Change**

**New Construction - Intermodal Center  
on U of U Campus  
Initial Location - South Campus Drive  
Proposed Location - Research Park on  
Arapeen Drive & Blackhawk Way**

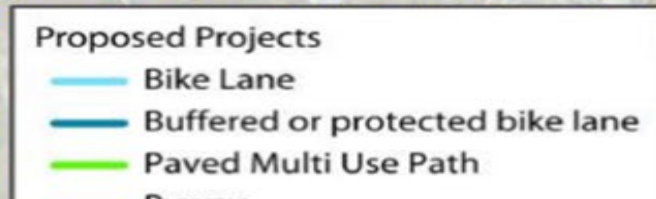
- Proposed Intermodal Center will include Davis-SLC Connector, Orange Line, UofU Shuttles, Bike & Ped, and possibly On-demand Service
  - South Campus Hub will remain and likely Expand
  - New Location will have both an Intermodal Hub & a Parking Structure

# West Jordan – TRAX Rail Trail – Design

## Project Type – Planning/ Study

Historic Gardner Village Station to 9000 South/4200 West – (3.8 miles)

Figure 5-1: Proposed active transportation projects



Project Cost –  
\$ 160,000

Funds Request –  
\$ 140,000

### Bingham Creek Trail, Salt Lake County (\$14 million):

a new 6.2 mile trail to connect the Jordan River Parkway Trail to Mount Pleasant TRAX station. It is a neighborhood trail. It will improve Transit use by providing that last mile connection. 3.8 miles long.

Project Funding  
\$ 120,000

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Total Project Cost  
Estimate \$ 0.00

Funding Returns to  
Program for future  
Project Programming

TRAX Rail Trail Design project would be somewhat duplicated by the proposed Bingham Creek Trail

**Project  
Withdrawn**

Project will design...  
bikes east-west

improve Transit use by providing that last mile connection. 3.8 miles long.

part of West Jordan City. It connects  
Jordan River and Trax stations. Will

# Davis/ Salt Lake - UDOT – I-15 – Reconstruction & Widen I-15 Salt Lake City to Farmington

Funding is available via  
the State Transportation  
Investment Funds  
(TIF) Program

**Additional  
Funding**

The Environmental process enabled UDOT to identify and prioritize issues throughout the corridor such as the

- Mobility issues,
- Aging infrastructure,
- Interchange Functionality,
  - Capacity Needs,
  - Safety Concerns,
- - Additional Multi-modal Options,
- East/ West Connectivity, etc.

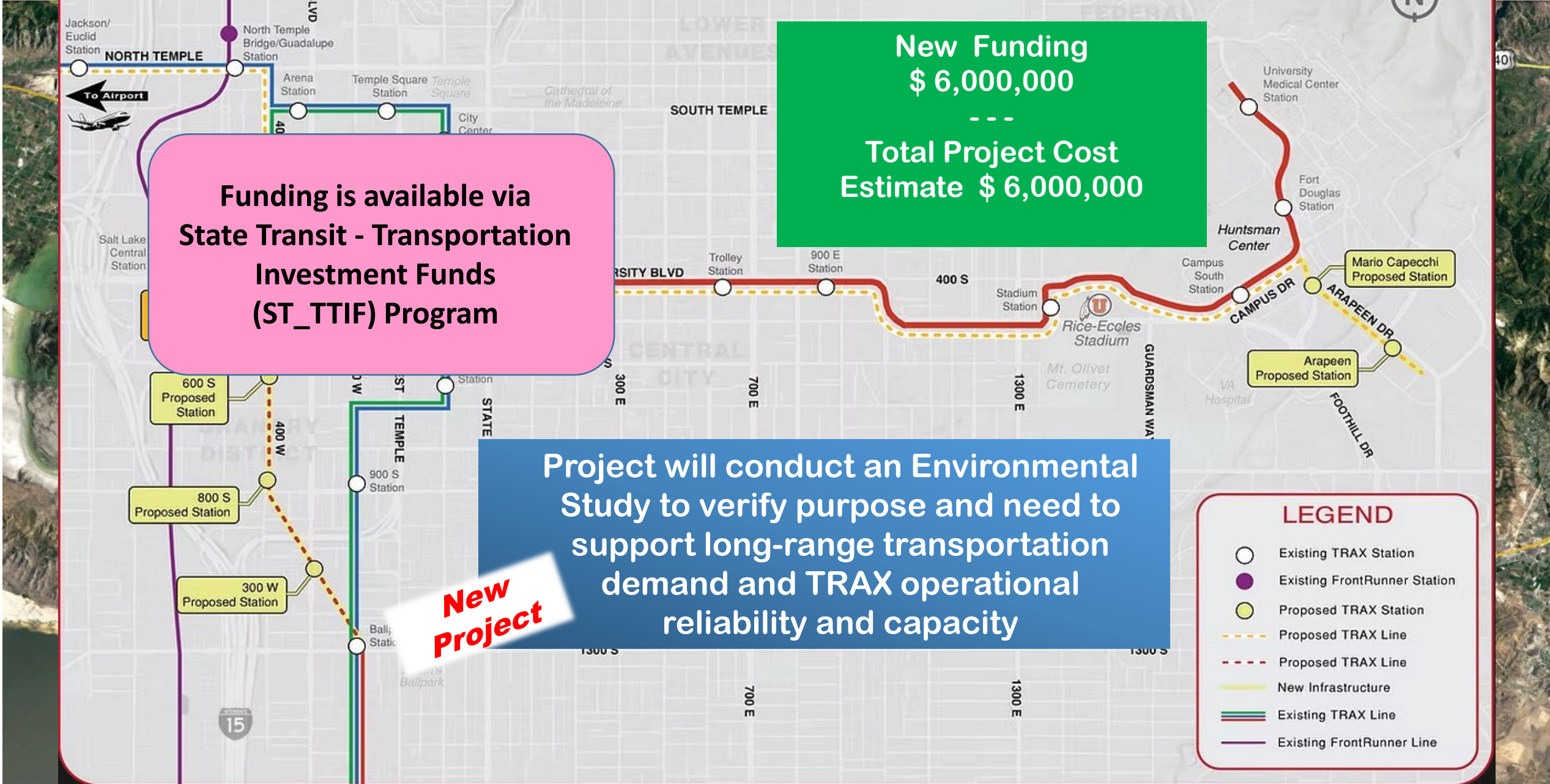
Additional Funding  
\$ 1,200,000,000  
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Total Project Cost  
Estimate \$ 2,966,200,000

Google Earth

Google Earth



# Salt Lake - UTA – Orange Line (TechLink TRAX) – Environmental Salt Lake City to Farmington





**Funding Available via  
Utah Legislature Appropriation and State Transit  
Transportation Investment Funds,  
UTA funds, Local Funds, and/ or Other Funds**

**Additional  
Funding**

Project will Extend the S-Line from the end of line at Fairmont Station at 1040 East through the heart of the Sugar House Business District, across Highland Drive to the east side parking facility.

- Anticipated Cost -
- Extension Construction \$ 36,211,000 (includes right of way, utilities, etc.)
- New Vehicle \$ 7,000,000



**Additional Funding**  
\$ 9,000,000 ST\_TTIF  
\$ 6,274,375 UTA  
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**Total Project Cost  
Estimate \$ 43,211,000**

# Salt Lake – Salt Lake City – Removed Projects

## 200 South Transit Hub, 2100 South Ped/ Bike Crossing, North Temple AT Project

**Projects  
Removed**

Project priority and funding has changed for project sponsor and the projects have been removed from the program

Funding will be returned to the program so other projects can be programmed and constructed

200 South & 200 East  
\$ 1,500,000 ST\_TTIF  
\$ 1,000,000 Local Match

2100 South State Street  
\$ 255,600 ST\_TTIF  
\$ 170,400 Local Match

North Temple  
\$ 3,300,000 ST\_TTIF  
\$ 2,200,000 Local Match

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

Level of Conformity Analysis	<b>Additional Funding</b>												
	<b>Ogden/ Layton Urban Area</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Davis	UDOT	SR-177	Highway	11268	SR-177; West Davis Hwy; I-15 & SR-67 to SR-193	New Construction	ST_TIF (State - Transportation Investment Funds)	\$910,018,663	\$845,018,663	Additional Funding	\$65,000,000	2025

SR-177 (also known as West Davis Highway) is a 16-mile highway that currently stretches from Farmington to West Point, with more than 10 miles of trails. This project provides Utahns more choices in the way they travel. This request for additional funding will enable this project to move through close out due to significant change orders that occurred because of inflation, labor, materials, and supply escalation during COVID-19; general construction cost; reduced revenues anticipated from sale of excess right of way; and other project related expenses.

Level of Conformity Analysis	<b>Additional Funding</b>												
	<b>Salt Lake Urban Area</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
3	Salt Lake	UDOT	MVC	Principal	22841	MVC; Old Bingham Highway to Porter Rockwell	New Construction of 2 lanes each direction, Bridges/ Interchanges, Slip Ramps, and 25 Bridges	ST_TIF (State - Transportation Investment Funds)	\$1,001,658,700	\$491,658,700	Additional Funding	\$510,000,000	2025

The Mountain View Corridor is undergoing a significant expansion project between Porter Rockwell Boulevard and Old Bingham Highway. This section will be transformed into a freeway, with grade separations at major intersections, slip ramps for improved freeway access, and multiple new bridges, interchanges, and 2 additional traffic lanes in each direction. Some of these improvements were initially going to happen in prior projects but now will be happening in this project.

Level of Conformity Analysis	<b>New Project</b>												
	<b>Salt Lake Urban Area</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
3	Salt Lake	UDOT	MVC	Principal	22841	MountainView Corridor (MVC); 7800 South Interchange and 9000 South Interchange	Construct new interchanges	ST_TIF (State - Transportation Investment Funds)	\$260,000,000	\$0	New Funding	\$260,000,000	2025

This project will construct new interchanges on Mountain View Corridor at 7800 South and 9000 South.

Level of Conformity Analysis	<b>New Project</b>												
	<b>Salt Lake Urban Area</b>												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
3	Salt Lake	UDOT	MVC	Principal	22842	MountainView Corridor (MVC); 3500 South Interchange	Construct new interchange	ST_TIF (State - Transportation Investment Funds)	\$120,000,000	\$0	New Funding	\$120,000,000	2025

This project will construct a new interchange on Mountain View Corridor at 3500 South.

# Davis - UDOT – SR-177 (West Davis Hwy) – New Construction I-15 & SR-67 (Legacy Hwy) to SR-193

Funding is available via  
State - Transportation  
Investment Funds  
(ST\_TIF) Program

New Funding  
\$ 65,000,000  
---  
Total Project Cost  
Estimate \$ 910,018,663

Additional funding necessary for project  
close-out. Significant change orders for  
inflation, labor, materials, and supply  
escalation during COVID-19

**Additional  
Funding**

# Salt Lake - UDOT – Mountain View Corridor (MVC) -- New Construction Old Bingham Highway to Porter Rockwell Boulevard

**New Funding  
\$ 510,000,000**

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**Total Project Cost  
Estimate \$ 1,001,658,700**

**Funding is available via  
State - Transportation  
Investment Funds  
(ST\_TIF) Program**

**Additional  
Funding**

**This project will transform MVC into a  
freeway, with grade separations at major  
intersections, slip ramps, multiple new  
bridges, interchanges, and additional  
traffic lanes**

**Funding is available via  
State - Transportation  
Investment Funds  
(ST\_TIF) Program**

**9000 South**

**New  
Project**

**This project will construct new  
interchanges on Mountain View Corridor  
at 7800 South and 9000 South.**

**New Funding  
\$ 260,000,000**

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**Total Project Cost  
Estimate \$ 260,000,000**

# Salt Lake - UDOT – Mountain View Corridor (MVC) – New Interchange at 3500 South

Funding is available via  
State - Transportation  
Investment Funds  
(ST\_TIF) Program

3500 South

New Funding  
\$ 120,000,000  
---  
Total Project Cost  
Estimate \$ 120,000,000

**New  
Project**

This project will construct a new  
interchange on Mountain View Corridor at  
3500 South

## 2025-2030 Transportation Improvement Program (TIP) (Amendment Seven) Board Modification

Level of Conformity Analysis	New Project												
	Salt Lake Urban Area												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
3	Salt Lake	UDOT	SR-89	Principal	22794	US-89 (300 West) between 100 South and South Temple,	Construct a grade-separated crossing of 300 West	ST_TIF (State - Transportation Investment Funds)	\$300,000,000	\$0	New Funding	\$300,000,000	2025

The scope of the US-89 (300W); MP 379-380 Grade Separation project is to construct improvements on SR-89 in Salt Lake City. This scope is to create a grade-separated crossing of 300 West between 100 S and South Temple, enhancing connectivity and safety between the east and west developments while maintaining traffic operations. The project was funded in the 2025 Utah General Legislative session, via S.B. 195 through the Transportation Investment Fund (TIF) program.

Level of Conformity Analysis	New Project												
	Ogden/ Layton Urban Area												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Weber	UDOT	SR-39 RR Grade Separated Overpass			SR-39 RR Grade Separated Overpass	Complete the Environmental Study and a Portion of the Design	CRISI (Consolidated Rail Infrastructure and Safety Improvements Program)	\$2,225,000	\$0	New Funding	\$1,780,000	2025
								R1_TSP (Region One - Transportation Solutions Program)		\$0		\$445,000	

The scope of this effort is to complete the environmental study and a portion of design for a future grade separation project of 12th Street(SR-39) in Ogden over the UPRR and UTA tracks. This crossing has daily congestion and backing up of traffic due to the proximity of switch yards and rail car drop-offs. A grade-separated crossing would improve safety for both pedestrians and vehicles as well as reduce congestion on this busy highway. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding is intended for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

**Level of Conformity Analysis:**

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

# Salt Lake - UDOT – US-89 (300 West) – Grade Separation Between 100 South and South Temple

New Funding  
\$ 300,000,000

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Total Project Cost  
Estimate \$ 300,000,000



**New  
Project**

Project scope is to create a grade-separated crossing of 300 West between 100 South and South Temple enhancing connectivity and safety while maintaining traffic operations

Funding is available via  
State - Transportation Investment Funds  
(ST\_TIF) Program  
Funded in the 2025 Utah General  
Legislative Session (SB-195)

# Weber - UDOT – SR-39 (12<sup>th</sup> Street) – Grade Separation Railroad Grade Separated Facility



Funding is available via  
Consolidated Rail Infrastructure and  
Safety Improvements (CRISI) Program  
With Matching Funds from UDOT  
Transportation Solutions Program

New Funding  
\$ 1,780,000 - CRISI  
\$ 445,000 - R1-TSP  
---  
Total Project Cost  
Estimate \$ 2,225,000



**New  
Project**

Scope is to complete the environmental  
study and a portion of design for a future  
grade-separated RR Crossing on 12th



# 4c - Release the Draft 2026-2031 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment

Trans Com  
June 19, 2025

Ben Wuthrich  
Wasatch Front Regional Council

# Air Quality Memorandum - draft

REPORT NO. 42b

DATE June 28, 2025

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM.

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

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2026-2031 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 2026-2031 TIP are found to conform.

Wasatch Front Regional Council

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

# 2025

January						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
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26	27	28	29	30	31	

February						
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March						
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April						
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27	28	29	30			

May						
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June						
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29	30					

July						
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27	28	29	30	31		

August						
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31						

September						
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28	29	30				

October						
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25	26	27	28	29	30	31

November						
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23	24	25	26	27	28	29
30						

December						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



## TRANSPORTATION IMPROVEMENT PROGRAM

To comment on a project:

Click on a project on the map.

Click the 'Leave Comment' button  
and complete the form.

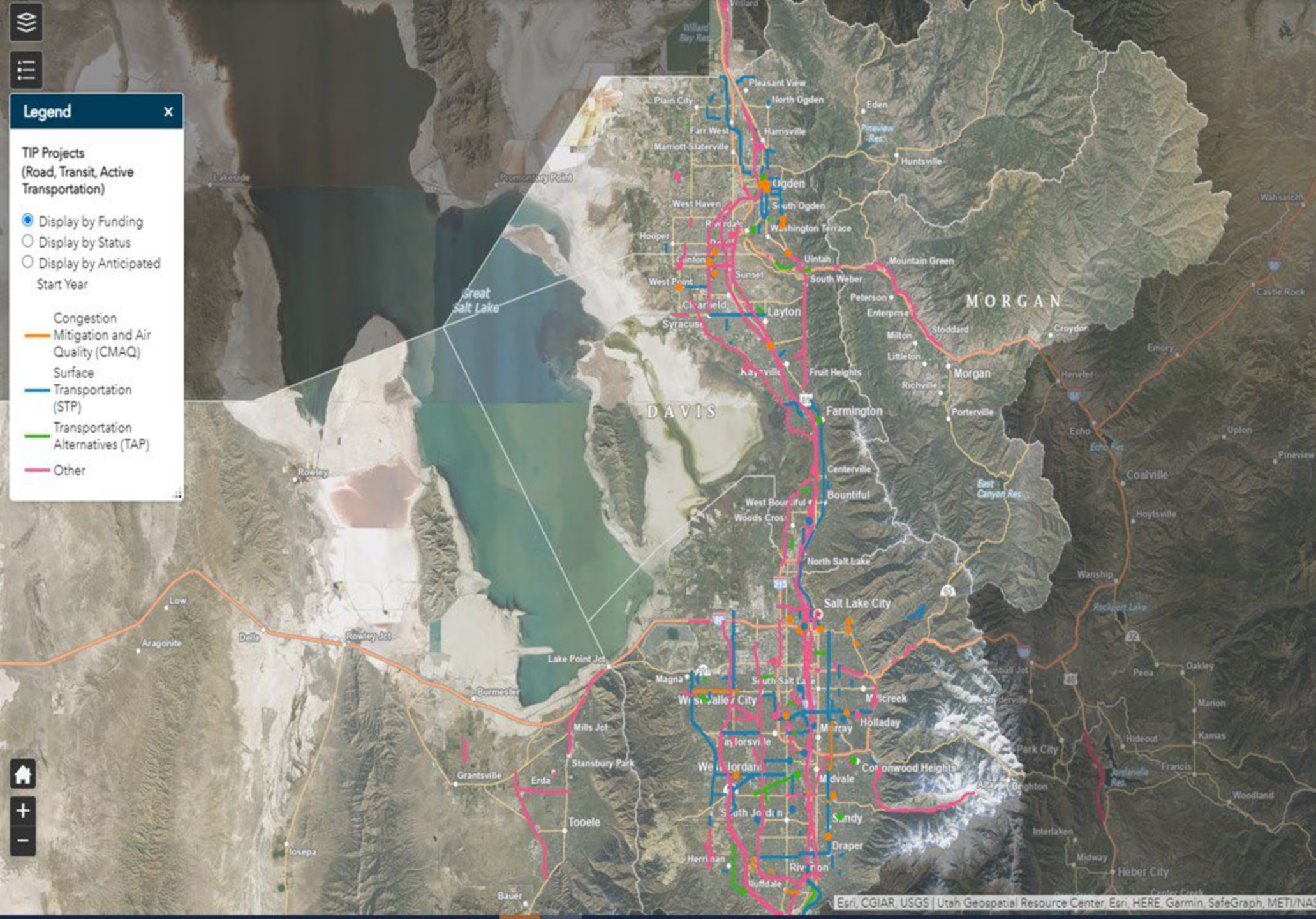
To provide a general comment:

Complete the [general comment form](#).

*This map contains most of the projects and programs that are included in the TIP. Some of the projects and programs are impractical to include in the map, but can be located in the [TIP tables](#). These include projects without a single geographic location, as well as programs with numerous small projects, such as maintenance programs.*

*Learn more about [the TIP](#) ...*

*Learn more about [the RTP](#) ...*



**Summary of the Recommended Projects for the Surface Transportation Program (STP)**

Sponsor	Project Information	Funding Recommended
	Project Name/ Location/ Limits	
<b>Salt Lake Urbanized Area</b>		
West Valley City	7200 West Widening and Reconstruction from 4100 South to 3900 South	<b>\$ 2,500,000</b>
Draper City	Lone Peak Parkway Reconstruct/ Realign from 12300 South to 12650 South	<b>\$ 2,500,000</b>
City of West Jordan	1300 West Roadway/ Intersection Improvements from 6600 South to 7800 South (Phase 3)	<b>\$ 2,000,000</b>
UDOT Region 2	I-15 NB On Ramp Widening at 7200 S.	<b>\$ 2,500,000</b>
Utah Transit Authority	UTA Light Rail Vehicle (LRV) Replacement Project (Salt Lake City to Draper)	<b>\$ 2,000,000</b>
<b>Total Recommended</b>		<b>\$ 22,500,000</b>

**Total Recommended**

**\$ 10,000,000**

# Hooper – 5500 West – Reconstruct with Minor Widening Project Type – Reconstruction

5500 South to 5100 South – (0.53 miles)

**\$ 2,000,000**



The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway off-ramp at 1800 North (SR-37).

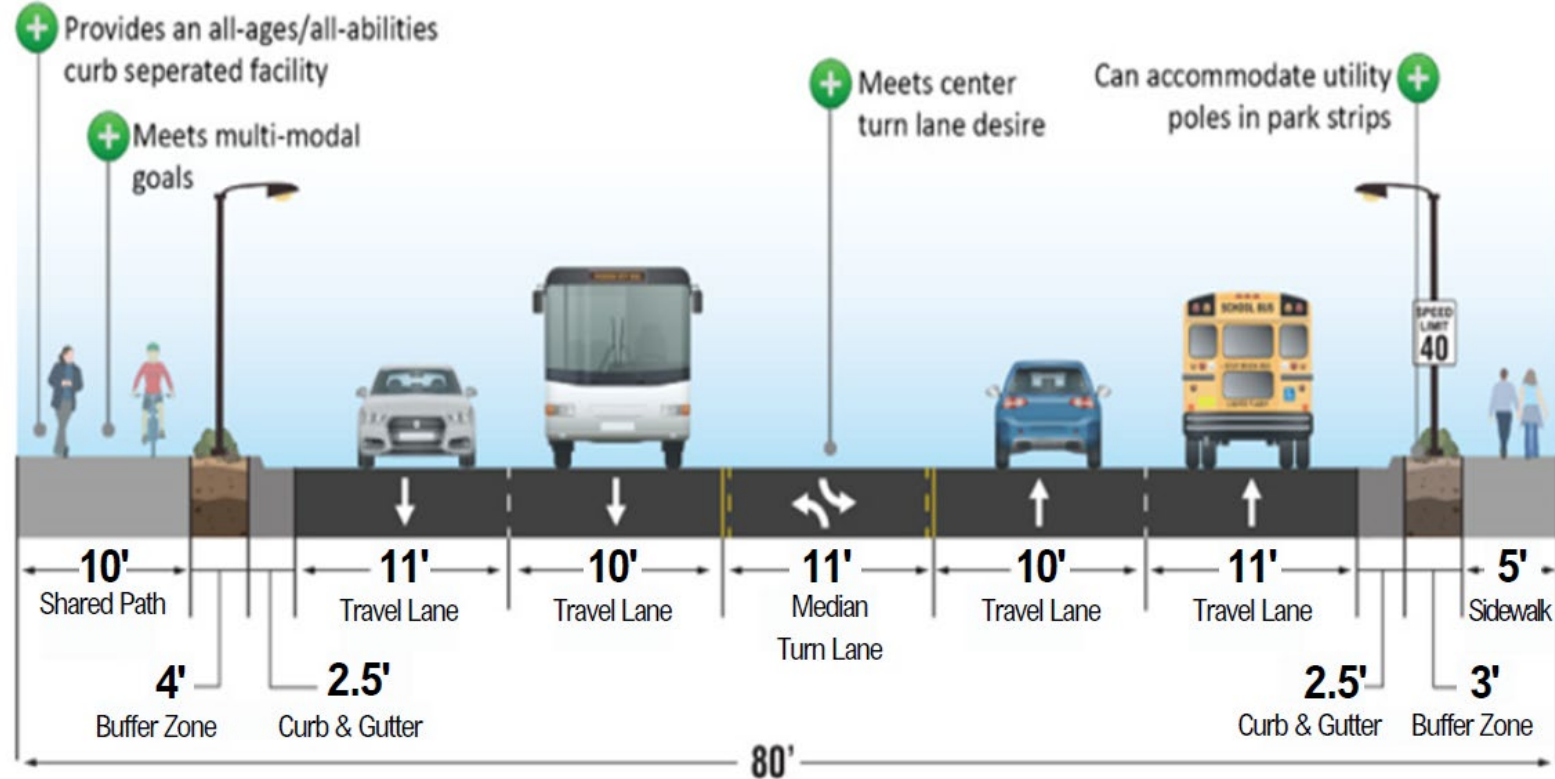
**Project Cost –  
\$ 4,200,000**

**Funds Request –  
\$ 2,100,000**

# Holladay City – Highland Drive - Reconstruction Project Type – Reconstruction

Arbor Lane to Van Winkle Expressway – (0.1 miles)

## Cross-Section



**\$ 2,500,000**

**Project Cost –  
\$ 15,109,000**

**Funds Request –  
\$ 5,000,000**

Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility conflicts and to meet the City's multimodal transportation goals. The project scope is informed from the Highland Drive Master Plan, Highland Drive Corridor Study, and a 2023 Traffic Analysis.

## Summary of the Recommended Projects for the Congestion Mitigation/ Air Quality Program (CMAQ)

Sponsor	Project Information	Funding Recommended
	Project Name/ Location/ Limits	
<b>Ogden\ Layton Urbanized Area</b>		
Weber County	West Weber Elementary - 900 South Sidewalk from 1160 W. to 2600 W.	<b>\$ 1,000,000</b>

**Project Cost –**  
\$ 4,532,000  
**Funds Request –**  
\$ 4,202,904

**North Ogden – 2100 North/ Fruitland Drive – Operations**  
**Project Type – Intersections & Signals**

2100 North & Fruitland Drive



The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the required sight and sees multiple accidents per year. The reconstruction of this intersection will improve safety, mobility, drainage, and reduce vehicle delay which will reduce vehicle emissions. In addition to vehicular improvements, the new geometry will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.

**Salt Lake City – Highland High - Roundabout**  
**Project Type – Intersection**

2100 South & 1700 East – (0.25 miles)



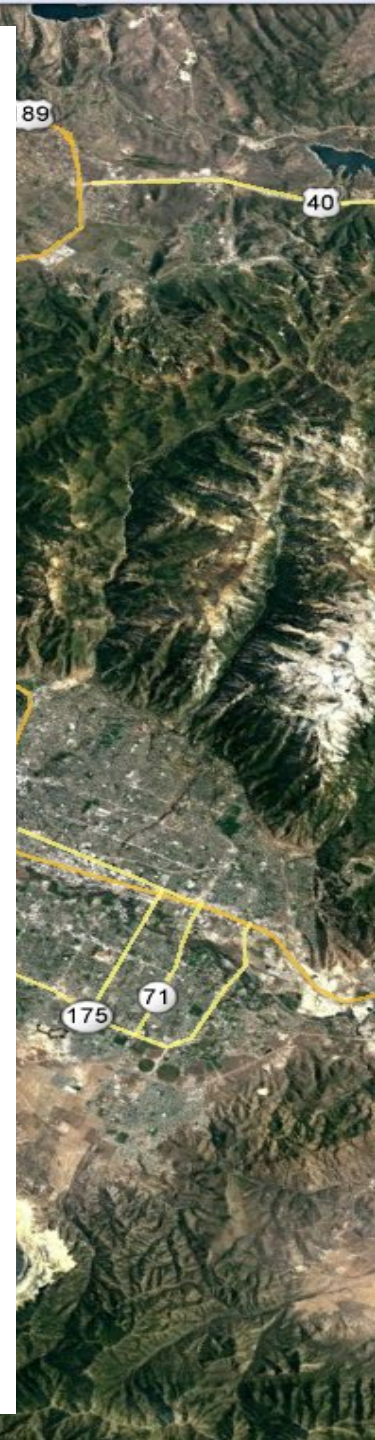
**Project Cost –**  
\$ 1,118,800  
**Funds Request –**  
\$ 1,043,057

Salt Lake City will convert a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions, air pollution, and to provide a better connection to a future shared use path on the southwest corner.

Sandy City	11400 S 1500 E Inter	
Salt Lake City	Highland High Roundabout at 2100 South and 1700 East	<b>\$ 972,442</b>
<b>Total Recommended</b>		<b>\$ 5,492,442</b>

**Summary of the Recommended Projects for the Transportation Alternatives Program (TAP)**

Sponsor	Project Information	Funding Recommended
	Project Name/ Location/ Limits	
<b>Ogden\ Layton Urbanized Area</b>		
Roy City	Safe Routes to School on 3100 West Sidewalk; 4800 South to 6000 South	\$ 400,000
North Ogden City	HAWK Signal Installation on Washington Blvd at either 1900 North or 2650 North	\$ 300,000
Ogden City Corporation	SR-39 Shared Use Path; from Harrison Boulevard to Valley Drive	\$ 500,000
<b>Total Recommended</b>		<b>\$ 1,200,000</b>
<b>Salt Lake Urbanized Area</b>		
Murray/ UDOT Region 2	5400 South Sidewalk from Canal Street to Walden Glen Drive	\$ 200,000
South Jordan	Shields Lane Multi-Use Path (Phase 1); Bangerter Highway to 3200 West	\$ 1,500,000
Salt Lake City Corporation	GREENbike Capital Care: Stations and e-bikes Salt Lake Area	\$ 400,000
<b>Total Recommended</b>		<b>\$ 2,100,000</b>



# South Jordan – Shields Lane Multi-Use Path (Phase 1)

## Project Type – Capital Improvement

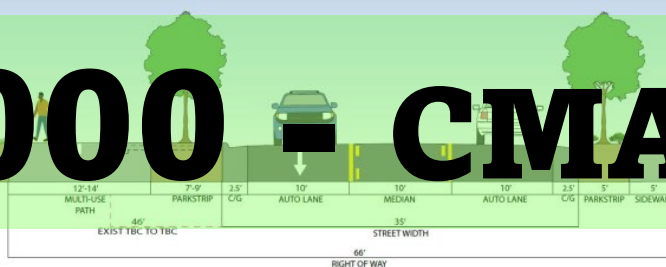
Bangerter Hwy to 3200 West – (0.5 miles)



**\$ 1,500,000 - TAP**

**\$ 1,240,000 - CMAQ**

- Key Note Legend**
- 1. Multi-Use Path w/ Stripes Lane Extension
  - 2. Concrete Median
  - 3. Center Turn Lane
  - 4. Midblock Crossing
  - 5. Improved Crosswalks
  - 6. New Street Trees
  - 7. Curb Extension
  - 8. New Asphalt
  - 9. Benches/Receptacles
  - 10. Lighted Bollard
  - 11. Rapid Rectangular Flashing Beacon
  - 12. Connect to New Pedestrian Overpass Ramp
  - 13. Parkstrip Xeriscape Conversion & Overpass Ramp
  - 14. New Street Trees Needed
  - 15. Dedicated Turn Lanes

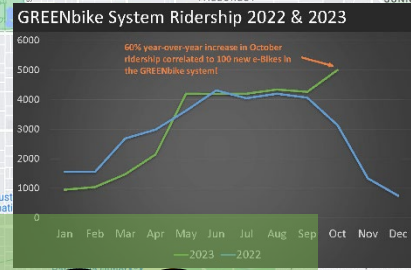
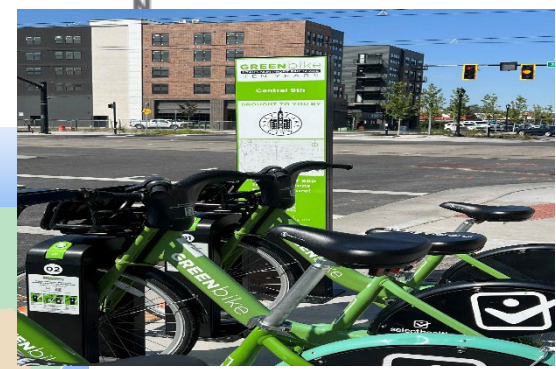
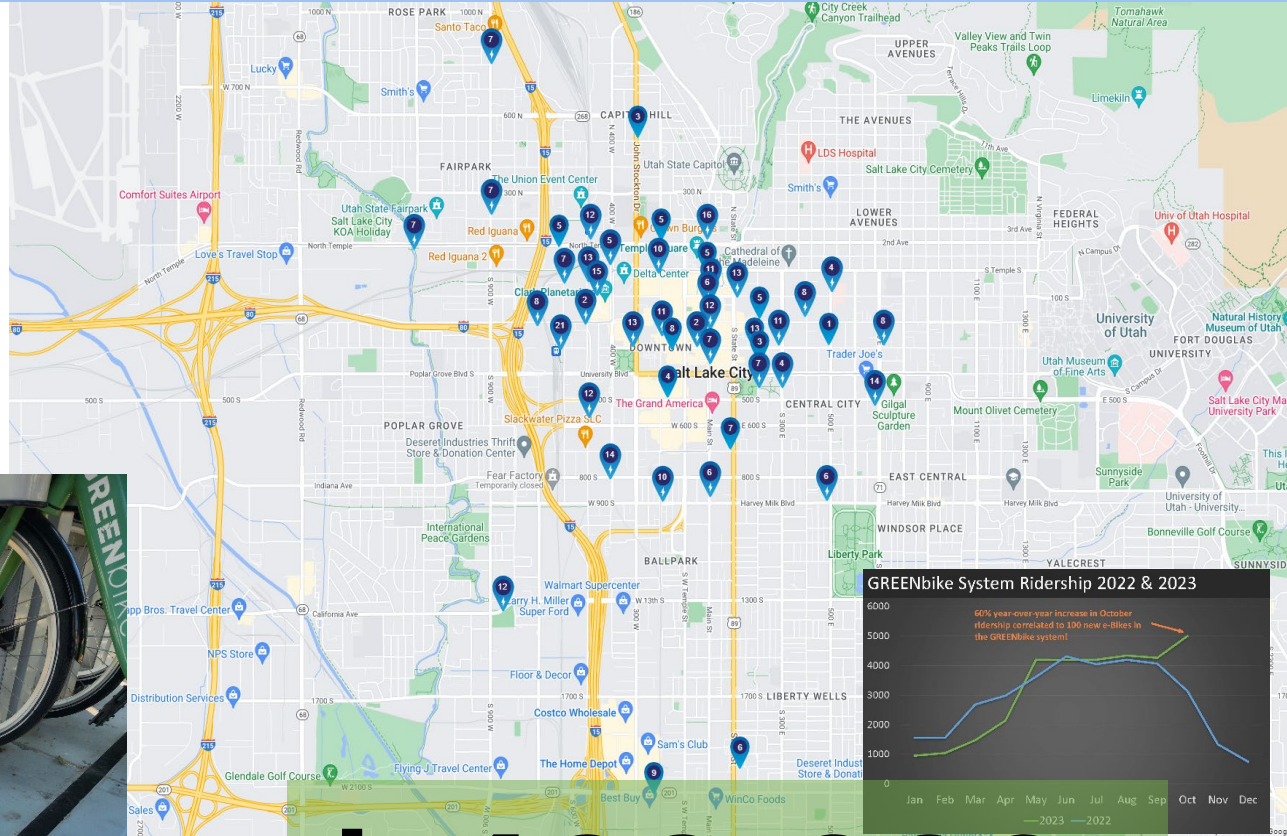


**Project Cost – \$ 4,566,400**  
**Funds Request – \$ 3,996,400**

Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

# Salt Lake City – Bike Share (GREENbike) Maintenance Project Type – Bicycle

Salt Lake City Proper – (6 sq miles)



# \$ 400,000

**Project Cost –  
\$ 493,200**

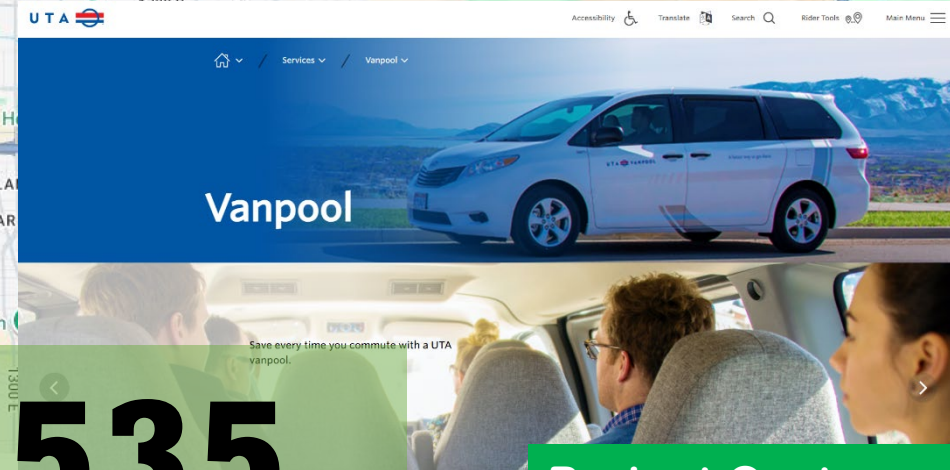
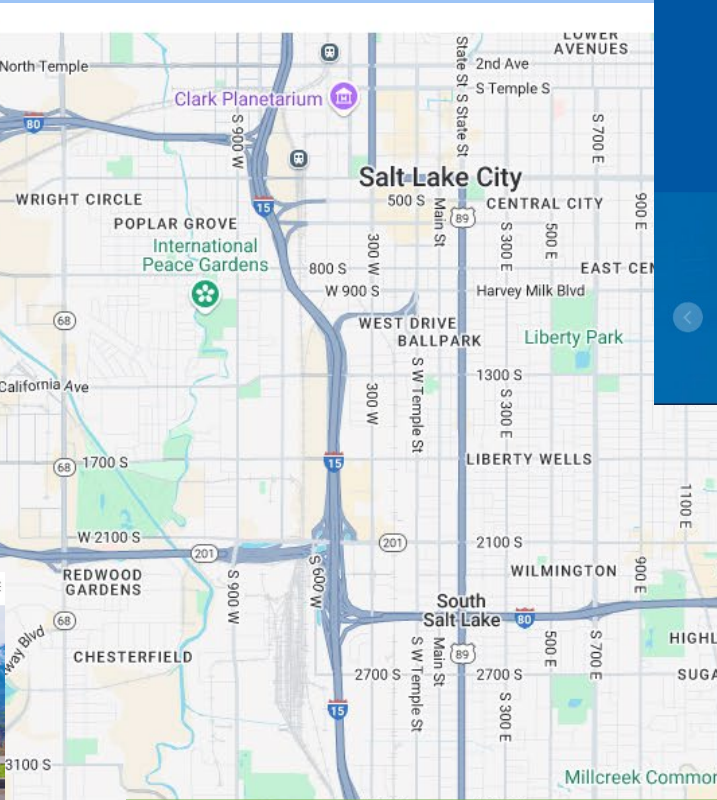
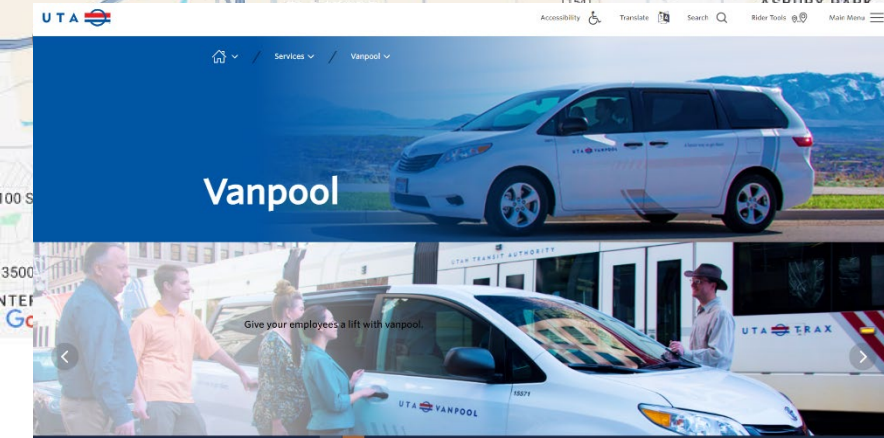
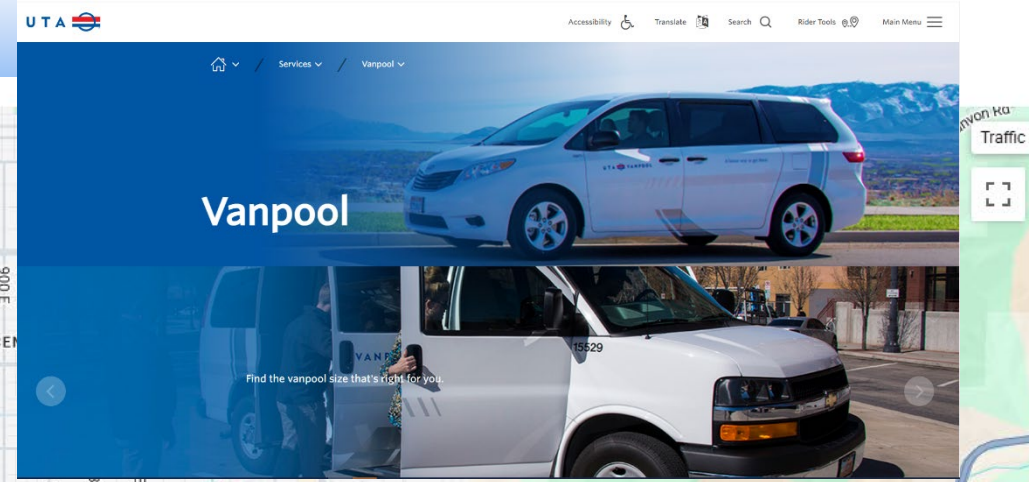
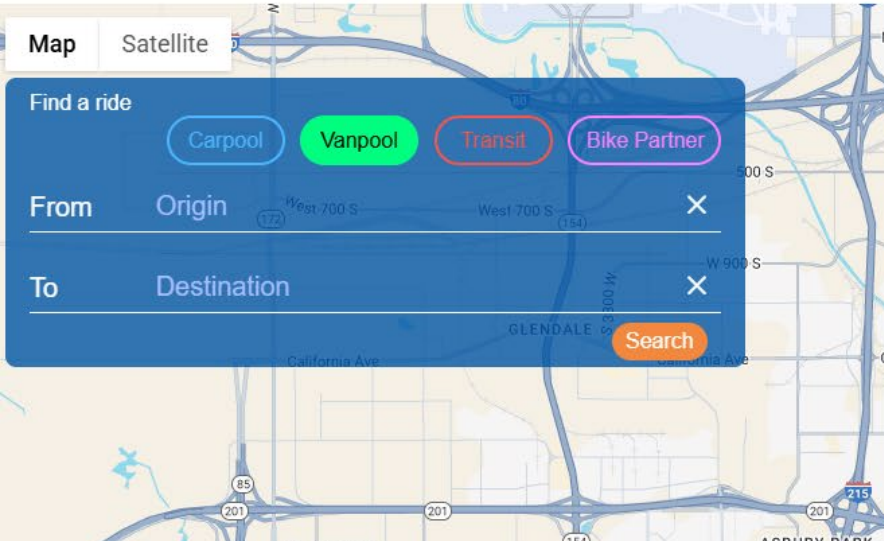
**Funds Request –  
\$ 459,810**

GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. GREENbike will continue to serve the public with sustainable travel.

Summary of the Recommended Projects for the Carbon Reduction Program (CRP)		
Sponsor	Project Information	Funding Recommended
	Project Name/ Location/ Limits	
<b>Ogden\ Layton Urbanized Area</b>		
Weber County	West Weber Elementary - 900 South Sidewalk from 4160 West to 3600 West	\$ 395,653
Farr West	2575 West Sidewalk and Bike Lane from 3300 North to 2975 North	\$ 1,100,000
<b>Total Recommended</b>		<b>\$ 1,495,653</b>
<b>Salt Lake Urbanized Area</b>		
Utah Transit Authority	Vanpool Expansion Vans	\$ 419,535
Sandy City	11400 South 1300 East Intersection Improvements	\$ 1,000,000
Utah Transit Authority	Operations Davis-Salt Lake Community Connector from Farmington Station to UofU Research Park	\$ 1,000,000
<b>Total Recommended</b>		<b>\$ 2,419,535</b>

# UTA – Vanpool Expansion Vans Intersections Improvement - Project Type – Transit

Salt Lake County



**\$ 419,535**

Welcome to UTA Rideshare

Project Cost –  
\$ 450,000

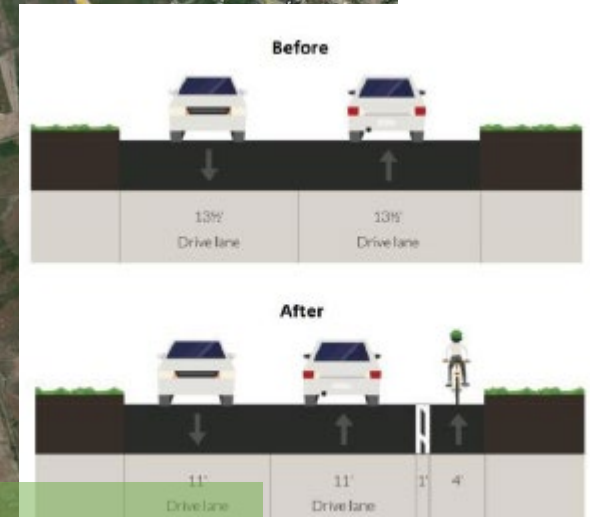
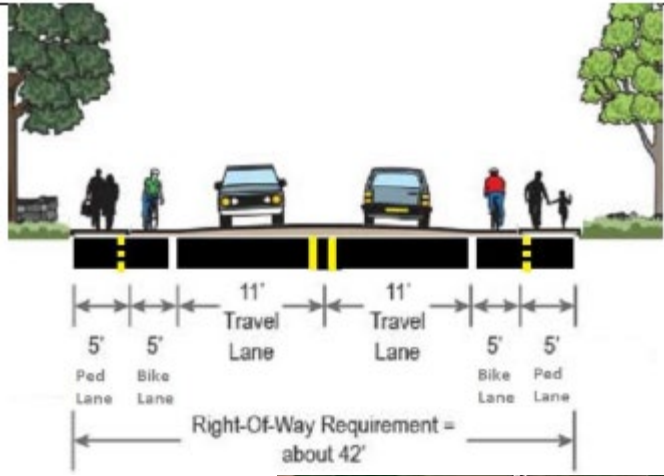
Funds Request –  
\$ 419,535

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

# Farr West City – 2575 West Sidewalk & Bike Lane – Ped/ Bicycle Facility

## Project Type – Capital Improvement

3300 North to 2975 North – (0.521 miles)



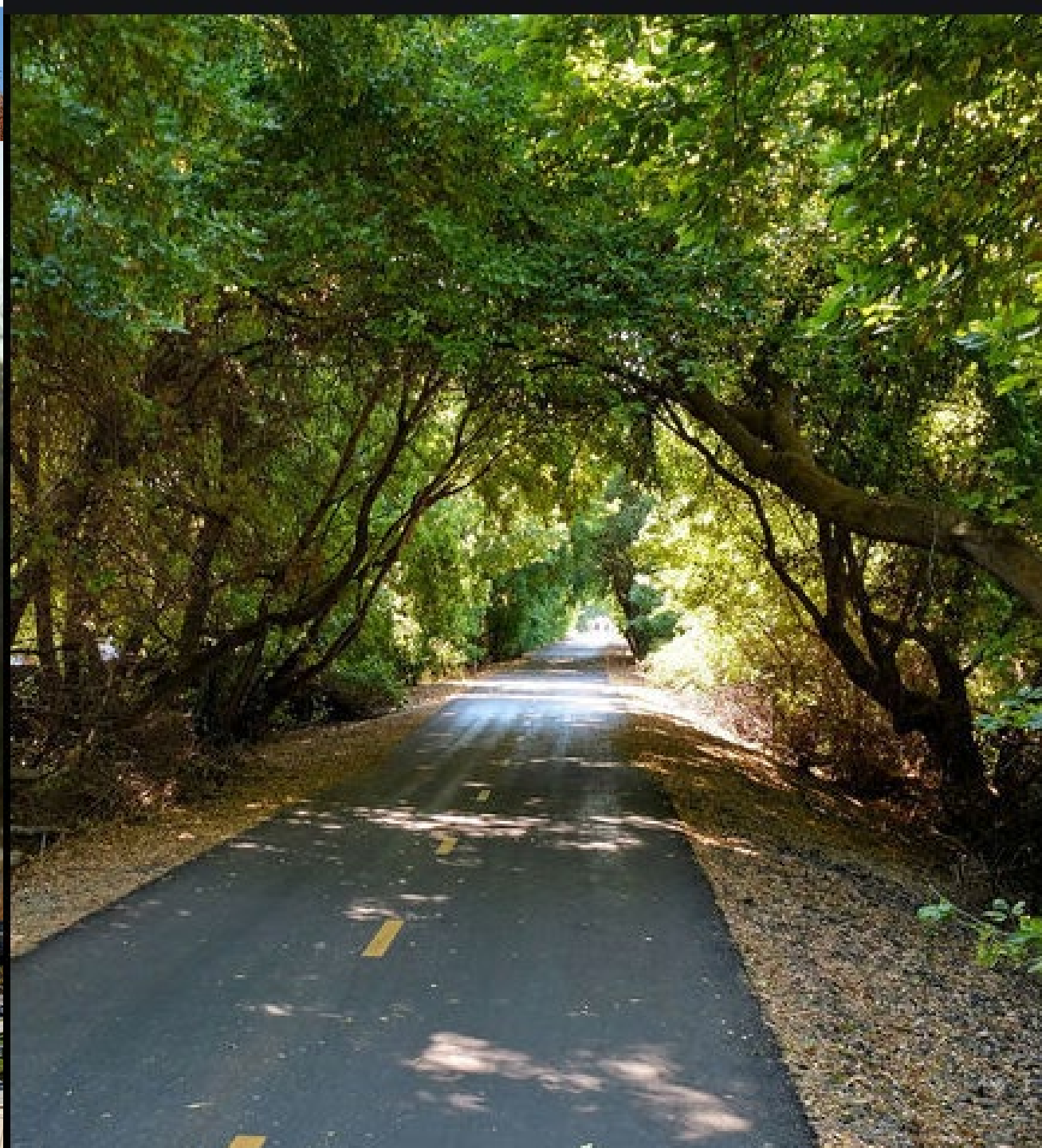
# \$ 1,100,000

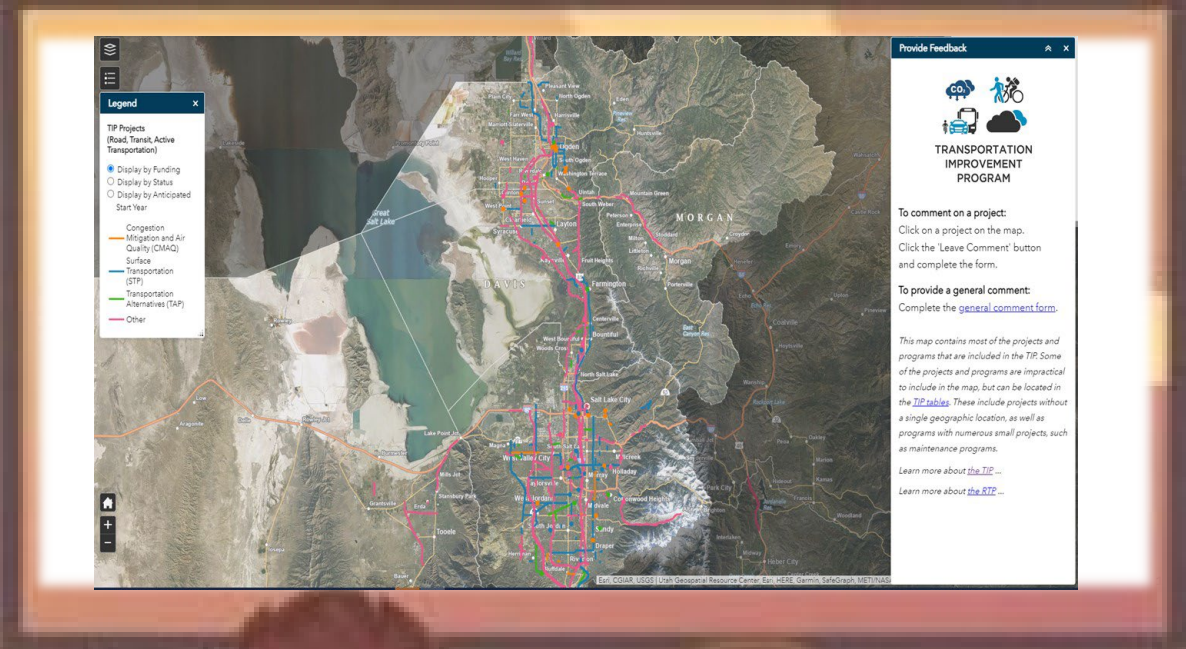
Project Cost –  
\$ 1,593,300

Funds Request –  
\$ 1,443,480

The project will widen the west side of the road to provide for a bike lane. It also consists of constructing a separated path on the east side of the roadway for pedestrian use. This project will connect to new sidewalk on the south end to 3300 North on the north end, providing a safer route for pedestrians.







www.wfrc.org





WASATCH FRONT REGIONAL COUNCIL

# 2024 Annual Roadway Safety Report

WFRC Comprehensive Safety Action Plan

Kip Billings

June 2025

# WFRC Safety Goal

Reduce roadway fatalities and serious injuries by 2.5% from the previous 3-year average.

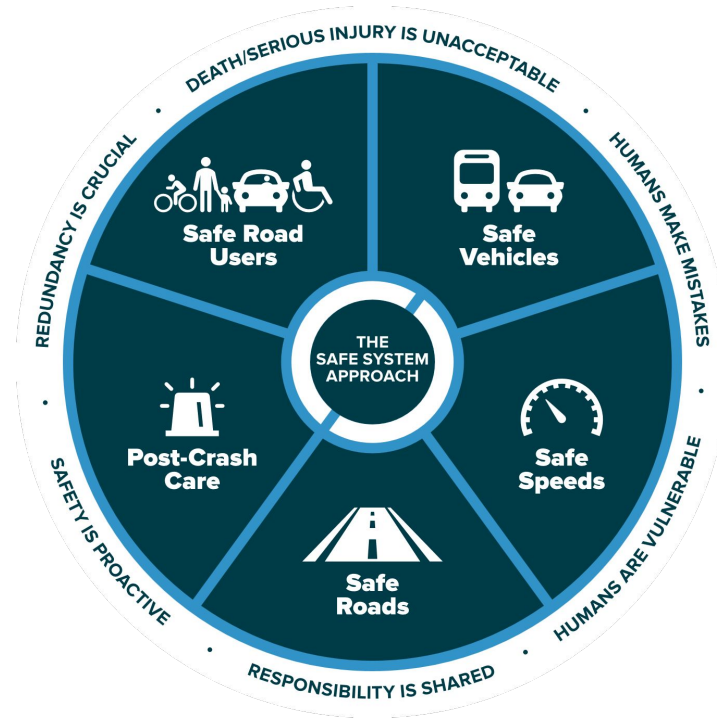
*- March 28, 2024*

# WFRC Roadway Safety Goal



# Safe System Approach

**How does the  
Wasatch Front  
reduce roadway  
deaths?**



Source: Federal Highway Administration



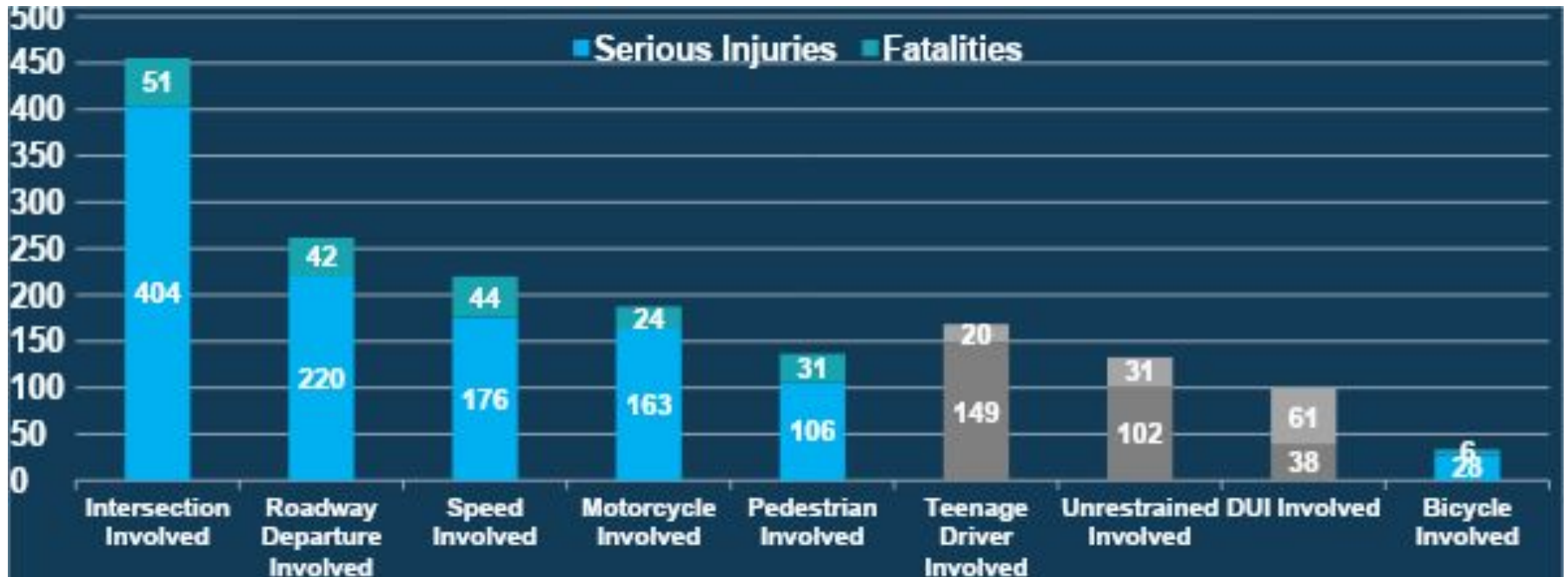
Transportation system design and operation should reduce crash severity and save lives by:

1. Anticipating human mistakes
2. Lessening impact forces

# WFRC Roadway Fatalities & Serious Injuries 2018-2024



# Roadway Risk Factors 2024



# Implemented Safety Improvements – since 2019

Segment Improvements	Miles		Spot Improvements	Number Installed
Sidewalk	12.7		Lighting	364
Bike Lane	5.8		Crosswalks	35
Barrier	1.8		Left Turn Lane	35
Traffic Calming	1.0		Ped Signal	10
Two Way Left Turn Lane (TWLTL)	0.6		Signal Plates	8
Shoulder	0.6		Driveways Removed	5
Pavement Friction	0.5		Roundabout	4
Striping Upgrade	0.1		Speed Management	4
			Right Turn Lane	1
			Slip Lanes Removed	1
<b>TOTAL</b>	<b>22.9 miles</b>			<b>467</b>

# Cities Reporting Safety Improvements

## **As of June 2025:**

1. Bluffdale
2. Draper
3. Layton
4. Marriott-Slaterville
5. Millcreek
6. North Salt Lake
7. Sandy
8. South Jordan
9. Taylorsville

<https://wfrc.org/programs/csap/>



WASATCH FRONT REGIONAL COUNCIL

**Kip Billings**  
**801-309-9860**  
**Kip@wfrc.org**



# Vanpool



# Did You Know?

- Vanpool was originally called Utah Lift
- 30 years ago, UTA had 25 leased vans. Today we have 437
- The average vanpool travels 25 miles one way, each day

# What is Vanpool?



# Types of

## Vanpools

- Traditional – Groups of individuals who live and work in the same area that commute together
- RideVan Plus - Groups of bus/train passengers who need transportation the last few miles to work



- Takes single occupancy vehicles off the road
- Frees up 5 parking spaces each day
- Saves participants money
- Pre-tax Transit Benefits

## Benefits And Advantages

# What's Included

- Fuel
- Insurance
- Maintenance
  - Preventative and Repairs
  - Loaner Vans
- Guaranteed Ride Home

# Fleet Options

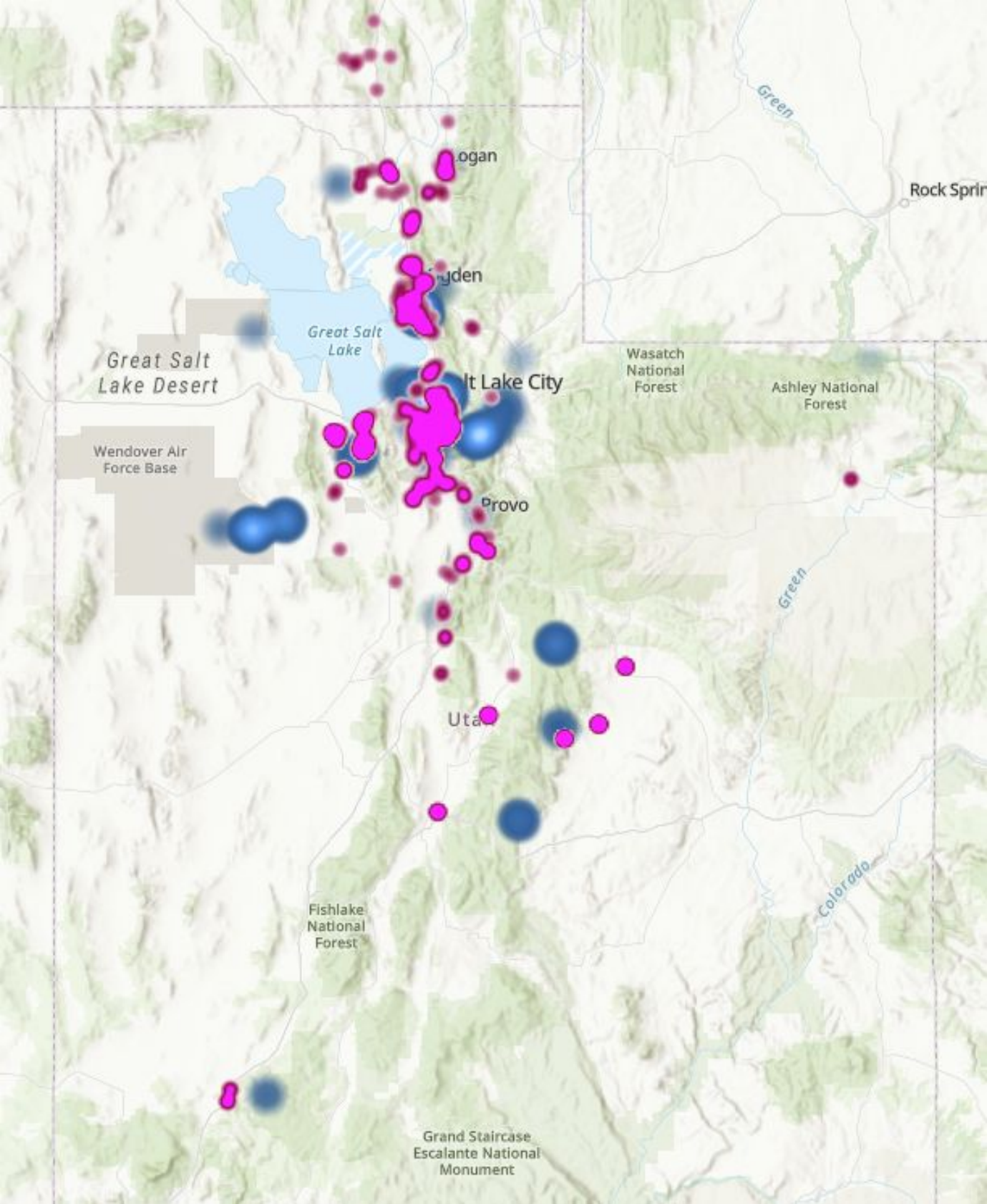
Full size vans - from 9 to 15 passenger capacity

Minivans – 7 passenger capacity

Accessible Minivan – 5 passenger seats + 1 WC



# We Go Everywhere

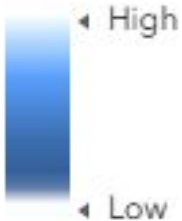


April 2025

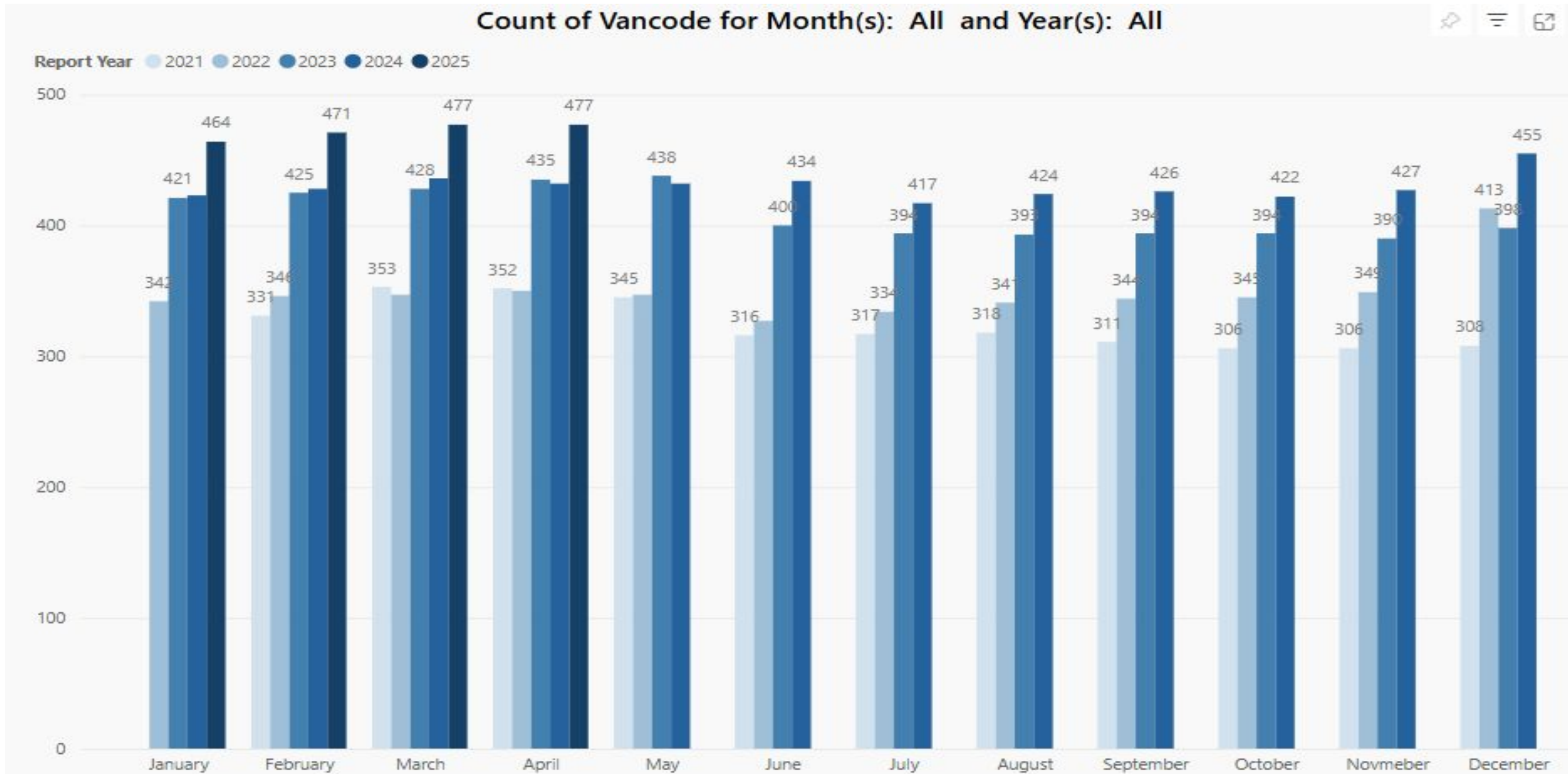
Vanpool April 2025 Origin



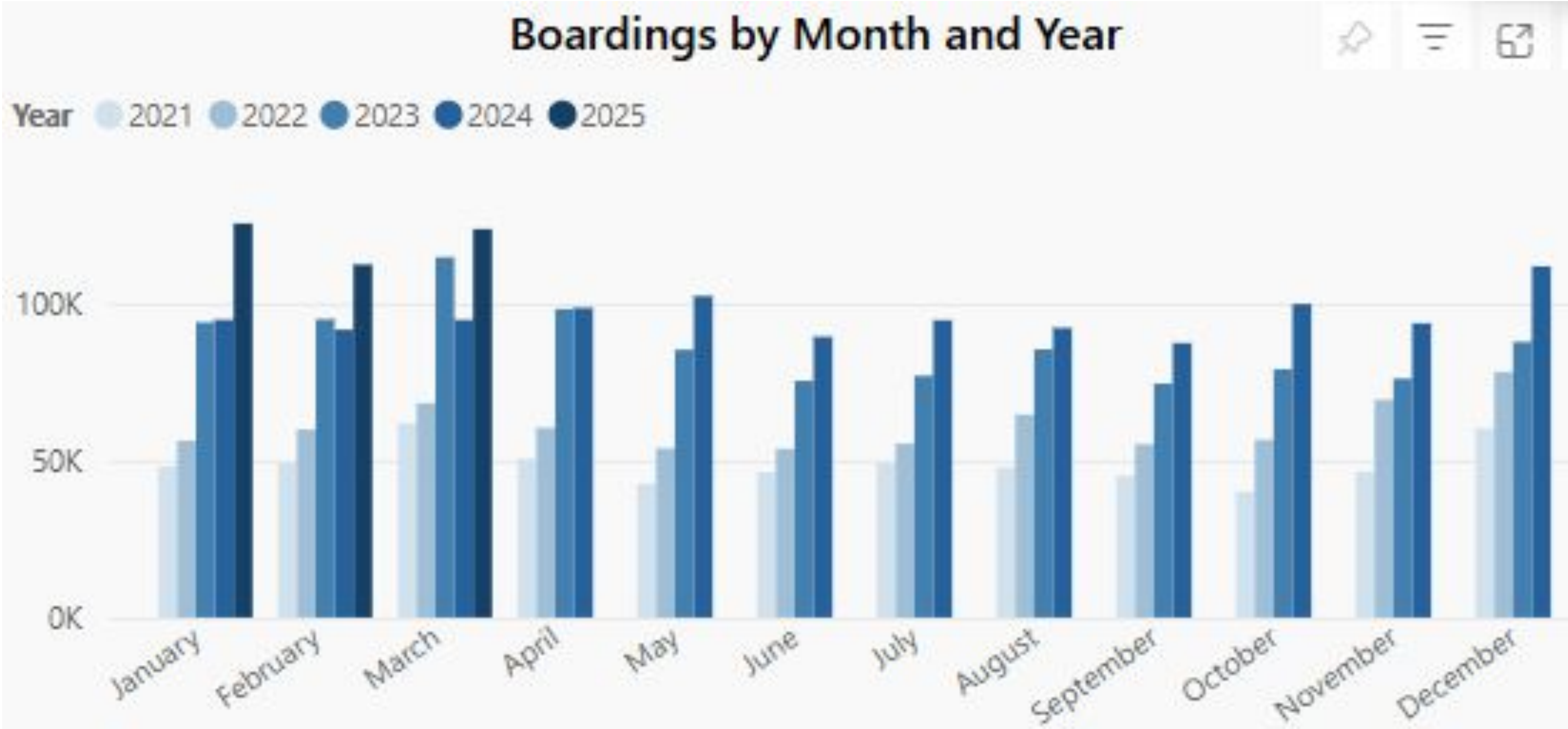
Vanpool April 2025 Destination



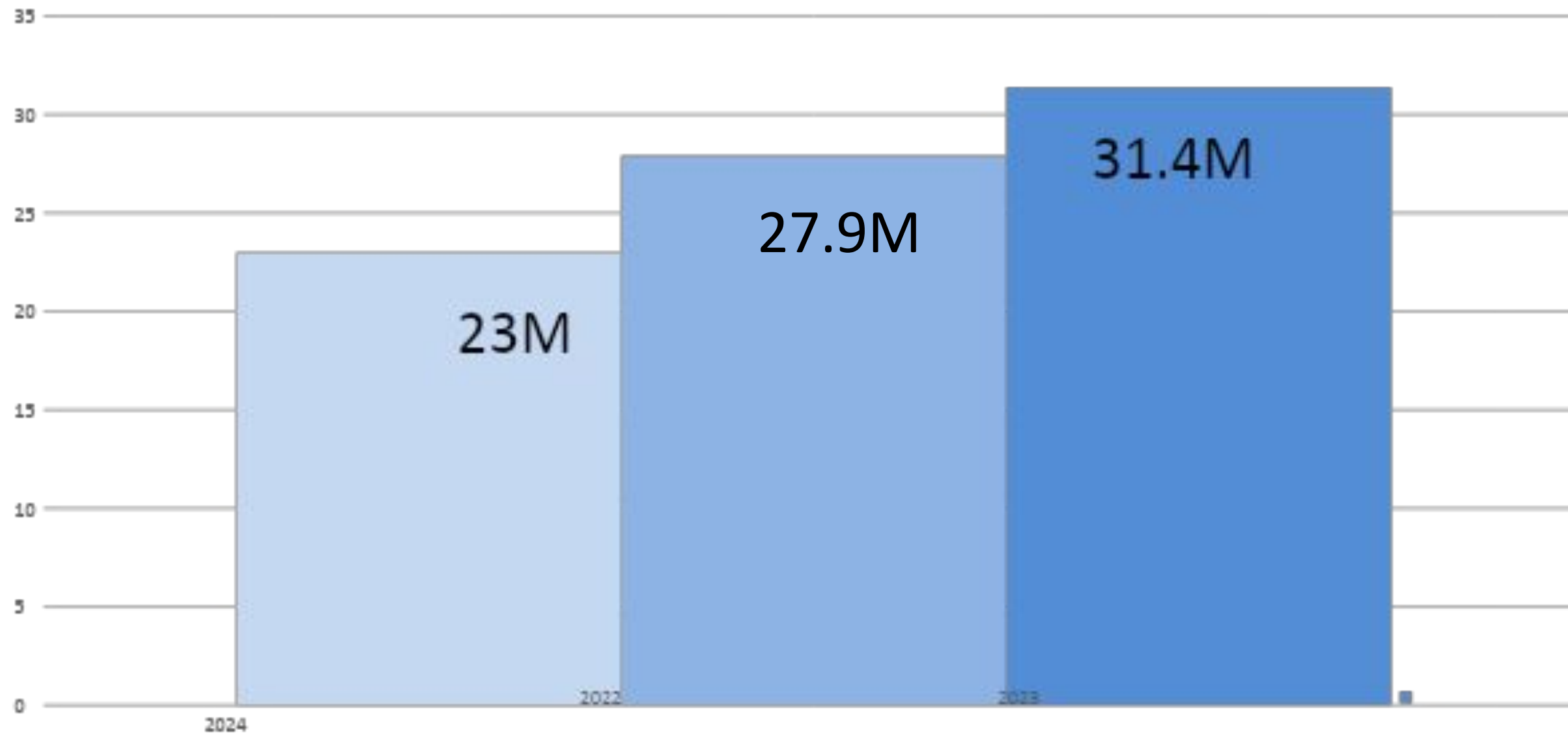
# Vanpool Growth – Vanpool Groups



# Vanpool Growth - Boardings



# Vanpool Growth – Passenger Miles Reduced



We Reduced 31.4 Million Vehicle  
Miles

65 Round Trips To The Moon  
Or  
1260 Trips Around The Earth



# Questions

