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Utah Department of Transportation

Troy Walker  
Utah League of Cities and Towns

Lorene Kamalu  
Utah Association of Counties

Jason Brown  
Envision Utah

Laura Hanson  
State Planning Coordinator

Andrew Gruber  
WFRC Executive Director

## Transportation Coordinating Committee (Trans Com) AGENDA April 30, 2026

Trans Com will meet on **Thursday, April 30, 2026 at 1:30pm** at the WFRC offices, 41 N Rio Grande Street, Salt Lake City, Utah, and via Zoom. <https://us02web.zoom.us/j/88488596225>  
Webinar ID: 884 8859 6225 Phone one-tap: +12532158782,,88488596225#

The agenda will be as follows:

1. **Introductions and Consent Agenda**
  - a. **ACTION:** Minutes of the Trans Com meeting held February 19, 2026
2. **Chair Report**
3. **Public Comment**
4. **Transportation Improvement Program (TIP)**
  - a. **Report:** Board modifications to the 2026-2031 TIP
  - b. **ACTION:** Board modifications to the 2026-2031 TIP
  - c. **ACTION:** Recommend 2027-2032 Congestion Mitigation/Air Quality (CMAQ) Program
  - d. **ACTION:** Recommend 2028 Carbon Reduction Program (CRP)
  - e. **ACTION:** Recommend 2028 Transportation Alternatives Program (TAP)
  - f. **ACTION:** Recommend 2027-2032 Surface Transportation Program (STP)
5. **Other Business and Adjournment**

Next meeting: Thursday, June 18, 2026

### Upcoming Meetings and Events:

- *WFRC Regional Growth Committee (RGC) meeting - May 21, 9:15am*
- *WFRC Council meeting - May 28, 1:30pm*

Informational materials can be located on WFRC's website at [www.wfrc.utah.gov](http://www.wfrc.utah.gov)

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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.utah.gov/committees](http://www.wfrc.utah.gov/committees) for more information.

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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.utah.gov/committees](http://www.wfrc.utah.gov/committees) para obtener más información.

**MINUTES**  
**WFRC || Transportation Coordinating Committee**  
February 19, 2026

WFRC Transportation Coordinating Committee Meeting was held at WFRC Office, 41 N Rio Grande Street, Salt Lake City and via Zoom.

**1. Welcome & Consent Agenda [00:00:04]**

Mayor Mark Shepherd, Chair, called the meeting to order at 1:34pm. After welcoming committee members and guests, introductions were made around the table for those attending in person, and the names of those attending online were read. New members to the committee were invited to briefly introduce themselves.

**a. ACTION: Minutes of the Trans Com Meeting held November 20, 2025 [00:06:08]**

A motion was made by Mayor Sheri Bingham, seconded by Carlton Christensen, UTA Trustee, that the minutes of the meeting be approved as presented. The affirmative motion was carried unanimously.

**2. Chair Report [00:06:33]**

Mayor Shepherd congratulated Layton City for receiving a Safe Streets For All (SS4A) federal award for construction of a pedestrian bridge to grade separate a railroad crossing that will greatly improve safety. Mindy Hunsaker with Layton City briefly discussed the project. Mayor Shepherd then introduced Miranda Jones Cox, WFRC Government Affairs Manager, who provided a Legislative update.

**a. Legislative Update [00:11:20]**

Ms. Jones Cox briefed the group on key legislative developments that are occurring during the 2026 Utah General Session. WFRC members can keep themselves apprised of notable relevant legislation by subscribing to WFRC's [Government Affairs emails](#) which are frequently distributed during the session. Members may also reference WFRC's [bill tracker](#), and [appropriations tracker](#) found on WFRC's website. WFRC's legislative engagement is coordinated on behalf of our communities, working in close partnership with local governments directly and through the Utah League of Cities and Towns and Utah Association of Counties, as well as transportation agency partners at the Utah Department of Transportation, Utah Transit Authority, and Mountainland Association of Governments.

**3. Public Comment [00:35:12]**

Mayor Shepherd opened the meeting to public comment. There were no public comments made.

**4. Trans Com Roles, Responsibilities, and Schedule [00:22:49]**

Mayor Shepherd introduced Wayne Bennion, WFRC Short Range Planning Director, who presented the roles and responsibilities for the Transportation Coordinating Committee (Trans Com). The committee acts as the policy advisory committee to the WFRC Council regarding the programming of funds through the Transportation Improvement Program (TIP) and other short-range transportation issues. Mr. Bennion then discussed the proposed schedule of topics for this year and encouraged the group to provide suggestions about any issues they would like to discuss.

**5. Transportation Improvement Program (TIP) [00:35:35]**

**a. Board modifications to the 2026-2031 TIP**

Mayor Shepherd turned the time to Ben Wuthrich, WFRC Transportation Improvement Program Coordinator, who asked if there were any questions related to the materials in the signed resolution that was approved by Council at its January 22 meeting. There were none.

**b. ACTION: Board Modifications to the 2026-2031 TIP [00:37:40]**

Mr. Wuthrich continued his report, stating that WFRC has received requests to modify the current 2026-2031 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. Mr. Wuthrich briefly discussed the

requested modifications, and the materials are also included with the attached resolution. [00:51:44] **ACTION:** Mayor Shepherd entertained a motion to approve the resolution to modify the 2026-2031 Transportation Improvement Program as presented. A motion was made by Mayor Sheri Bingham, and seconded by Carlton Christensen, UTA Trustee. The affirmative motion was carried unanimously.

**c. Review of the Fiscal 2025 obligation of federal highway and transit funds [00:54:15]**

Mr. Wuthrich presented a report prepared by WFRC staff, with the assistance of UDOT and UTA, that accounts for the funds obligated through federal, local and state match funding during federal fiscal year 2025 (October 1, 2024, through September 30, 2025). For the State of Utah, these federal funds currently represent about twenty percent of the total highway and transit revenues.

**6. Local Government Project Report [01:11:33]**

Mayor Shepherd noted that Roy City has recently completed a project that was made possible by funding recommended by Trans Com in the past. He introduced Jory Wahlen, Roy City's contract city engineer, who discussed the round-about at 3100 West/ 6000 South that eased congestion and improved safety in a heavily traveled area.

**7. Other Business and Adjournment [01:24:53]**

Mayor Shepherd then drew attention to the final item on the agenda, announcing that the video link, *Overview of the Utah Open and Public Meeting Act*, is part of WFRC's compliance with annual training requirements. The link is included on the agenda, in the initial Trans Com meeting email and will also be added to the follow up email that will be sent next week. Please take the time to watch it in order to fulfill the WFRC Training requirements. Mayor Shepherd reminded the group that the next Tran Com meeting will be held on April 30, 2026, and entertained a motion to adjourn. Carlton Christensen, UTA Trustee, made the motion to adjourn and the motion was seconded by Mayor Sheri Bingham. The meeting adjourned at 2:58pm.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at [www.wfrc.utah.gov](http://www.wfrc.utah.gov).

2026 TRANS COM MEMBERS			Present	Others in attendance
<b>BOX ELDER COUNTY</b>				
Member -	Kevin Jepps, Mayor	Perry City	No	Brandon Edwards, Roy City
Alternate -	Tyler Vincent, Commissioner	Box Elder County	No	Matt Anderson, Roy City
<b>DAVIS COUNTY</b>				Jory Wahlen, Roy City
Member -	Mark Shepherd, Mayor (Chair)	Clearfield	Yes	Joe Thomas, DAQ
Alternate -	Scott Wiggill, Mayor	Sunset	No	Alma Haskell, UTA
Member -	John Crofts, Commissioner	Davis County	Yes	Jed Bell
Alternate -	Brian Vincent, Mayor	West Point	No	
<b>MORGAN COUNTY</b>				
Member -	Steve Gale, Mayor	Morgan City	No	
Alternate -	Raelene Blocker, Commissioner	Morgan County	Yes	
<b>SALT LAKE COUNTY</b>				
Member -	Dirk Burton, Mayor	West Jordan	Yes	
Alternate -	Lorin Palmer, Mayor	Herriman	Yes	
Member -	Laurie Stringham, Councilmember	Salt Lake County	No	
Member -	Dan Dugan, Councilmember	Salt Lake City	No	
Member -	Brooke D'Sousa, Councilmember	Sandy City	Yes	
Alternate -	Cheri Jackson, Mayor	Millcreek	Yes	
Alternate -	Paul Fotheringham, Mayor	Holladay	Yes	
Alternate -	David Brems, Mayor	Emigration Canyon	Yes	
<b>TOOELE COUNTY</b>				
Member -	Erik Stromberg, Councilmember	Tooele County	Yes	
Alternate -	Sheldon Birch, Councilmember	Erda City	Yes	
<b>WEBER COUNTY</b>				
Member -	Jim Harvey, Commissioner (Vice Chair)	Weber County	No	WFRC Staff:
Alternate -	Richard Hyer, Councilmember	Ogden City	No	Andrew Gruber
Member -	Sheri Bingham, Mayor	Hooper	No	Wayne Bennion
Alternate -	Braden Mitchell, Mayor	Riverdale	No	Ben Wuthrich
<b>OTHER APPOINTMENTS</b>				Ted Knowlton
Member -	Tom Jacobson, Commissioner	Utah Transportation Commission	No	Miranda Jones Cox
Member -	Natalie Gochmour, Commissioner	Utah Transportation Commission	No	Fariba Soltani
Member -	Carlton Christensen, Trustee	UTA Board	Yes	Rosie Hernandez
Member -	Beth Holbrook, Trustee	UTA Board	No	Jordon Chandler
Member -	Michelle Bujdoso	Utah Air Quality Board	Yes	Andrea Pearson
<b>NON-VOTING MEMBERS</b>				
Member -	Ben Huot, Deputy Director	UDOT	No	
Alternate -	Tiffany Pockock, Program Dev. Dir.	UDOT	No	
Member -	Nichol Bourdeaux, Chief Planning & Engmt Ofc.	UTA	Yes	
Alternate -	Jaron Robertson, Planning Director	UTA	No	
Member	Bryce Bird, Director	Division of Air Quality	No	
Member	Ivan Marrero, Division Administrator	FHWA	No	
Member	Kelly Lund, Planner, Utah Division	FHWA	No	
Member	Chris Carn, Mayor, Saratoga Springs	MAG	No	



# WASATCH FRONT REGIONAL COUNCIL

**DATE:** April 22, 2026  
**AGENDA ITEM:** 4a  
**SUBJECT:** Report: Board Modifications to the 2026-2031 TIP  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

Since the last meeting of Trans Com, WFRC received requests to modify the current 2026-2031 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its March 26th 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 (801) 647-3228, [ben.wuthrich@wfrc.utah.gov](mailto:ben.wuthrich@wfrc.utah.gov)

**EXHIBIT:**

2026-2031 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2026 - 2031  
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 2026-2031 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

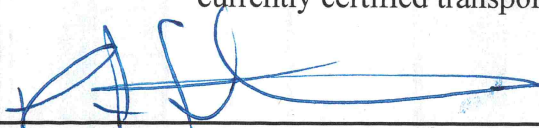
WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and

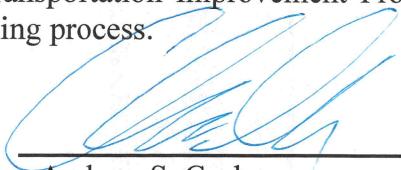
WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2026-2031 TIP or are exempt projects that do not need to be reviewed for air quality 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 March 26, 2026, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2026-2031 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.

  
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Commissioner Bob Stevenson  
Vice Chair  
Wasatch Front Regional Council

  
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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: March 26, 2026

**2026-2031 Transportation Improvement Program (TIP) (Amendment Five)**

**Board Modification**

**Change of Scope**

Salt Lake Area													
Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	Salt Lake County	Various	Various	15919	Salt Lake County – Signal Interconnect	Project would install fiber or radio connections to the automated traffic management system (ATMS) network. <b>Initial Scope</b> - Consider 40 intersections for installation of fiber or radio connections to the ATMS network <b>Change of Scope</b> - Reduce the number of Intersections to 27	CMAQ_WFRC (Congestion Mitigation/ Air Quality (WFRC))	\$965,355	\$900,000	No Additional Funding	\$0	2026
								Local_Govt (Local Government Funds)		\$65,355		\$0	

**Initial Scope** The original project concept submitted in 2019 considered 40 intersections for installation of fiber or radio connections to the automated traffic management system (ATMS) network.

**Additional Scope** This request is a result of higher than expected construction costs and of the original 40 intersections, 8 intersections were done within another project and 5 intersections experienced significant cost increases due to necessary improvements beyond the scope of this project. Hence Salt Lake County requests to modify the scope to 27 intersection upgrades with fiber or radio.

**Scope Change**

Salt Lake Area													
Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake/ Utah	UDOT	SR-154	Principal Arterial	22813	Enhanced Freeway Striping Phase II	<b>Initial Scope</b> -Enhance Striping on Bangertter Hwy from 4700 South to I-15 <b>Additional Scope</b> - Include Striping Enhancement on Bangertter Hwy from 2400 South to the Salt Lake International Airport	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) - Statewide)	\$4,760,000	\$4,760,000	No Additional Funding	\$0	2026

**Initial Scope** The project scope is to replace the existing striping on Bangertter Highway from I-15 to 4700 S with enhanced striping that improves durability and visibility, especially during wet and nighttime conditions.

**Additional Scope** The additional scope will extend this enhanced striping from 2400 S to the airport. With this modification, the entire length of Bangertter Highway will have enhanced striping upon completion of the Bangertter Interchange project. The section between 4700 S and 2400 S will be completed as part of the existing Bangertter Interchanges project.

**Additional Funding**

Ogden/ Layton Area													
Level of Conformity Analysis	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
2	Davis	Layton	Ped/ Bike Overpass	NA	20317	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Station	New Construction of Ped/ Bike Railroad Overpass	CARBON_O/L - (Federal Funds) (Carbon Reduction Program - Ogden/ Layton - WFRC))	\$12,883,791	\$800,000	Additional Funding		2026
								CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - Ogden/ Layton - WFRC))		\$1,764,160			
								LOCAL_GOVTT (Local Government Funding) (Layton City Prop 1, Layton City RAMP, Davis County 3rd Quarter, Utah Outdoor Rec. Rec Trails)		\$3,505,000		\$2,314,631	
								ST_TIF_ACT (State Transportation Investment Funds - Active Transportation)		\$4,500,000			

Project will construct a Pedestrian Overpass Bridge to Span the Width of the Union Pacific/ FrontRunner railway corridor and touch down immediately next to the FrontRunner Station. Elements of the pedestrian overpass proposed include an elevator as well as a stairway for accessing the bridge on each side. During the process of preparing the permitting and construction documents for bidding it was determined that the estimated cost of the overpass had increased. To date, the City has been able to secure the remaining funds.



# WASATCH FRONT REGIONAL COUNCIL

**DATE:** April 22, 2026  
**AGENDA ITEM:** 4b  
**SUBJECT:** **ACTION:** Board Modifications to the 2026-2031 TIP  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2026-2031 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 2026-2031 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 647-3228, [ben.wuthrich@wfrc.utah.gov](mailto:ben.wuthrich@wfrc.utah.gov)

**EXHIBITS:**

2026-2031 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2026 - 2031  
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 2026-2031 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 2026-2031 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 Trans Com meeting on April 30, 2026, 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 Six to the 2026-2031 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.

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Mayor Mark Shepherd  
Chair  
Trans Com

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: April 30, 2026

**2026-2031 Transportation Improvement Program (TIP) (Amendment Six)  
Board Modification**

Level of Conformity Analysis	Additional Funds												
	Ogden/ Layton 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	Box Elder	Willard	750 North	Collector	13932	750 North 200 West, Willard City	Construct a Controlled Pedestrian and Bicycle Crossing	CMAQ_WFRC (Congestion Mitigation/ Air Quality (WFRC))	\$252,065	\$85,000	Additional Funding	\$150,000	2026
								Local_Govt (Local Government Funds)		\$6,172		\$10,892	

**The project includes:** The Project will include  ADA-compliant ramps and sidewalk connections,  Asphalt trail construction improvements,  UDOT-compliant crossing treatments, including Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacons (PHB) infrastructure, signage, and striping,  Traffic control and associated safety measures,  Utility relocation and site restoration

**The increase in project cost is primarily attributable to:** Escalation in material and construction costs since initial programming,  Updated UDOT crossing and pedestrian safety requirements,  Utility relocation and Potential ROW easements

**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



# WASATCH FRONT REGIONAL COUNCIL

**DATE:** April 22, 2026  
**AGENDA ITEM:** 4c  
**SUBJECT:** **ACTION:** Recommend 2027-2032 Congestion Mitigation Air Quality Program (CMAQ)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

## BACKGROUND:

The Wasatch Front Regional Council is responsible for programming federal Congestion Mitigation/ Air Quality Program (CMAQ) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for CMAQ funds are projected to be approximately \$6.1M through the year 2032 in the Salt Lake Urban Area with \$9.7M available to program in the year 2032, and about \$3.28M in annual apportionments anticipated in the Ogden/ Layton Area with \$5.5M available to program in the year 2032. The increased amount to program in both the Salt Lake and the Ogden/ Layton Areas this year is largely due to two reasons, the project cost savings and programming efficiencies of previously programmed projects constructing and closing out ahead of schedule, and the withdrawal of two programmed projects that will be funded with non-federal funds.

In the fall of 2025, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available CMAQ funds. They were then asked to prepare a project concept report and a CMAQ emission analysis form, providing further detail on their projects. The WFRC staff and the Technical Advisory Committees (TACs) -- composed of the region's municipal engineers and other professionals representing their respective agency or municipality -- used these reports, a field review of all projects in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, and meeting on March 25th, the WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the CMAQ program. The attached tables "Projects Submitted for Consideration for the 2027-2032 Congestion Mitigation/ Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2027-2032 CMAQ program with the recommended funding amount listed in the left-hand column. Benefits of each project in addition to air quality are also included in the center column titled, "Other Benefits". The tables are divided by the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake Urbanized Area, encompassing Salt Lake County. Only communities in air quality non-attainment areas are eligible for CMAQ funds.

At the Trans Com meeting on April 30, WFRC staff will present the CMAQ program funding recommendations.

## CONTACT PERSON:

Ben Wuthrich (801) 647-3228, ben.wuthrich@wfrc.utah.gov  
 Fariba Soltani (435) 554-9148, fariba.soltani@wfrc.utah.gov

**RECOMMENDATIONS:**

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion “to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2027-2032 Congestion Mitigation / Air Quality Program.”

**EXHIBITS:**

Spreadsheets showing recommended CMAQ Projects for the Ogden/Layton and Salt Lake Urbanized Areas

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Congestion Mitigation/ Air Quality (CMAQ) Program”**

\$ #,###		Recommended Funding Amount			Recommended Project Information																	
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$1,000)
<b>Ogden/ Layton Urban Area</b>																						
1		Davis / Weber	1	Various	Utah Transit Authority	Vanpool Van Expansion	Davis County	Weber County	0	\$ 500,000	\$ 466,150	\$ 33,850	NA	Transit	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.	2	*Reduces traffic congestion *Increases shared commuting options	5.0	77.7	3496.3	6.3	23.0
2	\$ 1,000,000	South Weber	1	South Weber	South Weber City Corporation / UDOT	2700 East & SR-60 Widening	South Weber Drive (SR-60)	7800 South	0.283	\$ 3,752,300	\$ 3,372,409	\$ 379,891	Collector	Operations	The project is primarily widening 2700 E from the park-and-ride north of South Weber Drive (SR-60) to 7800 South. It includes constructing a roundabout at the intersection of 2700 East and 7800 South. Improvements on South Weber Drive include widening to add an additional left-turn lane and a dedicated right-turn lane.	1	*Reduces traffic delays *Improves traffic safety	20.0	221.8	0.0	1.3	2.5
3		Weber County	1	Weber County	Utah Department of Transportation	I-15 31st street interchange southbound on-ramp meter	I-15 MP 341	I-15 MP 342	0.3	\$ 1,000,000	\$ 932,300	\$ 67,700	Highway/Freeway	Operations	The project will place a ramp meter on the southbound 31st Street ramp to reduce congestion on I-15.	1	* Reduces congestion *Enhances traffic operations *Improves safety on merging to I-15 at 31st Street	10.0	76.2	0.0	0.4	2.3
4		Ogden	1	Ogden	Ogden City Corporation	Bike Share Program Operations Support Vehicle Acquisition	Various Bike Station Locations across Ogden	Various Bike Station Locations across Ogden	0	\$ 100,000	\$ 93,000	\$ 7,000	Local	Operations	This project will fund the purchase of an electric support vehicle and charging equipment to assist with rebalancing and recharging e-bikes as Ogden's bike share system expands. This will increase operational efficiency, reduce emissions, and support system reliability.	2	*Improves bike share system reliability *Supports mode shift from car trips	10.0	0.0	8.9	0.1	2.3
5	\$ 2,000,000	Clearfield	1	Clearfield	Clearfield City	1000 E SR-193 Pedestrian Bridge	1000 E SR-193 Pedestrian Bridge	Northwest corner of intersection @ 1000 E SR-193	0.02	\$ 20,934,900	\$ 17,653,007	\$ 1,281,893	Principal Arterial	Active Transportation	This pedestrian crossing will mainly serve the children attending the elementary, jr. high, and high schools south of the intersection at 1000 E and SR-193. Avoiding the busy traffic of SR-193, this grade-separated crossing will span 120' and utilize elevators to satisfy ADA requirements.	1	*Improves safety *Encourages active transportation	30.0	14.0	407.8	2.5	1.3
6	\$ 2,000,000	Davis	1	Various	Utah Transit Authority	Operations Davis-Salt Lake Community Connector	Farmington Station	U of U Research Park via SLC Downtown	26	\$ 18,833,625	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2029. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.	1	Provides enhanced bus service between Farmington, SLC downtown, and the University of Utah.	3.0	54.7	2395.0	5.9	0.7
\$ 5,000,000		Recommended Funding					\$ 27,516,866		Requested Federal Funds				Federal Funds Available		\$ 5,000,000							

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Congestion Mitigation/ Air Quality (CMAQ) Program”**

\$ ###		Recommended Funding Amount			Recommended Project Information																	
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$1,000)
<b>Salt Lake Urban Area</b>																						
1		Salt Lake	2	Various	Utah Transit Authority	Vanpool Van Expansion	Salt Lake County	Salt Lake County	0	\$ 500,000	\$ 466,150	\$ 33,850	NA	Transit	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.	3	*Encourages shared commuting *Reduce traffic congestion	5.0	77.7	3,496.3	5.4	19.8
2		Salt Lake	2	South Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Haven	W Temple	300 W	0.3	\$ 1,269,600	\$ 1,183,648	\$ 85,952	Local	Active Transportation	This project will construct the improvement of Parley's trail between W Temple and 300W. The improvement will be a separated shared use path on the North side of the street.	9	*Improves bicycle and pedestrian safety *Encourages active transportation *Improves trail connectivity	20.0	-	973.2	2.7	15.7
3		Salt Lake	2	South Jordan	South Jordan City	Welby Jacobs Canal Trail Crossing Enhancements	Daybreak Parkway	4000 W	NA	\$ 1,607,500	\$ 1,498,672	\$ 108,828	Minor Arterial	Active Transportation	This project will add Pedestrian Hybrid Beacons (PHBs) and refuge islands at two major road crossings along the Welby Canal Trail.	2	*Improves pedestrian safety *Improves crossing visibility and control	20.0	11.4	333.3	2.0	8.9
4	\$ 1,183,648	Salt Lake	2	South Salt Lake	South Salt Lake City	300W Bicycle/Pedestrian Facility	2100 S	Haven Avenue	0.28	\$ 1,269,600	\$ 1,183,648	\$ 85,952	Minor Arterial	Active Transportation	This project will construct a high comfort bicycle/pedestrian facility along 300W.	8	*Improves bicycle safety *Encourages active transportation	20.0	-	27.3	1.0	5.7
5		Salt Lake	2	Salt Lake City	Salt Lake City Corporation	Bike Share (GreenBike) Expansion	Salt Lake City	Salt Lake City	N/A	\$ 769,600	\$ 717,498	\$ 52,102	NA	Active Transportation	Add 4 bike share stations with 16 docks and 14 e-bikes each (56 e-bikes total). E-bikes generate significantly higher average daily trips and longer trip distances compared to non-e-bikes.	3	*Encourages active transportation *Expands mobility options with flexible, shared transportation	10.0	-	295.8	1.1	5.6
6		Salt Lake	2	Herriman	Herriman City	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr	0	\$ 3,992,900	\$ 2,796,400	\$ 300,000	NA	Other	This project will construct a Park and Ride facility of approximately 60 parking spaces. This will be used by residents and commuters to coordinate trips. It is anticipated that the demand will be larger than this parking lot and is an important first step in serving this area.	2	*Trailhead location	20.0	-	821.9	1.2	2.3

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Congestion Mitigation/ Air Quality (CMAQ) Program”**

\$ ###		Recommended Funding Amount		Recommended Project Information																		
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$1,000)
7		Salt Lake	2	South Salt Lake	South Salt Lake City	Gregson Neighborhood Byway	700 E	S Washington St	1.8	\$ 1,185,800	\$ 1,105,521	\$ 80,279	Local	Active Transportation	The Gregson Neighborhood Byway will create an active transportation route along quiet residential streets to the Millcreek Station.	7	*Promote active transportation *First/last mile options	20.0	-	45.4	0.3	1.9
8	\$ 2,000,000	Salt Lake	2	Salt Lake City, West Valley, Kearns, and West Jordan	Utah Transit Authority	Operations for 5600 W Bus Route	5600 W Old Bingham Highway Station	Salt Lake City Airport	0	\$ 7,116,127	\$ 4,500,000	\$ 326,773	Principal Arterial	Transit	The 5600 W Bus Route is the transit component for the Mountain View Corridor. The route provides new north/south transit service, helping to reduce traffic and improve the region’s air quality. It serves low-income and minority neighborhoods in western Salt Lake County and provides improved access to jobs.	2	*Improves transit accessibility *Provides a direct ride from the west SL County to the airport, downtown, and major job centers	1.0	548.6	24,000	23.3	1.2
9	\$ 1,451,218	Salt Lake	2	Salt Lake City	Salt Lake City Corporation	Chipeta Way/Wakara Way Roundabout	0	0	0	\$ 1,556,600	\$ 1,451,218	\$ 105,382	Collector	Reconstruct	Salt Lake City will convert a 4-Way stop controlled intersection to a roundabout to reduce crashes, speeds, delays, emissions and air pollution. The design will comply with the latest PROWAG (Public Right-of-Way Accessibility Guidelines).	4	*Improves pedestrian safety *Reduces traffic conflicts	20.0	109.3	-	0.6	0.9
10	\$ 2,000,000	Salt Lake	2	Sandy	Sandy City	1210 E SR-209 Pedestrian Crossing	1200 East	1220 East	0.08	\$ 1,057,400	\$ 976,491	\$ 80,909	Principal Arterial	Active Transportation	A HAWK pedestrian signal will be installed to provide a designated safe crossing for the 400+/event jaywalking pedestrians across SR-209 (9400 S).	2	*Reduces traffic delays *Improves traffic safety	20.0	33.9	-	0.2	0.9
11		Salt Lake	2	Salt Lake City	Utah Transit Authority	Salt Lake Central Transit Improvements	300 South 600 West	0	0	\$ 95,147,136	\$ 5,034,420	\$ 365,580	Collector	Active Transportation	Build a Pedestrian Bridge over the UPRR/UTA railroad tracks near 200 South. The bridge is part of the site improvements needed to re-develop the SL Central station into a mixed use community. It will connect a new parking structure on the west side of the tracks (where UTA FLHQ currently stands) to the SL Central Station.	4	*Encourages transit use *Supports transit-oriented development	40.0	-	192.0	0.3	0.8
12		Salt Lake	2	Farmington, Bountiful, Centerville, North Salt Lake and Salt Lake	Utah Transit Authority	Operations Davis-Salt Lake Community Connector	Farmington Station	U of U Research Park via SLC Downtown	26	\$ 18,833,625	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	UTA’s five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2029. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region’s air quality. It serves Davis County to Salt Lake City and U of U.	1	*Encourages transit use	3.0	54.7	2,395.0	5.5	0.6

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Congestion Mitigation/ Air Quality (CMAQ) Program”**

\$ ###		Recommended Funding Amount			Recommended Project Information																	
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$1,000)
13	\$ 1,500,000	Salt Lake	2	Bluffdale	Bluffdale City	14600 South Ped/Bike Improvements Phase 1	Spring View Parkway	1300 West	0.3	\$ 4,016,200	\$ 1,500,000	\$ 100,500	Minor Arterial	Active Transportation	This project will construct new curb, gutter, sidewalks and separated bike lanes on both sides of 14600 South between Spring View Parkway and 1300 West. This will be the first phase of a multi-phase project between Spring View Parkway and Redwood Road.	2	*Fills network gaps and improves connectivity *Improves pedestrian and bicyclist safety	20.0	-	20.5	0.2	0.4
14	\$ 1,500,000	Salt Lake	2	South Jordan	South Jordan	Shields Lane Multi-Use Path (Phase 2)	3200 W	2700 W	0.5	\$ 5,629,700	\$ 5,248,569	\$ 381,131	Collector	Active Transportation	Reconfigure the Shields Lane cross-section to add a 12-14 ft multi-use path on the south side and improve pedestrian crossings for safety and comfort. Phase 1 was funded in the 2026-2031 TIP, and this phase will extend the path another 0.5 miles. The project was the preferred solution in the 2023 Shields Lane Study and is highlighted in the City's General Plan and Active Transportation Plan.	1	*Improves pedestrian and bicycle safety *Improves connectivity to transit	20.0	6.1	178.2	1.0	0.3
15		Salt Lake	2	Holladay	Holladay	Highland Dr Reconstruction & Complete Street (Bike/Ped Elements)	Arbor Lane	Van Winkle Expressway	1.4	\$ 6,443,600	\$ 5,830,231	\$ 613,369	Minor Arterial	Active Transportation	Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility needs 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.	1	*Improves bicycle safety *Encourages active transportation	20.0	-	14.5	0.1	0.2
16		Salt Lake	2	Midvale	UDOT Region 2	I-15 NB On Ramp Widening at 7200 S.	Entrance Ramp NB MP 0.00	Entrance Ramp NB MP 0.03	0.03	\$ 7,350,500	\$ 2,000,000	\$ 2,850,500	Highway/Freeway	Reconstruct	The project will construct an additional lane on the ramp of I-16 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicles have to wait to merge on the ramp, reduce congestion in the area, and improve the safety of the conflict point.	1	*Improves traffic safety *Reduces vehicle delay *Improves traffic flow efficiency	20.0	20.5	-	0.1	0.1
\$ 9,634,866		Recommended Funding						\$ 40,492,466	Requested Federal Funds		Federal Funds Available			\$ 9,700,000								



# WASATCH FRONT REGIONAL COUNCIL

**DATE:** April 22, 2026  
**AGENDA ITEM:** 4d  
**SUBJECT:** **ACTION:** Recommend 2028 Carbon Reduction Program (CRP)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming federal Carbon Reduction Program (CRP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for CRP funds are projected to be approximately \$2.7M through the year 2028 in the Salt Lake Urban Area with \$3M available to program in the year 2028, and about \$1.4M in annual apportionments anticipated in the Ogden/ Layton Area with \$1.5M available to program in the year 2028. The amounts available to program this year are due to the programmed CRP projects moving through the implementation process.

In the fall of 2025, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available CRP funds. They were then asked to prepare a project concept report and an emission analysis form, providing further detail on their projects. The WFRC staff and the Technical Advisory Committees (TACs) -- composed of the region’s municipal engineers and other professionals representing their respective agency or municipality -- used these reports, a field review of all projects in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, and meeting on March 25th, the WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the CRP program. The attached tables “Projects Submitted for Consideration for the 2028 Carbon Reduction (CRP) Program” show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2028 CRP program with the recommended funding amount listed in the left-hand column. Benefits of each project in addition to air quality are also included in the center column titled, “Other Benefits”. The tables are divided by the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake Urbanized Area, encompassing Salt Lake County. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for CRP funding through UDOT.

At the Trans Com meeting on April 30, WFRC staff will present the CRP program funding recommendations.

**CONTACT PERSON:**

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Fariba Soltani (435) 554-9148, fariba.soltani@wfrc.utah.gov

**RECOMMENDATIONS:**

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion “to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2028 Carbon Reduction Program.”

**EXHIBITS:**

Spreadsheets showing recommended CRP Projects for the Ogden/Layton and Salt Lake Urbanized Areas

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2028 Carbon Reduction (CRP) Program”**

AQ Rank		Recommended Funding Amount		Recommended Project Information													Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		
Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -									
1	\$ 466,150	Davis	1	Various	Utah Transit Authority	Davis County	Weber County	0	\$ 500,000	\$ 466,150	\$ 33,850	NA	Transit	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.	2	*Reduces traffic congestion *Increases shared commuting options	5.0	77.7	3496.3	797.0	2908.9		
2	\$ 932,300	Weber	1	Ogden	Utah Department of Transportation	I-15 MP 341	I-15 MP 342	0.3	\$ 1,000,000	\$ 932,300	\$ 67,700	Highway/Freeway	Operations	The project will place a ramp meter on the southbound 31st Street ramp to reduce congestion on I-15.	1	* Reduces congestion *Enhances traffic operations *Improves safety on merging to I-15 at 31st Street	10.0	76.2	0.0	194.3	709.3		
3		Davis	1	Clearfield City	Clearfield City	1000 E SR-193 Pedestrian Bridge	Northwest corner of intersection @ 1000 E SR-193 Southwest corner of intersection @ 1000 E SR-193	0.02	\$ 18,222,000	\$ 15,123,771	\$ 1,098,229	Principal Arterial	Active Transportation	This pedestrian crossing will mainly serve the children attending the elementary, jr. high, and high schools south of the intersection at 1000 E and SR-193. Avoiding the busy traffic of SR-193, this grade-separated crossing will span 120' and utilize elevators to satisfy ADA requirements.	1	*Improves safety *Encourages active transportation	30.0	37.8	1103.3	312.9	163.7		
\$ 1,398,450		Recommended Funding				\$ 16,522,221		Requested Federal Funds				Federal Funds Available		\$ 1,500,000									

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2028 Carbon Reduction (CRP) Program”**

\$ ###		Recommended Funding Amount			Recommended Project Information																	
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)
<b>Salt Lake Urban Area</b>																						
1	\$ 466,150	Salt Lake	2	Various	Utah Transit Authority	Vanpool Van Expansion	Salt Lake County	Salt Lake County	0	\$ 500,000	\$ 466,150	\$ 33,850	NA	Transit	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.	3	*Encourages shared commuting	5.0	77.7	3496.3	752.5	2746.6
2		Salt Lake	2	South Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Haven	W Temple	300 W	0.3	\$ 1,249,100	\$ 1,164,536	\$ 84,564	Local	Active Transportation	This project will construct the improvement of Parley's trail between W Temple and 300W. The improvement will be a separated shared use path on the North side of the street.	2	*Improves bicycle and pedestrian safety *Improves trail connectivity	20.0	-	973.2	225.2	1,316.3
3		Salt Lake	2	Sandy	Sandy City	700 East Cy's Rd (SR-71 8800 S) Signal	Cy's Road(8800 S.)	700 East	0	\$ 3,800,500	\$ 3,190,419	\$ 610,081	Collector	Capacity	A traffic signal will be installed and the east leg widened. The warranted traffic signal significantly reduces intersection delay. Sandy agreed to finish the construction of Cy's Rd at 700 E if the developer to the NE dedicated the ROW. Cy's Rd is master planned to connect to 1300 E through the golf course.	1	*Improves traffic safety *Reduces intersection delay *Improves traffic flow	20.0	175.1	-	446.4	857.4
4		Salt Lake	2	South Jordan	South Jordan City	Welby Jacobs Canal Trail Crossing Enhancements	Daybreak Parkway	4000 W	NA	\$ 1,607,500	\$ 1,498,672	\$ 108,828	Minor Arterial	Active Transportation	This project will add Pedestrian Hybrid Beacons (PHBs) and refuge islands at two major road crossings along the Welby Canal Trail.	2	*Improves pedestrian safety *Improves crossing visibility	20.0	11.4	333.3	90.2	409.6
5		Salt Lake	2	Salt Lake City	Salt Lake City Corporation	Chipeta Way/Wakara Way Roundabout		0	0	\$ 1,368,555	\$ 1,263,173	\$ 105,382	Collector	Reconstruct	Salt Lake City will convert a 4-Way stop controlled intersection to a roundabout to reduce crashes, speeds, delays, emissions and air pollution. The design will comply with the latest PROWAG (Public Right-of-Way Accessibility Guidelines).	4	*Improves traffic safety *Reduces traffic delays	20.0	33.9	-	86.5	405.8

“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2028 Carbon Reduction (CRP) Program”

\$ ###		Recommended Funding Amount			Recommended Project Information																	
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)
6	\$ 400,000	Salt Lake	2	Salt Lake City	Salt Lake City Corporation	Bike Share (GreenBike) Expansion	Salt Lake City	Salt Lake City	N/A	\$ 694,100	\$ 647,109	\$ 46,991	NA	Active Transportation	Add 4 bike share stations with 16 docks and 14 e-bikes each (56 e-bikes total). E-bikes generate significantly higher average daily trips and longer trip distances compared to non-e-bikes.	3	*Encourages active transportation *Expands shared mobility options	10.0	0.0	295.8	71.5	376.3
7		Salt Lake	2	South Salt Lake	South Salt Lake City	300W Bicycle/Pedestrian Facility	2100 S	Haven Avenue	0.28	\$ 1,106,000	\$ 1,031,124	\$ 74,876	Minor Arterial	Active Transportation	This project will construct a high comfort bicycle/pedestrian facility along 300W.	4	*Improves bicycle safety *Encourages cycling	20.0	-	27.3	18.0	119.1
8		Salt Lake	2	Salt Lake City	Utah Transit Authority	Salt Lake Central Transit Improvements	300 South 600 West	0	0	\$ 95,147,136	\$ 5,034,420	\$ 365,580	Collector	Active Transportation	Build a Pedestrian Bridge over the UPRR/UTA railroad tracks near 200 South. The bridge is part of the site improvements needed to re-develop the SL Central station into a mixed use community. It will connect a new parking structure on the west side of the tracks (where UTA FLHQ currently stands) to the SL Central Station.	4	*Improves transit accessibility *Encourages transit use	40.0	-	192.0	41.2	111.4
9	\$ 1,500,000	Salt Lake	2	South Jordan	South Jordan	Shields Lane Multi-Use Path (Phase 2)	3200 W	2700 W	0.5	\$ 5,629,700	\$ 5,248,569	\$ 381,131	Collector	Active Transportation	Reconfigure the Shields Lane cross-section to add a 12–14 ft multi-use path on the south side and improve pedestrian crossings for safety and comfort. Phase 1 was funded in the 2026–2031 TIP, and this phase will extend the path another 0.5 miles. The project was the preferred solution in the 2023 Shields Lane Study and is highlighted in the City’s General Plan and Active Transportation Plan.	1	*Improves pedestrian and bicycle safety *Improves connectivity to transit	20.0	43.4	1266.7	342.7	91.2
10	\$ 633,850	Salt Lake	2	South Salt Lake	South Salt Lake City	Gregson Neighborhood Byway	700E	S Washington St	1.8	\$ 1,032,300	\$ 962,413	\$ 69,887	Local	Active Transportation	The Gregson Neighborhood Byway will create an active transportation route along quiet residential streets to the Millcreek Station.	6	*Enhance connectivity to Millcreek Station *Improves pedestrian and bicyclist safety	20.0	0.0	45.4	12.8	90.4
11		Salt Lake	2	Midvale	UDOT Region 2	I-15 NB On Ramp Widening at 7200 S.	Entrance Ramp NB MP 0.00	Entrance Ramp NB MP 0.03	0.03	\$ 6,376,800	\$ 2,000,000	\$ 1,876,800	Highway/Freeway	Reconstruct	The project will construct an additional lane on the ramp of I-16 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicles have to wait to merge on the ramp, reduce congestion in the area, and improve the safety of the conflict point.	1	*Improves traffic safety *Reduces traffic congestion *Reduces vehicle delay	20.0	20.5	-	52.4	60.0

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2028 Carbon Reduction (CRP) Program”**

AQ Rank		Recommended Funding Amount		Recommended Project Information																		
AQ Rank	Recommended Funding	County	UDOT Region	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)
12		Salt Lake	2	Holladay	City of Holladay	I-215 Active Transportation Path	2000 East	2300 East	0.5	\$ 3,563,800	\$ 3,322,531	\$ 241,269	Highway/Freeway	Active Transportation	In 2023, Holladay completed a TLC-funded study on using the north side of the I-215 corridor, from Highland Drive to Holladay Blvd, as an active transportation path. The project will design, acquire right-of-way, and build the path for phase I to cut emissions, improve commuting, and connect regional bike/ped routes.	4	*Improves bicycle and pedestrian connectivity *Encourages active transportation	20.0	-	41.1	20.1	41.1
13		Salt Lake	2	Bluffdale	Bluffdale City	14600 South Ped/Bike Improvements Phase 1	Spring View Parkway	1300 West	0.3	\$ 4,016,200	\$ 1,500,000	\$ 100,500	Minor Arterial	Active Transportation	This project will construct new curb, gutter, sidewalks and separated bike lanes on both sides of 14600 South between Spring View Parkway and 1300 West. This will be the first phase of a multi-phase project between Spring View Parkway and Redwood Road.	2	*Fills network gaps and improves connectivity *Improves pedestrian and bicyclist safety	20.0	-	20.5	0.2	13.0
14		Salt Lake	2	Holladay	City of Holladay	Highland Dr Reconstruction & Complete Street (Bike/Ped Elements)	Arbor Lane	Van Winkle Expressway	1.4	\$ 6,443,600	\$ 5,830,231	\$ 613,369	Minor Arterial	Active Transportation	Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility needs 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.	3	*Improves pedestrian & bicycle safety *Encourages active transportation	20.0	-	14.5	4.5	5.1
\$ 3,000,000		Recommended Funding				\$ 33,159,347	Requested Federal Funds				Federal Funds Available		\$ 3,000,000									



# WASATCH FRONT REGIONAL COUNCIL

**DATE:** April 22, 2026  
**AGENDA ITEM:** 4e  
**SUBJECT:** **ACTION:** Recommend 2028 Transportation Alternatives Program (TAP)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming the federal Transportation Alternatives Program (TAP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for TAP funds for the year 2028 are projected to be approximately \$2.1M in the Salt Lake Area and about \$1.1M in the Ogden/ Layton Area. Given the mix of project cost overruns, project cost savings, and programming efficiencies, there is an estimated \$2.4M available to program in the Salt Lake Area and the Ogden/ Layton Area is expected to have an estimated \$1.5M available to program.

In the fall of 2025, the WFRC staff requested that potential project sponsors submit letters of intent to apply for the available funds. They were then asked to prepare a project concept evaluation report providing further detail on their projects. The WFRC staff and the Trans Com Technical Advisory Committees (TAC) -- composed of the region’s municipal engineers and other professionals representing their respective agency or municipality -- used these reports, a field review of all projects in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, and meeting on March 25<sup>th</sup>, WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the 2028 TAP. The attached tables “Projects Submitted for Consideration for the Draft 2028 Transportation Alternatives Program (TAP) Funds” show all the projects submitted. The highlighted projects with a recommended funding amount in the left-hand column indicate those recommended to be added to the draft program. The tables are divided by the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake Urbanized Area, encompassing Salt Lake County. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for TAP funding through UDOT.

At the Trans Com meeting on April 30, WFRC staff will present the TAP program funding recommendations.

**CONTACT PERSON:**

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Hugh Van Wagenen (385) 424-5186, [hugh.vanwagenen@wfrc.utah.gov](mailto:hugh.vanwagenen@wfrc.utah.gov)

**RECOMMENDATIONS:**

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion “to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2028 Transportation Alternatives Program.”

**EXHIBITS:**

Spreadsheets showing recommended TAP Projects for the Ogden/ Layton and Salt Lake Urbanized Areas

"Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2028 Transportation Alternatives Program (TAP)"

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects				Cells Highlighted in this Color pertain to Safe Routes to School Type Projects												Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																															
Row #	Suggested Funding		Recommended Funding Amounts			Recommended Project Information				Recommended Project Information																																					
	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Sponsor Match	Deg of Safe Due to Speed	Cost Per User	Cost per Mile	SR2S Score	Project Score		
<b>Ogden\ Layton Urbanized Area - Transportation Alternatives Program (TAP)</b>																																															
1	1	Weber	Ogden	Ogden City Corporation	SR-39 Shared Use Path Phase II	Mountain Road	Whisperwood Development	Capital Improvement	0.1	This project is phase 2 of a multi-phase shared use path along SR-39 from Harrison Boulevard to Ogden Canyon. The path will provide a safe facility for varied users to access services and connect into the Ogden River Parkway Trail system.	\$ 523,500	\$ 488,059	\$ 35,441	3	10	5	10	5	10	1	5	0	5	8	1	60																			60		
2	1	Davis	North Salt Lake	City of North Salt Lake	Cutler Drive sidewalk	Robinson Drive	Center Street	Capital Improvement	0.3	This project fills in sidewalk gaps along Cutler Drive in order to provide access to a newly operational UTA bus route, employment, and schools/homes in the area.	\$ 877,800	\$ 790,020	\$ 87,780	10	3	5	15	5	8	3	5	4	5	6	1	60																					60
3	1	Weber	Ogden	Ogden City Corporation	GREENbike Capital Care: Operations Support Vehicle Acquisition	Various Bike Station Locations across Ogden	Various Bike Station Locations across Ogden	Capital Improvement	0.5	This project will fund the purchase of an electric support vehicle and charging equipment to assist with rebalancing and recharging e-bikes as Ogden's bike share system expands. This will increase operational efficiency, reduce emissions, and support system reliability.	\$ 100,000	\$ 93,000	\$ 7,000	2	5	0	15	5	6	1	5	3	3	8	2	53																					53
\$ 1,371,079			Recommended Funding			\$ 1,500,000				Available	\$ 1,371,079			Requested			Estimated Total Project Cost												\$ 1,501,300																		





"Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2028 Transportation Alternatives Program (TAP)"

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects										Cells Highlighted in this Color pertain to Safe Routes to School Type Projects										Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																																	
Row #	Suggested Funding #,###	Recommended Funding Amounts				Recommended Project Information																																															
		Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Sponsor Match	Deg of Safe Due to Speed	Cost Per User	Cost per Mile	SR2S Score	Project Score							
14	2	Salt Lake	Holladay	City of Holladay	I-215 Active Transportation Path	2000 East	2300 East	Capital Improvement	0.5	In 2023, Holladay completed a TLC-funded study on using the north side of the I-215 corridor, from Highland Drive to Holladay Blvd, as an active transportation path. The project will design, acquire right-of-way, and build the path for phase I to cut emissions, improve commuting, and connect regional bike/ped routes.	\$ 3,563,800	\$ 3,322,531	\$ 241,269	1	15	0	15	5	8	1	5	2	5	2	1	59																							59				
15	2	Salt Lake	Kearns	The Greater Salt Lake Municipal Services District	Kearns Powerline Corridor (Approx 5670 W)	5400 S	6200 S	Capital Improvement	1	To provide a safe alternative for cyclists and pedestrians in an open corridor through an open space bisecting two neighborhoods. This will improve mobility and safety for students for nearby schools, and other users for leisure and transit. This project is in Phase II of WFRM RTP Projects Map and Kearns Active Transportation Plan.	\$ 2,145,500	\$ 1,962,958	\$ 142,542	2	10	5	14	0	10	1	5	3	5	4	1	58																										58	
16	2	Salt Lake	Millcreek	Millcreek	3300 S.: 2300 S.-S. Pioneer St.	2300 South	South Pioneer Street	Capital Improvement	0.05	This project installs continuous sidewalk and an ADA curb ramp on 3300 South (SR-171) to replace missing pedestrian facilities. It protects pedestrians, transit riders, and people with disabilities from high-speed traffic, reduces conflicts, and ensures safe, equitable access along this key corridor.	\$ 765,200	\$ 713,396	\$ 51,804	3	3	0	15	5	10	1	5	1	5	8	1	54																										54	
17	2	Salt Lake	Salt Lake City	Salt Lake City Corporation	Bike Share (GreenBike) Capital Care	Salt Lake City	Salt Lake City	Capital Improvement	1.5	GREENbike was launched in Salt Lake City in 2013. Of 50 stations in the Salt Lake area, 23 are at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of 6 stations and 58 eBikes. With this funding, GREENbike will continue to serve the public with sustainable travel.	\$ 846,000	\$ 788,726	\$ 57,274	11	5	0	15	5	6	1	5	3	3	8	2	53																											53
18	2	Salt Lake	Millcreek	Millcreek	2700 E. 3300 S. - Evergreen Ave	3300 S	Evergreen Ave	Safe Routes to School	0.2	2700 East connects to Safe Routes to School for Evergreen Junior High. Deteriorating sidewalks, missing sections, and an open ditch create unsafe student conditions. Wide shoulders and ample right-of-way enable shovel-ready construction without property acquisition, maximizing value and cost efficiency.	\$ 1,745,000	\$ 1,626,864	\$ 118,137	2														5	10	1	5	0	8	1	10	3	2	45											45				
19	2	Salt Lake	Riverton City	Riverton City	12800 South Beehive Bikeways Segment	South Jordan Canal	Just East of 1300 West	Project Design\ Plan \ Study	0.3	This 12800 S Beehive Bikeways segment will connect the South Jordan canal trail & the Riverton City regional park to the Jordan River Parkway trail with an active transportation paved trail. This TAP request is for funds for the design, PI and environmental documentation of the project.	\$ 150,000	\$ 136,000	\$ 14,000	3														15	0	25	0	0	1	41																41			
\$ 2,400,000		Recommended Funding				\$ 2,400,000				Available	\$ 36,522,464					Requested	Estimated Total Project Cost										\$ 48,915,500																										



# WASATCH FRONT REGIONAL COUNCIL

**DATE:** April 22, 2026  
**AGENDA ITEM:** 4f  
**SUBJECT:** **ACTION:** Recommend 2027-2032 Surface Transportation Program (STP)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

## **BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming the federal Surface Transportation Program (STP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for STP funds are projected to be approximately \$23.6M through the year 2032 in the Salt Lake Area and \$11.7M in the Ogden/ Layton Area. Given the mix of project cost overruns, project cost savings, and programming efficiencies with other funds, and a conservative assumption that the STP program will continue through the next transportation reauthorization bill at or above the federal fiscal year apportionments of 2026, there is an estimated \$24.5M available to program for the year 2032 in the Salt Lake Area, and \$17.5M available in the Ogden/ Layton Area.

In the fall of 2025, WFRC staff requested that potential project sponsors submit letters of intent to apply for available STP funds. They were then asked to prepare a project concept evaluation report providing further detail on their projects. The WFRC staff and the Technical Advisory Committees (TACs) -- composed of the region's municipal engineers and other professionals representing their respective agency or municipality -- used these reports, an on-site field review of each project in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, and meeting on March 25, WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the Surface Transportation Program (STP). The attached tables "Projects Submitted for Consideration for the 2027-2032 Surface Transportation Program (STP)" show all the projects submitted. The highlighted projects with a recommended funding amount in the left-hand column indicate those recommended to be added to the 2027-2032 STP. The tables are divided into the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake Urbanized Area, encompassing Salt Lake County. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for STP funding through UDOT.

At the Trans Com meeting on April 30, WFRC staff will present the STP program funding recommendations.

## **CONTACT PERSON:**

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## **RECOMMENDATIONS:**

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2027-2032 Surface Transportation Program."

## **EXHIBITS:**

Spreadsheets showing recommended STP Projects for the Ogden/Layton and Salt Lake Urbanized Area.

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Surface Transportation Program (STP)”**

\$ #,###		Recommended Funding Amount					Recommended Project Information																				
Row ID	Recommended Funding	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total		
<b>Ogden/ Layton Urban Area</b>																											
1	\$ 2,500,000	1	Davis	Clinton City	2300 North Roadway: Cranefield to 4500 W, Phase 2	4000 West	4500 West	0.47	\$ 8,000,000	\$ 2,500,000	\$ 4,000,000	Collector	Reconstruct	The purpose of the 2300 North roadway project phase 2 is to widen the roadway from about 4000 West to 4500 West. The project includes the installation of a new pavement section, sidewalks, curb/gutter, and curb ramps. The failing culvert for the Howard Slough will be replaced with a concrete box culvert.	1	1.33	22.50	16.00	0.67	0.00	4.76	2.00	8.50	0.00	55.76		
2	\$ 0	1	Davis	Layton City	Main Street Redesign - Phase 1	300 North	Layton Parkway	0.65	\$ 9,710,000	\$ 9,052,633	\$ 657,367	Principal Arterial	Active Transportation	Phase One of the South Main Street redesign, extending from 300 North to Layton Parkway will fully utilize the existing 150-foot right-of-way, providing two dedicated bike lanes, enhanced connections to the Kay’s Creek Trail system, expanded pedestrian facilities on both sides of the corridor, formalize parallel parking spaces, and add landscaped center medians to improve safety, access, and circulation for all users. Phase One includes completion of the environmental documentation and full project design, followed by phased construction of the corridor improvements. Cost estimate provided for cost from Layton Parkway to Gentile Street.	3	8.00	3.50	9.00	10.00	0.00	12.00	3.00	8.00	1.00	54.50		
3	\$ 1,250,000	1	Davis	Centerville City	Parrish Ln (400 North)	Main Street (SR106)	400 East	0.34	\$ 1,750,000	\$ 1,250,000	\$ 500,000	Collector	Reconstruct	This project will reconstruct Parrish Lane (400 North) from Main Street (SR106) to 400 East. This project will add bike lanes, improve Ped Ramps, and overall pedestrian safety to Centerville Elementary School. Parrish Lane (400 North) is a major collector for Centerville City that connects east Centerville to Main Street (SR106) and the Parrish Lane I-15 Interchange. It is also used highly utilized by north Bountiful residents. This major collector is a connection for residents to access schools, businesses, shopping, parks, and City Hall.	1	7.33	17.50	16.00	0.67	0.00	4.76	0.00	7.50	0.00	53.76		
4	\$ 2,100,000	1	Davis	West Point City	3500 West Widening	300 N	800 N	0.5	\$ 4,280,500	\$ 2,126,110	\$ 2,154,390	Local	Reconstruct	The purpose of this project is to widen the existing narrow roadway to a full width road with curb, gutter and sidewalk on both sides.	2	3.33	20.00	12.00	0.00	0.00	4.29	2.00	7.00	0.00	48.62		
5	\$ 1,500,000	1	Davis	Utah Department of Transportation	1800 N & 4500 W Intersection	4640 W to 4300 W on 1800 North	1650 N to 1950 N on 4500 West	0.5	\$ 10,849,800	\$ 1,500,000	\$ 6,500,000	Minor Arterial	Operations	The existing intersection at 1800 North and 4500 West will be realigned and signalized. The northern leg and southern leg of the intersection are offset approximately 100' from each other. The intersection lies approximately 1/2 mile from the proposed end of SR-177. Upon opening day of SR-177 this intersection will fail if no improvements are done. This project will fix the offset intersection and signalize the intersection to bring the Level of Service from a F to a B.	1	0.67	3.50	15.00	5.33	0.00	11.43	4.00	7.00	0.00	46.93		
6	\$ 2,500,000	1	Davis	Layton City	Layton Parkway Extension	3200 West	3700 West	0.5	\$ 4,846,900	\$ 3,837,520	\$ 959,380	Minor Arterial	Capacity	Layton City is proposing to extend Layton Parkway from 3200 West to 3700 West, providing a critical east-west connection that will support anticipated population growth on the city’s west side. The new segment will function as a frontage road along UDOT’s West Davis Corridor, improving local circulation, reducing pressure on regional facilities, and enhancing overall network efficiency. The project includes construction of a new roadway with a 60-foot pavement width, curb and gutter, 10-foot-wide sidewalks/sidepath, utility infrastructure, and associated improvements.	2	5.00	3.50	6.00	8.00	0.00	12.00	3.00	8.00	1.00	46.50		

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Surface Transportation Program (STP)”**

\$ #,###		Recommended Funding Amount				Recommended Project Information																			
Row ID	Recommended Funding	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
7	\$ 0	1	Davis	Layton City	Layton Parkway Signalization	1700 West	2200 West	0.5	\$ 1,362,200	\$ 1,089,760	\$ 272,440	Minor Arterial	Operations	Layton City proposes the construction of two traffic signals along Layton Parkway at 1700 West and 2200 West. The new signalized intersections will reduce traffic delays, enhance operational capacity, and improve overall traffic flow along this key corridor.	1	2.67	3.50	12.00	8.00	0.00	9.52	2.00	7.00	1.00	45.69
8	\$ 0	1	Davis	City of North Salt Lake	Center Street Bridge Over Legacy Trail	Center Street - east side of Legacy Trail tunnel	Center Street - west side of Legacy Trail Tunnel	0.02	\$ 315,000	\$ 283,500	\$ 31,500	Collector	Reconstruct	This project involves the repair of a section of the Center Street bridge over Legacy Trail that has been damaged due to subsidence and water infiltration. We will excavate imported fill and install compacted structural fill, then replace the roadway above, thereby preventing further subsidence and continued road damage.	2	1.33	15.00	20.00	0.00	0.00	3.81	1.00	2.50	0.00	43.64
9	\$ 0	1	Weber	Ogden City	2550 South Phase 1 Reconstruction	Commerce Way	Pennsylvania Ave	0.57	\$ 9,178,500	\$ 8,557,116	\$ 621,384	Minor Arterial	Reconstruct	The project proposes to reconstruct and slightly widen 2550 between the project extents. Along with the pavement, work includes c&g installation, new “High Tee” signalized intersection at Old Midland Drive/2550, signal integration, roadway striping adjustments, and railroad crossing safety improvements.	4	3.33	12.50	8.00	5.33	0.00	4.76	2.00	6.50	1.00	43.43
10	\$ 4,000,000	1	Weber	Ogden City Corporation	2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 8,734,800	\$ 5,346,554	\$ 388,246	Collector	Reconstruct	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes, clear zone is problematic and the project proposes a number of other roadway safety elements.	1	4.67	12.50	8.00	4.00	0.00	4.76	0.00	8.50	1.00	43.43
11	\$ 0	1	Davis	West Point City	700 South Widening	4000 W	4500 W	0.5	\$ 3,290,600	\$ 1,762,337	\$ 1,528,263	Collector	Capacity	The purpose of this project is to widen the existing narrow roadway to a 3 lane section including a full width travel lane in each direction and a center median.	1	4.00	3.00	12.00	0.00	0.00	9.00	3.00	5.50	0.00	36.50
12	\$ 0	1	Davis	South Weber City Corporation / UDOT	2700 East & SR-60 Widening	South Weber Drive (SR-60)	7800 South	0.283	\$ 3,752,300	\$ 3,372,409	\$ 379,891	Collector	Operations	The project is primarily widening 2700 E from the park-and-ride north of South Weber Drive (SR-60) to 7800 South. It includes constructing a roundabout at the intersection of 2700 East and 7800 South. Improvements on South Weber Drive include widening to add an additional left-turn lane and a dedicated right-turn lane.	0	2.00	2.50	6.00	9.33	0.00	9.52	1.00	6.00	0.00	36.36
13	\$ 0	1	Weber	Riverdale City	Freeway Park Drive Improvement Project	5000 Freeway Park Drive	4000 Freeway Park Drive	0.1515	\$ 712,500	\$ 664,264	\$ 48,236	Collector	Active Transportation	Provide curb and gutter and additional asphalt on the north side of the roadway for about 750 feet; the south side already has improvements. The project includes storm piping to capture runoff and tie into the existing system, along with striping for a bike lane and edge of roadway.	1	7.00	1.50	15.00	0.00	0.00	4.00	2.00	4.50	1.00	35.00

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Surface Transportation Program (STP)”**

\$ #,###		Recommended Funding Amount				Recommended Project Information																			
Row ID	Recommended Funding	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
14	\$ 0	1	Davis	Clearfield City	1000 E SR-193 Pedestrian Bridge	Northwest corner of intersection @ 1000 E SR-193	Southwest corner of intersection @ 1000 E SR-193	0.02	\$ 20,934,900	\$ 17,653,007	\$ 1,281,893	Principal Arterial	Active Transportation	This pedestrian crossing will mainly serve the children attending the elementary, jr. high, and high schools south of the intersection at 1000 E and SR-193. Avoiding the busy traffic of SR-193, this grade-separated crossing will span 120' and utilize elevators to satisfy ADA requirements.	1	6.00	0.00	9.00	1.00	0.00	3.00	5.00	8.00	1.00	33.00
15	\$ 4,000,000	1	Weber	Farr West City Corporation	3300 North Widening Phase 2	2000 West (SR-126) 3300 North	2575 West 3300 North	0.625	\$ 9,011,600	\$ 4,593,069	\$ 4,418,531	Collector	Reconstruct	The project will improve the 3300 North corridor from 2000 West (SR-126) to 2575 West. The existing road has inconsistent widths, and the widening will widen the roadway to the standard width of a collector road in the City. The project includes a bridge widening over the Willard Canal.	1	2.00	12.50	4.00	0.67	0.00	3.33	1.00	6.50	0.00	30.00
16	\$ 0	1	Davis	West Point City	4000 West Widening	300 N	800 N	0.5	\$ 3,411,200	\$ 1,781,812	\$ 1,629,388	Local	Reconstruct	The purpose of this project is to widen the existing narrow roadway to a full width road with curb, gutter and sidewalk on both sides.	4	2.00	7.50	8.00	0.00	0.00	4.29	1.00	6.50	0.00	29.29
17	\$ 0	1	Box Elder	Brigham City Corporation	1200 West Roadway Widening (Forest to 400 South)	Forest Street	400 South	0.549	\$ 4,854,500	\$ 3,916,779	\$ 937,721	Collector	Reconstruct	The project proposes to widen the road from a two lane 24' asphalt road to a full roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.	2	0.67	7.50	4.00	0.67	0.00	4.29	1.00	4.50	0.00	22.62
\$ 17,850,000		Recommended Funding				\$ 69,286,870		Requested Federal Funds				Federal Funds Available				\$ 17,500,000									

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Surface Transportation Program (STP)”**

\$ #,###		Recommended Funding Amount					Recommended Project Information																			
Row ID	Recommended Funding	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSM/ITS Improvements	Delay Reduction	Growth Principles/Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total	
<b>Salt Lake Urban Area</b>																										
1	\$ 1,500,000	2	Salt Lake	Sandy City	700 East Cy's Rd (SR-71 8800 S) Signal	Cy's Road(8800 S.)	700 East	0	\$ 3,800,500	\$ 3,190,419	\$ 610,081	Collector	Operations	A traffic signal will be installed and the east leg widened. The warranted traffic signal significantly reduces intersection delay. Sandy agreed to finish the construction of Cy's Rd at 700 E if the developer to the NE dedicated the ROW. Cy's Rd is master planned to connect to 1300 E through the golf course.	1	9.33	3.50	15.00	17.33	0.00	11.43	4.00	8.00	3.00	71.60	
2	\$ 3,000,000	2	Salt Lake	Salt Lake City Corporation	Wakara Way Roadway Reconstruction	Foothill Drive	Arapeen Drive	0.26	\$ 5,442,600	\$ 5,074,136	\$ 368,464	Collector	Reconstruct	Wakara Way, a primary vehicular access to the University of Utah Research Park, will soon become a first-last mile connection for the UTA TechLink TRAX. The reconstruction will address poor pavement and street flooding, while adding safer bikeways and more direct continuous sidewalks per the SLC Street Typology Guide.	1	8.67	22.50	12.00	6.00	0.00	5.24	1.00	7.50	0.00	62.90	
3	\$ 3,000,000	2	Salt Lake	City of Holladay	Highland Dr Reconstruction & Complete Street (Bike/Ped Elements)	Arbor Lane	Van Winkle Expressway	1.4	\$ 6,443,600	\$ 5,830,231	\$ 613,369	Minor Arterial	Reconstruct	Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility needs 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.	2	6.67	22.50	12.00	3.33	0.00	3.33	2.00	8.00	1.00	58.83	
4	\$ 3,000,000	2	Salt Lake	Millcreek	Highland Drive: Boundary to 3300 South	Boundary	3300 South	0.5	\$ 7,810,900	\$ 7,282,102	\$ 528,798	Minor Arterial	Reconstruct	This project involves a complete reconstruction of Highland Drive, prioritizing the corridor for all users. The north-south roadway was part of the Local Link study affecting Salt Lake, Millcreek, and Holladay. The impetus for these improvements—including sidewalks, bike lanes, and curb ramps—arises from ongoing redevelopment projects adjacent to the roadway.	5	7.33	20.00	12.00	6.67	0.00	4.29	1.00	6.00	1.00	58.29	
5	\$ 1,500,000	2	Salt Lake	Sandy City	1210 E SR-209 Pedestrian Crossing	1200 East	1220 East	0.08	\$ 1,057,400	\$ 976,491	\$ 80,909	Principal Arterial	Active Transportation	A HAWK pedestrian signal will be installed to provide a designated safe crossing for the 400+/event jaywalking pedestrians across SR-209 (9400 S).	2	13.00	2.50	15.00	7.00	0.00	11.00	1.00	7.00	1.00	57.50	
6	\$ 0	2	Salt Lake	West Jordan City	Airport Road Widening Design	6200 South	7800 South	2.2	\$ 200,000	\$ 145,000	\$ 65,000	Collector	Study	Airport Road (4600 West) is a collector road with an ADT of 6,600 vehicles per day. Approximately 20% of the total traffic is heavy traffic. Some sections of Airport Road are two-lane highways with shoulders. It is an important corridor in West Jordan because it links 6200 South with 7800 South. The main goal is to study the corridor, design the required improvements, identify areas requiring right-of-way acquisition, and estimate construction costs to request funding from the city council, WFRC, and UDOT.	2	7.00	5.00	15.00	10.00	0.00	9.00	1.00	6.50	1.00	54.50	

**“Projects Submitted for Consideration for the 2027-2032 Transportation Improvement Program (TIP) and the 2032 Surface Transportation Program (STP)”**

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7	\$ 0	2	Salt Lake	Millcreek	Wasatch BLVD Multi-Use Trail Phase II	3800 South	3300 South	0.8	\$ 2,362,800	\$ 2,202,383	\$ 159,962	Minor Arterial	Active Transportation	This project completes the terminal section of trail from Big Cottonwood Canyon to SR-171 (3300 S) for Millcreek portions. It fills critical gaps in active transportation networks, enabling safe walking and cycling for commuters and recreation while reducing car dependency and enhancing community connectivity.	5	11.00	4.00	12.00	10.00	0.00	9.00	1.00	6.00	0.00	53.00
8	\$ 0	2	Salt Lake	South Jordan City	Welby Jacobs Canal Trail Crossing Enhancements	Daybreak Parkway	4000 W	NA	\$ 1,607,500	\$ 1,498,672	peatmoss	Minor Arterial	Active Transportation	This project will add Pedestrian Hybrid Beacons (PHBs) and refuge islands at two major road crossings along the Welby Canal Trail.	2	7.00	1.00	15.00	4.00	0.00	10.00	4.00	7.50	1.00	49.50
9	\$ 3,000,000	2	Salt Lake	West Valley City / Magna	7200 West Widening and Reconstruction	4100 South	3500 South	1	\$ 23,042,500	\$ 7,750,000	\$ 3,014,729	Minor Arterial	Reconstruct	This project will improve safety and mobility along 7200 West from 4100 South to 3500 South. The project will reconstruct the deteriorating pavement section and construct new curb, gutter, and sidewalk in areas where these facilities are currently missing or inadequate. Buffered bike lanes will be added along the corridor to create safer, more comfortable space for cyclists and to encourage multimodal travel. The project also includes full reconstruction of two railroad crossings to enhance both vehicular and pedestrian safety.	1	3.33	20.00	8.00	2.00	0.00	4.29	2.00	8.50	1.00	49.12
10	\$ 3,000,000	2	Salt Lake	Draper City	Fort Street	13200 South	13800 South	0.83	\$ 11,548,200	\$ 10,668,495	\$ 774,705	Collector	Reconstruct	Fort Street is a minor collector that runs through old Draper. Currently, it is a two-lane street with no curb. It is a safe walking route but doesn't have continuous sidewalks. This project would reconstruct and widen Fort Street from 13200 South to 13800 South including paved shoulders, curb, park strips, and sidewalks.	1	4.00	25.00	4.00	0.00	0.00	4.29	2.00	6.00	1.00	46.29
11	\$ 0	2	Salt Lake	Sandy City	Monroe Street Phase III	Mall Ring Rd	10600 South	0.038	\$ 29,331,067	\$ 3,999,847	\$ 25,331,200	Collector	Capacity	Monroe Ph III represents the southernmost section of the broader Monroe Street project, which consists of seven phases in total. Five phases are completed and another is currently under design. Phase III, the remaining phase, bridges the gap between 10600 South and the I-15 NB exit ramp to Monroe. Due to development pressures in the vicinity, this phase has gained importance. Phase III will build and realign Monroe NE of it's current location.	3	11.00	2.00	9.00	9.00	0.00	4.00	3.00	8.00	0.00	46.00
12	\$ 0	2	Salt Lake	City of West Jordan	Old Bingham Highway: 5600 West to Mountain View Corridor	5600 West	Mountain View Corridor	0.75	\$ 13,022,400	\$ 3,000,000	\$ 881,616	Collector	Capacity	A proposed widening project (from 2 to 5 lanes) in a developing Commercial and Industrial area of West Jordan. The project area includes a few key indicators for expansion with the BRT project being implemented on 5600 West, the future expansion of the MVC interchange with Old Bingham Highway, and the UTA Trax Station at approximately 5650 W Old Bingham Highway.	1	4.00	4.50	12.00	2.00	0.00	6.00	4.00	8.50	1.00	42.00

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13	\$ 3,000,000	2	Salt Lake	Murray City Engineering	6400 South; 1300 East to Highland Drive	1300 East	Highland Drive	1.06	\$ 10,587,500	\$ 9,870,726	\$ 716,774	Collector	Reconstruct	This project will provide sidewalk and buffered bike lanes on both sides of 6400 South. A new storm drain trunkline will be installed, which will separate storm drain water from ditch irrigation water. The deteriorating roadway will be rebuilt, and spot replacement of concrete will be performed. (limit 325 characters)	1	6.00	17.50	4.00	0.00	0.00	4.76	0.00	7.50	0.00	39.76
14	\$ 0	2	Salt Lake	City of South Salt Lake	300 W Sidewalk and Roadway Improvements	3300 S	3900 S	1	\$ 13,569,200	\$ 12,650,565	\$ 918,635	Collector	Reconstruct	This project will reconstruct 300 W as well as construct new curb, gutter, sidewalk, street lighting and safety improvements to curve just before 3900 S.	6	3.33	17.50	4.00	0.00	0.00	5.24	2.00	7.00	0.00	39.07
15	\$ 2,000,000	2	Salt Lake	UDOT Region 2	I-15 NB On Ramp Widening at 7200 S.	Entrance Ramp NB MP 0.00	Entrance Ramp NB MP 0.03	0.03	\$ 7,350,500	\$ 2,000,000	\$ 2,850,500	Highway/Freeway	Operations	The project will construct an additional lane on the ramp of I-16 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicles have to wait to merge on the ramp, reduce congestion in the area, and improve the safety of the conflict point.	1	3.33	2.50	15.00	0.00	0.00	8.57	3.00	4.50	2.00	38.90
16	\$ 1,000,000	2	Salt Lake	Herriman City	12600 S & Herriman Main St Intersection Improvements	4972 W	5010 W	0.1	\$ 4,750,800	\$ 4,250,800	\$ 500,000	Principal Arterial	Operations	This project constructs a free right/acceleration lane from Herriman Main St to 12600 S and an additional left turn 12600 S to Main St	2	1.33	1.00	15.00	0.00	0.00	9.52	4.00	7.00	1.00	38.86
17	\$ 0	2	Salt Lake	Millcreek	3300 S.: 2300 S.-S. Pioneer St.	2300 South	South Pioneer St	0.05	\$ 880,900	\$ 821,263	\$ 59,637	Principal Arterial	Active Transportation	Construct sidewalk, curb, and gutter on the south side of 3300 South. There is little to no shoulder and pedestrians are often seen walking in the travel lane. Several businesses, redences, and bus stops will be served by the sidewalk. The need is identified in both the Walk Millcreek Plan (2015) and 3300 South Sidewalk Safety Study (2016)	5	8.00	4.50	15.00	0.00	0.00	3.00	0.00	5.00	1.00	36.50
18	\$ 0	2	Salt Lake	Utah Transit Authority	Salt Lake Central Transit Improvements	300 South 600 West	0	0	\$ 95,147,136	\$ 5,034,420	\$ 365,580	Collector	Active Transportation	Build a Pedestrian Bridge over the UPRR/UTA railroad tracks near 200 South. The bridge is part of the site improvements needed to re-develop the SL Central station into a mixed use community. It will connect a new parking structure on the west side of the tracks (where UTA FLHQ currently stands) to the SL Central Station.	4	12.00	1.50	3.00	3.00	0.00	10.00	0.00	6.50	0.00	36.00
19	\$ 0	2	Salt Lake	Magna City	3100 South Sidewalk Connection & Safety Improvement	8000 West	9200 West	1.48	\$ 6,397,100	\$ 2,000,000	\$ 150,000	Collector	Active Transportation	Improve pedestrian safety and connectivity on 3100 S from 9200-8000 W by installing ADA ramps, adequate streetlighting and 3715 LF of missing curb, gutter, and sidewalk. Priority will be given to two signalized intersections that lack full pedestrian access. Current conditions pose serious safety risks for pedestrians. THIS REQUEST IS FOR PARTIAL FUNDING--WILL CONTINUE TO SEEK ADDITIONAL FUNDING.	2	6.00	3.50	9.00	2.00	0.00	6.00	0.00	6.50	0.00	33.00

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20	\$ 0	2	Salt Lake	West Valley City	1300 West Widening and Bike Lanes	4000 South	3300 South	1.0655	\$ 11,937,000	\$ 7,637,402	\$ 554,598	Collector	Active Transportation	This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.	2	8.00	3.50	0.00	2.00	0.00	10.00	1.00	7.00	0.00	31.50
21	\$ 0	2	Salt Lake	Bluffdale City	14600 South Roadway Improvements Phase 1	Spring View Parkway	1300 West	0.3	\$ 4,169,300	\$ 3,000,000	\$ 200,100	Minor Arterial	Capacity	This project will widen 14600 South between Spring View Parkway and 1300 West from the existing two-lane cross section to a proposed four-lane cross section. This will be the first phase of a multi-phase project between Spring View Parkway and Redwood Road.	1	1.00	4.00	12.00	0.00	0.00	3.00	3.00	7.00	1.00	31.00
22	\$ 0	2	Salt Lake	Millcreek	2700 E. 3300 S.-E. Evergreen Ave	3300 S	E Evergreen Ave	0.2	\$ 2,006,100	\$ 1,870,287	\$ 135,813	Collector	Active Transportation	This project will install continuous sidewalk with ADA-compliant ramps and curb and gutter along 2700 S between 3300 S and E. Evergreen Ave to provide safe pedestrian access to Evergreen Junior High School.	5	7.00	5.00	3.00	0.00	0.00	8.00	0.00	6.50	0.00	29.50
23	\$ 0	2	Salt Lake	Utah Transit Authority	TRAX Forward - High Block Removals	All UTA TRAX	0	0	\$ 5,230,000	\$ 4,875,929	\$ 354,071	NA	Transit	This funding will support the design and planning for removal of all high-block structures and will remove as many of them as possible with any remaining funds. Low-Floor Vehicle deployments will make the high-block access structures unnecessary.	5	17.00	1.00	0.00	0.00	0.00	9.00	0.00	2.25	0.00	29.25
24	\$ 0	2	Salt Lake	Herriman City	6600 West Bridge Over Rose Creek	6612 S	6622 S	0.1	\$ 6,564,000	\$ 6,014,000	\$ 550,000	Collector	Capacity	This project constructs a bridge over Rose Creek, serving as a connection between two existing roads. This will provide a safer walking route to an elementary school, enhance bike access, and offer an alternative route in the event of wildfire or road closure in the area.	3	2.00	1.00	6.00	0.00	0.00	10.00	3.00	7.00	0.00	29.00
25	\$ 976,000	2	Salt Lake	Riverton City	12800 South Beehive Bikeway Segment	South Jordan Canal	1300 West	0.3	\$ 1,072,000	\$ 976,000	\$ 96,000	Collector	Active Transportation	This 12800 S Beehive Bikeway segment will connect the South Jordan trail & Riverton City regional park to the Jordan River Parkway trail with an active transportation trail. Connecting the canal trail & Regional Park to the Jordan River Parkway trail should increase usage by providing a comfortable connection.	2	6.00	2.50	0.00	2.00	0.00	9.00	0.00	6.50	1.00	27.00
26	\$ 0	2	Salt Lake	Unincorporated Salt Lake County	Majestic Oaks Lane	Rose Canyon Road	Majestic View Lane	0.71	\$ 4,748,200	\$ 4,426,747	\$ 321,453	Local	Capacity	This project will construct 0.71 miles of roadway (currently unpaved), removing the need for frequent regrading and improving maintenance efficiency. It will minimize material loss during snowplowing and runoff, enhance road safety, and allow Public Works to redirect staff and equipment.	1	0.00	2.00	15.00	1.00	0.00	4.00	0.00	4.50	0.00	26.50

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27	\$ 0	2	Salt Lake	South Jordan	Shields Lane Multi-Use Path (Phase 2)	3200 W	2700 W	0.5	\$ 5,629,700	\$ 5,248,569	\$ 381,131	Collector	Active Transportation	Reconfigure the Shields Lane cross-section to add a 12–14 ft multi-use path on the south side and improve pedestrian crossings for safety and comfort. Phase 1 was funded in the 2026–2031 TIP, and this phase will extend the path another 0.5 miles. The project was the preferred solution in the 2023 Shields Lane Study and is highlighted in the City’s General Plan and Active Transportation Plan.	1	2.00	4.00	3.00	0.00	0.00	9.00	1.00	5.50	0.00	24.50
28	\$ 0	2	Salt Lake	Magna City	Cyprus High School Access Improvements	The Cordero Drive / Newmont Drive Intersection	3500S/Copper Bend Road/Oquirrh Drive Intersection	0.501	\$ 7,221,300	\$ 3,500,000	\$ 488,882	Collector	Capacity	This project will improve access and reduce congestion on Cordero Drive. Currently all 1200 households and the 3000 students/faculty at Cyprus High have to utilize 8400W to access the neighborhood and the high school. Currently we are observing >3100ft queues on Cordero Drive during school loading and unloading times.	1	2.00	0.00	3.00	4.00	0.00	4.00	2.00	7.50	0.00	22.50
\$ 24,976,000		Recommended Funding					\$ 125,794,484			Requested Federal Funds			Federal Funds Available			\$ 24,500,000									